ADDENDUM NO. 1

Skagit County Public Works

October 17, 2024

PURCHASE & ASSEMBLY OF (QTY 3) MARINE DIESEL ENGINE PACKAGES FOR THE VEHICLE & PASSENGER FERRY M/V GUEMES

#FE8-60

NOTICE TO PROSPECTIVE BIDDERS

PRE-BID QUESTIONS and REQUEST FOR CLARIFICATION

Answers are informational only. Written questions submitted by Wednesday, October 16, 2024, at 4:30 p.m. were considered; any questions submitted after the deadline were not considered.

Informal Questions:

Q1. As a ferry vessel, please confirm the specific regulatory certification requirements for USCG sub-chapter and or/Classification society such as ABS. Will the equipment need to meet these specifications with a certificate?

A1. This vessel is inspected under 46 CFR Subchapter T and is subject to MSC review.

Q2. The QSK19 has a single-loop cooling system for ease of integration, especially on repowers. The existing Cummins K19 engines on the ferry have a cooling system very similar to the QSK19. Will a single-loop keel cooling system for the engine or equivalent be acceptable?

A2-1. Yes.

A2-2. At the 600hp / 1800RPM rating, the following

i. Coolant flow to cooler – 61 GPM

ii. Heat rejection to coolant – 21,485 BTU / min (assumed 50 / 50 water-to-glycol mix)

iii. Maximum coolant inlet temperature – 120 F

Q3. The QSK19 has a SAE 0 flywheel and meets the specifications apart from the 138-tooth requirement. Is 142-tooth equivalent acceptable?

A3. Or equivalent is acceptable.

Q4. The QSK19 has an electric 24V lift pump to prime the engine prior to starting, controlled by the ECM. Is this an acceptable alternative to the gear-driven pump requirement?

A4. Yes, assuming the electrical consumption provided in the specification sheet includes this.

Q5. The QSK19 has side access to fuel and oil filter maintenance points. Would the Ferry Division allow handed service points (Port / Starboard) in lieu of front service points?

A5. All three (3) marine diesel engines shall be interchangeable and should be delivered with identical access points.

Q6. The QSK19 will have a Torsional Vibration Analysis to determine the coupling compatibility within the propulsion system. Can you please provide the deliverable differentiating between TVA and rotation mass analysis requirement?

A6. Only the TVA is required. Please disregard the RMA requirement.

Q7. Please provide an estimated cable run for control harnesses to the operator's station.

A7. Approximately 200'.

END OF ADDENDUM NO. 1

Receipt of Addendum No. 1 must be acknowledged on page 4 of the "Proposal for Bidding Purposes" where indicated.

DATE OF BID OPENING: Monday, October 28, 2024, at 12:00 p.m.

Thomas Weller, P.E. Digitally signed by Thomas Weller, P.E.
Date: 2024.10.17 17:49:32 -07'00'

p.p.
Grace K. Kane, P.E.
County Engineer