

STATE OF ALASKA

Department of Natural Resources
Support Services Division



REQUEST FOR PROPOSALS (RFP) 2025-1000-0206

MEDIUM CLASS VESSEL FABRICATION

ADDENDUM 1

ISSUED JANUARY 7, 2025

This addendum is being issued to answer questions from vendors.

Important Note to Offerors: You are required to sign and return this page of the addendum 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 addendum are being changed. All other terms and conditions of the RFP remain the same. This Addendum is hereby made part of the RFP and is a total of three pages.

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COMPANY SUBMITTING PROPOSAL

AUTHORIZED SIGNATURE

DATE

QUESTIONS SUBMITTED BY OFFERORS AND ANSWER FROM THE STATE

Question 1: *On page 9 the specifications it calls for 30" of freeboard from waterline to the deck, a simplified stability test, and a collision bulkhead to all be in compliance with Subchapter T requirements for USCG inspected passenger vessels. I'm curious if this might be carry over language from another vessel contract as those requirements are not necessarily aligned with this style of boat. It would be a bit more fitting to have this boat be USCG patrol vessel compliant and supplied with a stability booklet that confirms the vessel stability is concurrent with the operational profile weights, personnel, and sea states specified. This is actually said later in the specifications.*

Answer 1: Having the proposed boat be USCG patrol vessel compliant and supplied with a stability booklet that confirms the vessel stability is concurrent with the operational profile weights, personnel, and sea states specified is acceptable in place of the "30" of freeboard from waterline to the deck, a simplified stability test, and a collision bulkhead to all be in compliance with Subchapter T requirements for USCG inspected passenger vessels".

Question 2: *On page 10 it says the vessel to be welded to ABS standards, which again is non-typical of a vessel this size and style. It would be more consistent to require the welders to be certified for the type of welding being performed on the vessel and to have weld procedures for the specific aluminum welding happening on the vessel.*

Answer 2: Having the proposed vessel constructed by welders to be certified for the type of welding being performed on the vessel and to have weld procedures for the specific aluminum welding happening on the vessel is acceptable in place of it being "welded to ABS standards".

Question 3: *On page 10 it calls out 1/4" side plates and 5/16" bottom plates. However, on page 11 it says 3/16" sides and 1/4" bottoms. The specifications on page 11 are what we would typically expect or this size and style boat. Can you confirm which to use.*

Answer 3: 3/16" sides and 1/4" bottoms are acceptable.

Question 4: *For the below deck access to the sleeping spaces requested, is an in floor hinged open and secured large hatch in the cabin interior floor an acceptable option? Also, are two single sleeping spaces or one double sleeping space below deck preferred?*

Answer 4: Yes, however, a second access through an upright opening through the open face underneath the dinette forward seat is preferred. This allows gear to be stowed

quickly without lifting the large floor hatch and allows a second exit point that can remain open when occupied without being a hazard to crew above.

Two single sleeping spaces oriented with the length of the boat (one bunk starboard, one bunk port) is required.

Question 5: *Page 14 lists a “port transom door” AND a “port stern door” right after. Is this a typo? Are one or two transom doors preferred?*

Answer 5: Only one transom door is preferred. The “port stern door” language was intended to convey a proposed aft deck side entrance door, also referred to at times as a “aft deck side boarding door”.

END OF ADDENDUM 1