70Z085-26-Q-IBCT-0048 (USCGC FIR WLB-213) Clarification

Q1. W-10 - Appears there is missing information on table 1 task 4? What are we actually doing to the cylinder?

Missing information is as follows; Task Type: Disassemble and Inspect. APPENDIX AND PARA. FROM SFLC STD SPEC 5000: 3.2.3 (Disassemble and Inspect). Other: Submit a CIR.

Q2. W-12 - 3.3.1 States there is only one CIR for Table 1 Task #1. But in Table 3 it lists eleven CIR's.

There are several items in Table 1 that are GFE. But in Table 3 it states to Disassemble and Inspect the same items. What are we to actually bid? GFE or Disassemble and Inspect?

CIRs required for all tasks listed in table 3. 3.3.1 is amended to additionally include 'All additional tasks listed in Table 3 that have been selected with an "X" and which in the

"OTHER" column state the task requires a CIR submission.'

Q3. W-10 - Appears there is missing information on table 1 task 4? What are we actually doing to the cylinder?

See answer from Question 1.

Q4. W-12 - 3.3.1 States there is only one CIR for Table 1 Task #1. But in Table 3 it lists eleven CIR's.

There are several items in Table 1 that are GFE. But in Table 3 it states to Disassemble and Inspect the same items. What are we to actually bid? GFE or Disassemble and Inspect?

CIRs required for all tasks listed in table 3. 3.3.1 is amended to additionally include 'All additional tasks listed in Table 3 that have been selected with an "X" and which in the

"OTHER" column state the task requires a CIR submission.'

Q5. W-31 - Could you provide pics of the pipe to be replaced and the space it is located? Are there any fittings that also need replaced?

Cutter is unavailable for photos. No known fittings included in repair. Fittings are not normally replaced except on a case-by-case basis when found during preliminary inspection.

Q6. W-43 As far as the dining goes, it states that continental breakfasts are not acceptable. The hotel continental dining facility we have found (less than ¼ mile from the shipyard), meets all the requirements, except eggs cooked to order, they only offer scrambled eggs. Is this acceptable?

Scrambled Eggs are ok in this scenario in lieu of made to order eggs, as long as all other requirements are met.

Q7. W-27 In paragraph 1.2 Government Furnished Property, what is being furnished far as the Coupling, Shaft, Assembly?

Is the Government furnishing two shafts – one for the bow thruster and one for the stern thruster?

Is the Government furnishing a coupling half for each end of the two shafts (total 4 half couplings)?

Is the Government furnishing a coupling half for each new motor shaft (total 2 half couplings)?

Is the Government furnishing a coupling half for each (stern and bow) thruster shaft (total 2 half couplings)?

All parts need for replacement including the inquired about shafts and couplings are included in the new updated assembly, NSN: 3040-01-F23-6730

Reading the Work Item some of the assembly parts of 3040-01-F23-6730 (Prt# CVFS-30S-3.5-BTS) may be omitted and retained by the CG if after inspection and CFR portions of the previous assembly are found to be in good condition, conditions and specifics further determined later.

Q8. W-42 Are we correct in our understanding in paragraph 3.2, Table 1, Task 2 (Service and Inspect) to perform in place inspection and troubleshooting of the Port Windlass and write a CFR for the suggested repairs?

If inspection and troubleshooting of the Port Anchor Windlass reveals that the windlass needs to be removed or disassembled to repair the windlass, this effort would be the subject of a change order?

Can the Government supply the shipyard with the new couplings spec data sheets showing the make and type and size, dimensions of all the new couplings?

Can the Government supply a drawing of the structural modifications needed to be accomplished in paragraph 3.2.2?

That is generally correct. Per the reference Std Spec 5000 3.2.2 Service and Inspect includes removing things such as cover plates, inspections plates, and other non-mechanical load bearing components among other requirements. Recommended repairs or lack thereof come via CFR. Nothing in this answer overrules the requirements of Std Spec 5000. Further removal would require KO approval via a CR. • Couplings questions do not seem to relate to WI 42. Question referenced work item 42 includes no paragraph 3.2.2.

Q9. W38 - The specification does not assert that the thruster generator shaft, thruster shaft bulkhead seal and the PTO shaft coupling need to be removed to perform this work. Are we correct in our understanding that the existing seals are split seals and can be exchanged with replacement seals without removing the PTO shaft coupling?

Disassembly of the PTO shaft nor any coupling is desired or required.

The existing seal is likely a split seal and will be replaced by a new GFE split seal.

In the unlikely case the existing seal is a full seal, the CNTR will have to work with the COR and KO to determine a path forward, but PTO shaft still should not require disassembly.

Q10. W-10 - In paragraph 3.2, Table 1, Task #3, it states to reassemble the rising sheave assemblies with provided GFE. Is the Government to supply the two Repair Kits for the Hydraulic Chain Stopper Rising Sheave Assemblies in paragraph 1.2 Government Furnished Property?

Yes, GFE item missing from Table. Latest GFE table for hydraulic chain stoppers is:

MTI	ITEM DESCRIPTION	NSN/PN	QTY	ESTIMATED COST ($/UNIT)

N	Repair Kit, HYD Chain Stopper Rising Sheave (for Para. 3.2, Tasks #2 and #3)	NSN: 2040-01-483-3947	2 ea.	2,631.46
N	Cylinder, Actuating Linear	NSN: 3040-01-483-3373	4 ea.	1,777.71

Q11. W-29 - Is the Government requiring the Shipyard to remove the two Air Conditioning Units from the foundations to prepare and paint the foundations or can the shipyard prepare and paint around the vibration mounts and leaving the Air Conditioning Units in place?

The equipment foundations must be fully prepared and painted. All interferences must be handled in accordance with SFLC Std Spec 0000. Specific methods to be determined by KTR in consultation with COR and project KO.

Q12. W43 - The contract notes requiring a dining facility and wait staff for each dining facility to accommodate 50 people per meal, can these dining facilities be combined into one facility with one wait staff servicing all three?

• The contract states that there need to be 4 dining options for dinner with associated facilities, can they all be combined into one dining facility and one wait staff?

• Is there a limit to the amount of the dining options that can be catered and delivered for service to the hotel where the crew is lodging, or can all of the food be catered and served at the hotel?

The above questions would allow the crew to both reside and dine within ¼ mile of the facility and the contractor believes would be a time saving convenience for the crew.

• Does the USCGC concur with this concept of allowing one location for meal service?

<u>An updated spec will be provided.</u> Due to the sparsely populated region dining requirements will be updated to allow for a single facility with a single combined wait staff to meet the requirement. This does not change the number of options required for the crew. Crew still should have 3 breakfast dining options, 3 lunch breakfast options, and 4 dinner dining options. This would allow crew to still pick from different meal options/restaurants within the 3 or 4 required for different meals. <u>All other requirements in the spec still apply, including but not limited to, all food options in each meal, and not repeating within a 3-day period.</u> For purposes of the bidding, not more than one-eighth (1/8) of the total meals should be expected to be "Take-out meals" as referenced by *3.4.4* in WI 43. Per the spec all meals converted to takeout options must be only used when designated by the COR.

Q13. While preparing the required preliminary planning document, KTR discovered the below inconsistencies regarding CIR requirements and requests clarification in order to accurize our proposal:

1. Work Item 8 is in 25% list but no CIR in work item

a) Spec has been updated. CIR is required.

2. Work Item 10- Task 4 (Hydraulic Cylinder) has placeholders in Table 2. Task 4 is listed as requiring a CIR but does not specify one. There are only placeholders.

a) Spec has been updated.

3. Work Item 15- Task 7 is listed in 3.1.1 CIR but has a CFR listed in the Table description.

a) Spec has been updated. CIR is correct.

4. Work Item 29 is in 25% list but no CIR is present in Work Item

a) Spec has been updated. No CIR for WI29

5. Work Item 31 is in 25% list but no CIR is present in Work Item

a) Spec has been updated. No CIR for WI31

Q14. Can the Government supply the shipyard with the new couplings spec data sheets showing the make and type and size, dimensions of all the new couplings?

Refer to TP 3556, SWBS 568, Section A. The reference includes the manual applicable to the coupling in Appendix A. Additional documents must be shared to vendors IAW SFLC policy, via the technical librarian.

Q15. Can the Government supply a drawing of the structural modifications needed to be accomplished in paragraph 3.3.2?

In response to your inquiry regarding structural drawings for the modifications detailed in paragraph 3.3.2, please be advised that the intent of the specification is for the contractor to accomplish the appropriate structural modifications "as needed" to facilitate the rip-out and installation of the thruster motor. Contractors must perform the required work outlined in the specification—including modifying the outboard handrail, removing a foundation, adding cross members, cutting the aft deck section, and adding angle supports—by utilizing the guidelines, systems, and details established in the reference drawings.