



State of Rhode Island
Department of Administration / Division of Purchases
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ADDENDUM # 2

10/2/13
RFQ #7502365

Title: Construction, Testing and Delivery of Two Dry Cargo Deck Barges

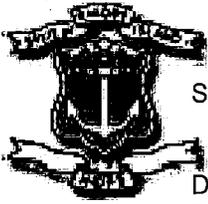
Submission Deadline: October 17, 2013 @ 2:00 PM (ET)

Per the issuance of ADDENDUM # 2 the following are noted:

- Vendor Questions
- File attachments regarding response to question #25 (see attached)

Interested Parties should monitor this website on a regular basis, for any additional information that may be posted.

**Gary P. Mosca
Sr. Buyer**



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

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Vendor Questions
RFQ # 7502365

Construction, Testing and Delivery of Two Dry Cargo Deck Barges

1) Question

The comprehensive RFQ package includes a pro-forma Exhibit-C "Contract terms & Conditions". Included in that document are blanks for items such as delivery stated in days for each of two barges, liquidated damages amount, and Exhibit E1 Payment Schedule. Please confirm that the pro-forma contract document including the bidders response to the referenced data to complete these blanks is not intended to be a part of the total bid submittal due on October 1, 2013 but an item to be addressed with the apparent successful low bidder after bids are opened and a winning bid determined.

Response:

Blanks were inserted as placeholders, as we will not know until the vendor and his/her qualified bid are reviewed, validated and accepted. The time frame, final contract award amount and their associated links to other forms in the bid package, will then provide the known responses to insert into the placeholders (blanks).

2) Question

When, where and by whom will the deck houses be loaded?

Response:

This is not the responsibility of the shipyard.

3) Question

What are the intended uses of the deck houses?

Response:

Storage of noncombustible liquids.

4) Question

Who will complete all necessary hookups to the deck houses?

Response:

Customer/owner.

5) Question

Where is the genset located?

Response:

The owner supplied portable genset will be located forward of Frame 4. The final location of the genset is to be recommended by the shipyard for approval by owner/owner representative.

6) Question

Can the power distribution panel be located in one of the deck houses?

Response:

No. Deck houses are intended to be portable.

7) Question

Will the deck houses require lighting?

Response:

Yes. Electrical power will be provided from spare breakers in the distribution panel.

8) Question

Exhibit – A PROJECT MANUAL, Technical Specifications

Page 2 General – States: "The Contractor shall complete the detailed design," Vendor's position is the detail design other than shop drawings, nest tapes, assembly drawings, miscellaneous fabrication drawings to assist production should be provided by JMS.

Response:

No additional drawings will be provided beyond those listed in the Technical Specifications. The Contractor is responsible for developing any additional drawings necessary for the performance of the contract.

9) Question

Page 3 Contract Drawings: states: "Contract Drawings are listed below and all shall be provided to the prospective bidder, as ABS reviewed and with a Statement of Compliance, with the exception of 12-143-535 and 12-143-536 which are not part of the ABS review. The Contract Drawings included with this Technical Specification are for guidance only. The Contractor will be responsible for finishing the detail design of the vessel and creating all working drawing as are necessary for construction".

During the Pre-Bid Conference it was stated that JMS was to submit the drawings to ABS for review/comments prior to contract award. Vendor's experience is this could take months before ABS completes the review and jeopardize the barge delivery requirements. It is confusing regarding the ABS submittal and design, in one sentence it states the drawings listed as ABS reviewed with a Statement of Compliance but in other sentence it states for guidance only and Contractor to complete the detail design. Is the shipyard to bid on the drawings provided and any changes made from review from ABS to be considered a change order? Who will pay for the ABS classing fees and inspections?

Response:

No additional drawings will be provided beyond those listed in the Technical Specifications. The Contractor is responsible for developing any additional drawings necessary for the performance of the contract. The shipyard will be responsible for paying the ABS classing fees and inspections.

10) Question:

Attached you will find six (6) structural drawings with Vendor's markups for your consideration and further discussion.

Response:

The Contractor may propose deviations to the design per the procedure provided in the Technical Specification.

11) Question:

Page 7, Vessel Documentation

Need verification as to who will be responsible for the classification body approval. The certificate of documentation is the responsibility of the Owner, shipyard to only provide Builder's Certificate for the barge to be documented.

Response:

The Contractor is responsible for applying for and receiving classification body approval as indicated in the Technical Specification.

12) Question:

Page 9, Design General – States: 'Service Life – The vessel shall be constructed for a 50-Year Service Life. The shipyard would take exception to this service life, this would be subject to the design and maintenance of the barge.

Response:

Construction methods, materials and workmanship shall be suitable to achieve a 50-year service life with standard maintenance practices.

13) Question

Page 11, Stability

Question: has any preliminary stability review been performed with and without the cranes installed? It is Vendor's position that JMS is responsible for barge stability and crane operational criteria.

Response:

A preliminary stability review has been performed with and without the cranes.

14) Question

Page 11, Testing and Trials, General

Vendor's interpretation that the shipyard will only be responsible for the testing and trials of shipyard provided equipment and machinery.

Response:

Correct.

15) Question

Page 21, Generators

Is the Owner to install the Owner furnished generating plant in Rhode Island? If so the complete electrical check out will not be totally performed without the generator.

Response:

The Contractor is responsible for providing all services and machinery necessary to complete the tests and trials. The Contractor should assume that no owner furnished equipment will be available prior to delivery.

16) Question

Page 24, Pollution Control

Can the Owner provide any assistance/guidance regarding the environmental regulations required?

Response:

Any regulation that applies to the operation of an unmanned, uninspected, ABS classed, dry cargo deck barge, outfitted per the specification, must be met.

17) Question

Page 29, 2. Warranty

Typically the supplier warrants application of coating and manufacturer warrants the coating.

Response:

The Contractor is responsible for ensuring warranties are provided per the specification.

18) Question

Can the shipyards bid proposal be Federal Expressed for delivery or does it need to be hand carried for the bid opening?

Response: Proposal may be delivery via hand mail or courier, but must be delivered prior to submission date. Proposals are not accepted via fax or e-mail. (See delivery instructions below)

- a) Print a hard copy of the Bid and RIVIP Cover Form.
- b) Complete the Bid with your responses(s) and complete the RIVIP Cover Form.
- c) Mail the completed Bid and RIVIP Cover Form to:

**Department of Administration
Division of Purchases
1 Capitol Hill, 2nd Floor
Providence, RI 02908**

- d) Indicate the Bid Number and Opening Date and Time on the envelope. The Division of Purchases must receive your Bid and completed RIVIP Cover Form prior to the opening date and time of the bid.

Exhibit – C Contract Terms & Conditions

19) Question: Page 2 Article 1-Definitions

States: "described in Exhibit A", should read Exhibit A1

States: "mentioned in Exhibit C", should read Exhibit C1

Exhibit B Grant Agreement has not been provided in the documents.

States: "Usage Fees", where can the reference article be found?

States: "Exhibit D - Warranty", should read Exhibit D1 – Warranty

Note: exhibit designations would need to be corrected throughout the contract.

Response: The contract was provided to prospective vendors as a guide. All inserts of dates, amounts and terms, will be finalized, post award.

20) Question: Page 4 Article 2-Purchase and Sale of Barges

Regarding paragraph (i) and (ii), the Technical Specifications regarding Final Inspection and Final inspection and Acceptance do not agree. The final inspection should be at the shipyards facility, the barges would be inspected for any damages caused during the tow to final destination. Training could not be accomplished with respect to training of the operation of the winches since the generator is Owner Furnished and not installed by shipyard. Installation of the loading ramps would also be performed at the shipyard.

Response: As described in the "Testing and Trials" and "Final Inspection and Acceptance" sections in the Technical Specification, an Inspection upon barge completion at the shipyard is required to ensure the barge construction meets the intended design. Final Inspection must lead to the Acceptance at the ProvPort (final destination). As delivery is part of the required contract, the shipyard must ensure damages or non-functioning systems occurring during the delivery would be corrected before Acceptance.

Training on all systems must take place at the shipyard (with the exception of the safe use of the loading ramps). All systems must be tested at the shipyard and the shipyard is required to prove that installed systems are functioning; this will require the shipyard to provide temporary power to the barges while at the shipyard. The Owner will furnish a generator on arrival of the barges at ProvPort to again test the systems for the Final Inspection and Acceptance at ProvPort.

The Owner's Rep will provide a guide line for the safe installation and use of the loading ramps here at ProvPort; this installation will take place at ProvPort for training purposes. However, the loading ramps must be installed and inspected at the shipyard.

21) Question: Page 5, Article 4 - Price

Reference (c), will the supplier be required to pay any Usage Fees?

Response: The sole fee for the supplier will be for Linehandling services for the Tug. ProvPort assess the following rates for Linehandling services:

Rates:

Business days (0601hrs-2400hrs)	\$1,800.00 Lines in; \$1,800.00 Lines out
Business days (0001hrs-0600hrs)	\$2,400.00 Lines in; \$2,400.00 Lines out
Weekends, "Regular" Holidays	: \$2,400.00 Lines in; \$2,400.00 Lines out
"Super" Holidays:	\$4,400.00 Lines in, \$4,400.00 Lines out

22) Question: Page 6, Article 5 – Time and Place for Delivery

States: "first barge will be delivered within *** days and second barge within *** days"

The Invitation To Bid document states Completion Time: 12 Months from issuance of Purchase Order.

Please advise the required delivery requirements? The shipyard's concern is that the drawings have not been reviewed by ABS and this would delay the start of construction.

RESPONSE: The contract was provided to prospective vendors as a guide. All inserts of dates, amounts and terms, will be finalized, post award. It is estimated that the project will have approval from ABS around November 1, 2013.

23) Question: Page 7, Article 6 – Terms of Payment

(ii) (a) addresses Supplier's invoices or bills of sale, paid invoices. Regarding payment evidence of contract milestones should be acceptable.

(b) Such payments should not be subject to receipt of funds from Bank of America.

RESPONSE: The terms of payment are as described in the contract.

24) Question: Page 9, Article 8 – Delivery, Testing and Inspection of the Barges

Final inspection of the barges other than any issues during the towing should be at the shipyard and not at the Port. Any testing should be accomplished at the shipyard prior to departure.

RESPONSE: As described in the "Testing and Trials" and "Final Inspection and Acceptance" sections in the Technical Specification, an Inspection upon barge completion at the shipyard is required to ensure the barge construction meets the intended design. Final Inspection must lead to the Acceptance at the ProvPort (final destination). As delivery is part of the required contract, the shipyard must ensure damages or non-functioning systems occurring during the delivery would be corrected before Acceptance.

25) Question: Page 9, Article 9 – Suppliers Warranties; Compliance with Laws

Terms of the Grant Agreement is stated, shipyard not provided a copy.

RESPONSE: Please see attached Exhibit GA.

26) Question: Page 30, Exhibit D1, Warranty

Warranty should go into effect after final inspection at the shipyard and not the Port.

RESPONSE: Based on the fact that there are two final inspections, with the last at the ProvPort facility, it is required that the date of final acceptance trigger the start of the warranty period.

27) Question: Form 00020-3 Minimum Qualifications:

During the Pre-Bid Conference call it was stated that the award is based on "lowest Responsible Bidder", since the bidder is to submit Construction Experience with Similar Barges and Past Performance as a deliverable with the proposal how will the bids be graded or evaluated and not just lowest responsible bidder?

RESPONSE: The minimum qualifications will be reviewed on a pass/fail basis by the Division of Purchases after the submission to determine whether the bidder is "responsible". The Division of Purchases reserves the right to investigate the qualifications of the bidders as necessary.

28) Question: Exhibit A Project Manual-Specifications:

Page 21 Generators

Is the shipyard required to provide any services to the generator such as fuel, water, cooling, etc., if so what is the location of the generator? Is the generator self-contained?

RESPONSE: The owner supplied portable Generator (genset) will be located forward of Frame 4. The final location of the Generator (genset) is to be recommended by the shipyard for approval by owner/owner representative.

29) Question: In reference to the noted drawing / spec: (Crane mats, Dwg 12-143-539)

One of our suppliers for crane mats has asked if you have to have 5' long mats? or is it ok to provide all 4' lengths (which are standard) – except the center section, where we could provide 1 at 6' on the crane stop end, or 2 at 5' on each end?

Also, the center section shows 23' 10" wide ~ with 13 1/2" spacing on each side. Is it ok to provide standard 24' widths in this area?

Response: This would be acceptable, so long as removable sections of crane mat are provided in way of the barge centerline tank compartment hatches.

30) Question: Also, the center section shows 23' 10" wide ~ with 13 1/2" spacing on each side. Is it ok to provide standard 24' widths in this area?

Response:

The molded width between the crane side rails is 24'-0".

31) Question: BID SURETY:

Requesting confirmation regarding the following:

Should the bid surety be named under State of Rhode Island, Department of Administration, Office of Purchases or Rhode Island Economic Development Corporation?

Response: State of Rhode Island.

Is the surety to name the RFQ Bid #7502365 or the Project Number 12-143 or both?

Response: Bid #7502365

Regarding Exhibit G, Public Copy Requirements, is the executed bid surety to be included and if so is an original required or scanned copy to the CD?

Response: Bid Surety is part of the Public Copy and included on the CD. The original is to be submitted with hard copy of bid.

32) Question: It should be understood that if vendor would be awarded this contract that discussion would be required to further discuss.

Response: All bidders will be held to their submitted bids based on the requirements stated in the bid documents.

End Document