

**CHATHAM AREA TRANSIT AUTHORITY IFB 2021-05, ADDENDUM NO. 6**

**DATE:** November 6, 2020  
**ORIGINAL IFB NUMBER:** 2021-05  
**PROJECT:** Susie King Taylor Rehab

This Addendum forms a part of the IFB 2021-05 Susie King Taylor Rehab dated September, 30 2020.

**1.0 PURPOSE OF THIS ADDENDUM: Response to Submitted Questions**

This addendum answers questions submitted for the IFB

Question 1. Will yard period start before all equipment is delivered?

Response: The service should begin upon delivery of the vessel.

Question 2. Will there be an actual bid specification distributed prior to the bid date?

Response: The specifications were included in the IFB and the plans of the vessel are included in Addendum Number 2. All documents are available on CAT's website at <http://www.catchacat.org/about-cat/doing-business/procurement/procurement-opportunities/>.

Question 3. How will Emergent work and change orders be handled?

Response: All change order require the approval of CAT's Board of Directors.

Question 4. Will the Generator be replaced as new or will there be a rebuild done to the existing one?

Response: The current generator must be replaced.

Question 5. Have any preliminary sound tests or studies been carried out prior to this?

Response: No sound studies have been performed other than informal dBa readings taken while underway demonstrating extreme noise levels in the passenger cabin.

Question 6. Is there any reason to think that additional lead ballast will have to be provided or will the ballast removed and stored be enough?

Response: It is not anticipated that more lead will be required. Storing and repositioning back on board based on the final stability test is all that is called for.

Question 7. Can the hydraulic pump make/model & specs be provided before final scope of supply must be included in the bid proposal?

Response: The information will be provided by the shipyard once a drive system replacement is selected.

Question 8. Will a new exhaust system be designed for the main engines and/or generator?

Response: No, exhaust system will stay as is.

Question 9. The structural modification drawings provided show an external base point for reference. Can we get a drawing with the interior baseline reference points for the structural modifications?

Response: Naval Architect can provide drawing with alternate reference point.

Question 10. Will C.A.T. provide the new helm chair?

Response: The helm chair will be provided by the shipyard.

Question 11. Are you requesting blasting of the deckhouse and deck adjacent areas?

Response: The only blasting required in the specs is the forward two compartments.

Question 12. Are you requesting blasting of the underwater hull area?

Response: This portion will be up to the shipyard as they will be responsible for repainting the entire vessel.

Question 13. Will the painting of the entire bottom be expected?

Response: Yes, painting of the entire bottom is expected.

Question 14. Will interior overheads be replaced, re-clad or painted?

Response: Interior overheads will be refurbish to code and painted.

Question 15. Should a hailer be included in the electronics package?

Response: Yes, a hailer is required with the electronics package.

Question 16. Will the speakers in the passenger cabin be replaced with new?

Response: No, the speakers will not be replaced.

Question 17. Will the new car stereo be wired to play in the passenger cabin?

Response: No, the new car stereo does not need to be wired in the passenger cabin.

Question 18. Sherwin Williams offers a 4 year warranty on the products specified on the drawings provided. Does this meet with your approval?

Response: CAT has requested specific warranties in the Scope. CAT will not specify or have a preferred brand as long as the product complies with BUY America and the warranties required in the Scope.

Question 19. The vessel currently has Cummins remanufactured engine in it. Will a direct Cummins remanufactured engine be a viable option?

Response: A new engine that is 100% BUY AMERICA compliant is required. CAT will not specify or have a preferred brand as long as the product complies with BUY America and the warranties required in the Scope.

Question 20. Does the Cummins remanufactured direct replacement meet the requirements and USCG approvals through Dejong and Lebet?

Response: No, the remanufactured engines do not meet the requirements.

Question 21. Is the engine HP request of 125 negotiable if exact options are not available?

Response: As weight will be an issue, any weight added to the vessel will result in a passenger reduction, the replacement engines will have to be similar in weight to the current engines.

Question 22. The vessel currently has naturally aspirated engines, Are turbo charged engines an option?

Response: Yes, turbocharged engines are an option.

Question 23. Is the steering to be touched at all? (Not specified is scope of services)

Response: The vessel steering controls and pumps should be provided by the selected drive System the shipyard selects for replacement.

Question 24. Are we reusing the steering pump off the engine?

Response: The vessels steering controls and pumps should be provided and or selected by the shipyard, depending on which drive system is selected for replacement.

Question 25. Is any work required on the main hydraulic tanks? (P&S, not specified in scope of services).

Response: This depends on the drive system selected by the shipyard.

Question 26. What kind of oil is needed to run the drive, specific hydraulic oil or normal 32, 46 hydraulic oil?

Response: Currently the vessel uses 46 weight, this might change depending on the drive system selected by the shipyard.

Question 27. Will we be reusing the same hydraulic tanks and coolers?

Response: All keel coolers are to be replaced as stated on the specs, this will also depend on the drive system selected by the shipyard.

Question 28. Are any spares to be provided new? (Coolers, pumps, etc. for less down time)

Response: No, there are no spares provided by CAT.

Question 29. Are you expecting carbon steel or stainless steel on all tubing and fittings?

Response: All fittings should be replaced with in kind match or better quality.

Question 30. Will the naval architect be providing detailed drawings?

Response: See Response to Question No. 2.

**END OF ADDENDUM NO. 6**