



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

June 18, 2021
Subject: Swans Island Ferry Vessel
Construction
State WIN: PH022194.00
Location: **Rockland**
Amendment No. 2

Dear Sir/Ms.:

For your information and review:

The minutes for the Pre-Bid Conference, dated June 15, 2021 are attached.

Make the following changes to the Bid Documents:

In the Bid Book:

CHANGE on page 3, NOTICE TO CONTRACTORS, the bid opening date of "July 27, 2021" from Amendment No. 1 to now read "**July 28, 2021**". Make this change in pen and ink.

Consider these changes and information prior to submitting your bid on **July 28, 2021**.

Sincerely,

A handwritten signature in blue ink that reads "George Macdougall".

George M. A. Macdougall P.E.
Contracts & Specifications Engineer

June 15, 2021

Meeting summary 02

Meeting type: Microsoft Teams pre-bidders conference on June 8, 2021

Conference leader Mr. Nate Benoit, MaineDOT

Attendees:

PROJECT STAFF

MaineDOT Nate Benoit; (NB), Jennifer Paul (JP), John Kelley (JK), Matt Kelly (MK)

MSFS; Mark Higgins (MH), Patrick Eutsler (PE), James Savoy (JS)

Gilbert Associates Inc; Jerry Gilligan (JG1), John Gilbert (JG2)

BAE Systems; Joe Hudspeth (JH), Frank Mancuso (FM), Barry Fetherolf (BF), George Zaleski (GZ), Chuck Fullmer (CF)

Karl Senner Inc.; Mark Dumais (MD)

SHIPYARDS.

Washburn and Doughty; Katie Doughty (KD), Justin Clark (JC), Molly Marcotte (MM); Matt Norian (MN)

Conrad Shipbuilding; Travis Aucoin (TA), Robert Sampey (RS), Jonathan Bergeron (JB)

Southwestern Shipyard; Travis Berg (TB)

Eastern Shipbuilding Group; Lance Lemcool (LM)

Senesco; Attendee not named.

St Johns Shipbuilding; Steve Torok (ST)

Patti Marine; Roger Federo (RF)

OTHERS

BMT; Bill Forslund

Shearer Group; Joshua Sebastian (JS)

Subsea Industries; Nico Van Den Berg (NV)

Jamestown Metal Marine Svc; Michael Cruz, David Weisberg, Richard Hazard, Marty Gutierrez

Subjects: Hybrid ferry design, FTA funds and state contracts, design description, propulsion description.

(NB) welcomes all to the conference and briefly describes the project and turns presentation of the vessel and the design to (JG1), who narrates a video tour of the conventional ferry vessel “Capt. Richard G. Spear”, under construction now. Upon completion of the tour, (JG1) provides a description of the new vessel design including a description of the hybrid propulsion system and other design considerations given to accommodate the system including safety features.

(NB) invites BAE Systems to present a brief outline of the hybrid propulsion system. (JH) makes a presentation of a similar system installed in a research vessel, through imagery of that boat pointing out the various components within the engine room and BAE diagrams and imagery of the system.

(NB) describes the MaineDOT site to which all of the contract information can be found with emphasis made to the FTA rules as they pertain to certifications, procurements, and Made in America percentages of fabrication to be considered as such.

(NB) notes that additional time is being considered by MaineDOT for the bidders to get all the information time they need for successful bids. (NB) requests that bidders make this request in an RFI.

(NB) notes that the cost of steel estimates by the successful bidder for the vessel will be adjusted for market conditions up in favor of the builder or down in favor of the Department. Price adjustments will be at the time steel is shipped and change must be a minimum of 5% before considerations for credit will be given. (NB) describes the process by which the shipyards will track domestic and foreign content required by FTA, and the paperwork required.

(NB) opens the conference to questions.

(LL) asks if steel pipe is included in the steel escalation clause, pointing out the volatility of the market? (NB) notes it doesn't, also notes that a request for information, RFI should be made and reminds everybody that verbal answers given to specific questions during the conference do not count, that a formal (RFI) needs to be made by all parties who have questions for them to count.

(NB) points out that the contract requires the successful bidder to meet FTA Buy America requirements including the 70% domestic content calculation for the entire vessel. (NB) references the Buy America Handbook; document is available on the project website.

https://www.maine.gov/tools/whatsnew/index.php?topic=DOT_projects&id=4722986&v=full-planholder-rfi-2016

(KD) asks question to BAE when will the bidders get system information so that they can estimate for its construction and inclusion in the fabrication, and what measures will be taken to ensure that information is consistent throughout the project? (JH) notes that requests can be made and that all parties receiving the information will need to sign a Non-Disclosure Agreement (NDA). (JG1) ask question on how to acquire an NDA? (JH) notes that emails need to be sent to joseph.hudspeth@baesystems.com for them.

(MM) notes specifications have poured epoxy flooring for cabin spaces and notes that MSFS would prefer painted decks similar to the Richard Spear. (JG1) notes that an addendum to the specification will occur to address that.

(MM) notes that specifications show machinery space diamond plating is to be painted and notes that MSFS requested diamond plating on Richard Spear be left with only shop primer. (JG1) notes that once determined an addendum for that will occur.

(MM) question is the elevator trunk size to be the same on new vessel as on the Richard Spear? (JG1) confirms that it will be.

(MM) question on the Thermax structural fire protection panel in the elevator shaft, will the same material be used again on the new vessel? (JG1) confirms this to be so.

(MN) question why is ballast specified and what type? (JG1) notes that ballast is anticipated in the final vessel to offset heel brought about by the weights of the batteries, attention was given to the arrangement of machinery to try and offset by design such as generator, anchor and other heavy machinery locations, though none were available in the design to cover the large weight of the batteries (JG1) also notes that ballast will be a poured block on a platform above the vessel bottom.

(MN) question on BAE system, is the propulsion type approved? Who handles the submission of plans and documents for the system to Marine Safety Center? (BF) notes that it is the shipyards with support from BAE. BAE will be responsible for the Qualified Failure Analysis QFA, as well as the Design Verification Test Procedure DVTP. BAE will interface with the USCG during the review.

(JC) asks question will there be a shaft brake? (JG1) notes that there will be no shaft brake motor will stop shaft during gear direction changes.

(KD) question on the buy America requirements. Does labor count towards the 70%? (NB) answers yes, that it does count. (KD) What about subcontractor work and their contributions to the 70% required? (NB) notes that it's determined by the location of the labor and whether the labor is for a component or sub-component; see the Buy America Handbook.

(JC) what other coating certification would be acceptable for part 631.1.2 "General Scope Of work", page 229 of the Bid Book? (NB) notes that this will be answered in future addendum to the specifications. (JP) suggests that (JC) submit an RFI on the question if the question isn't answered in addendum.

(MK) request confirmation of 600 days for construction. (NB) confirms that 600 days is from date of notice to proceed to delivery.

(NB) closes meeting by reminding all that questions RFI's need to be posted to the state web site not to him directly, directs all parties to the bid book that will explain everything, invites all to contact BAE for information and pricing on the propulsion system.

Meeting was closed.