STATE OF ALASKA

Department of Public Safety
Division of Administrative Services

MEDIUM CLASS VESSELS FABRICATION

RFP 2022-1200-5024

Amendment One

ISSUED November 30, 2021

This amendment is being issued to clarify the deadline for proposals and answer questions submitted by interested vendors.

Important Note to Offerors: You must sign and return this page of the amendment document with your proposal. Failure to do so may result in the rejection of your proposal. Only the RFP terms and conditions referenced in this amendment are being changed. All other terms and conditions of the RFP remain the same.

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_____
COMPANY SUBMITTING PROPOSAL

_____
AUTHORIZED SIGNATURE

_____
DATE

THE DEADLINE IS NOT CHANGED: December 8, 2021, at 4:30 pm Alaska Standard Time.

Questions submitted by potential offerors and answers from the state:

Question 1: There is a requirement listed for sediment / water sumps with drains in the main gasoline tank. According to USCG and ABYC standards, there should not be a drain in the bottom of a gasoline tank as it can be a safety issue if the drain were to fail. The standards call for gasoline tanks to only draw from the top of the tank. Would a dedicated suction type draw tube from the top of the tank to allow any collected water to be suctioned out of the tank in stead of gravity discharged be acceptable to meet the standard?

Answer: Yes, as long as it meets USCG Standards.

Question 2: The hull side plate is listed at 1/4" thick and the bottom and transom plates are listed at 5/16" thick. These are quite non-typical in the industry for a vessel this size. Of the hundreds of vessels we have built in this size class and all the way up tp 50 plus feet in length, a 3/16" side and 1/4" bottom thickness in 5086 alloy is exclusively what we have built. This is the same in the engineered class T vessels we have built. Would the state consider the more common industry standard to be acceptable?

Answer: Yes.

Question 3: There is a specification for a hydraulic system to be supplied, but in a later spec the pot puller and anchor winch both allow for either an electric or hydraulic unit to be used. Can you clarify…..does the state desire a hydraulic pot puller and wants an electric driven hydraulic pump tp power the pot puller or is it the builders discretion weather or not to provide an electric vs. hyd. pot puller? There are solutions to both, however, the well proven 12 volt DC electric Lectrodyne pot puller would suit this vessel properly and not require an electric powered hydraulic system to support it.

Answer: This would be acceptable by the State.

Question 4: There is a requirement for an on demand hot water heater for the domestic hot water. A true unlimited on demand system is nearly impossible to achieve with the typical AC generated power on a vessel this class…..it takes a lot of power. Would a typical marine insulated 6 gallon tank AC powered water heater be acceptable?

Answer: Yes.

Question 5: There is a requirement for freeboard of 30" from the deck to the water line and also a requirement for the vessel to pass a simplified stability test. These requirements are in slight conflict with each other in that there is a relationship between the height of the deck and the stability test……i.e. there is a point at which making the deck higher is actually penalizing the stability of the vessel as it raises the CG of the vessel. In my experience, 30" freeboard from deck to water line in a vessel this size is difficult to achieve and maintain function and aesthetics and is not necessary to achieve the proper stability. Would the state accept a passing stability test as the more important criteria then meeting the exact 30" of freeboard requirement?

Answer: Yes.
