

**FLORIDA STATE UNIVERSITY
PURCHASING DEPARTMENT
A1400 UNIVERSITY CENTER
TALLAHASSEE FL 32306-2370**

ADDENDUM ACKNOWLEDGMENT FORM

DATE: August 16, 2011

ADDENDUM NO. 4 Competitive Solicitation Number ITN 5516-3

TITLE: Aluminum Catamaran Research Vessel

INSTRUCTIONS TO RESPONDERS:

Attached is additional information pertaining to the Competitive Solicitation. Please read this information carefully and incorporate it into the terms, conditions and specifications submitted with the original solicitation and any prior addendum's. This cover sheet must be signed by the individual signing the solicitation and returned with this solicitation.

CERTIFICATION:

This is to certify that I did receive the referenced addendum and have incorporated the terms, conditions, and specifications listed therein into the attached Competitive Solicitation.

SIGNED

TITLE OF ABOVE

ITN 5516-3
ADDENDUM IV

Purpose of this addendum is to supply additional questions that were received in time and overlooked in adding to the previous addendum.

QUESTIONS:

1. Section 1.1: When complete, the Builder guarantees the vessel will receive a C.O.I. from the USCG.

Builder cannot guarantee a C.O.I. from the USCG, as a C.O.I. is contingent upon USCG accepting the application for this vessel to be inspected as a subchapter T passenger vessel. The vessel may be issued a temporary C.O.I. once the vessel and sea trials are complete; however, in most cases the final C.O.I. is issued to the operator after final inspection and operational safety procedures are conducted with the operator's local USCG marine inspector. Will FSU please provide further clarification of the requirement?

A temporary COI from the local USCG office for the Builder will be acceptable. We agree that the permanent COI will be issued by the local USCG office in Florida.

2. Section 1.3:
 - a. Will drawings be supplied to the Builder in a CAD based format such as .dwg? *Yes.*
 - b. Will Builder be given access to D&L for questions and clarifications regarding their drawings? *Yes.*
 - c. Will all costs associated with D&L designs, drawings, and possible consultations involving D&L and the Builder be borne by FSU? *This is a pretty broad question, but I think that we would normally include any reasonable support and questions regarding the intent of our design.*
 - d. Will FSU accept alternative vessel designs to the proposed D&L hull design? *Yes. It was anticipated that several of the bidding shipyards would be able to use their standard design and construction methods, which would allow them to keep costs down. This was specifically addressed in section 1.4 of the specifications, which allows the use of the Builder's standard hull design.*
 - e. Will FSU accept modifications to the proposed D&L hull design if such modifications comply with the applicable regulations and design criteria, but offer advantages in performance and weight savings? *Absolutely---see item d. above. This is also the case with the scantlings. The scantlings in the specifications are "typical sections", and meant as a guide, with some plating increased above what is required by ABS Rules, in way of the aft working deck (5/16" plate for rugged working conditions) and 3/8" bottom plate in way of the engine room and propellers (in order to minimize vibration). The scantlings can absolutely be adjusted to suit the Builder's standard practices, as this will help keep costs down, as long as the applicable regulations and design criteria are followed. This is why we only drew typical sections, with the complete design development left to the Builder.*
3. Section 1.4: Will D&L provide aluminum weight estimate to Proposers as indicated? *Nick, I believe you have this from my earlier email and can provide to all bidders.*

4. Section 1.5:

- a. Will D&L provide calculations for determining that the design is suitable to carry 49 passengers based upon applicable USCG passenger allowance criteria?
- b. Will FSU clarify that Builder cannot be held to guarantee a speed of 18 knots using the proposed D&L design? *Yes, with the condition that FSU expects the Builder will work closely with FSU to ensure that all design elements are considered for keeping the weight controlled for both speed and draft purposes. FSU welcomes all Builder's suggestions for maximizing the speed of the vessel, including the Builder's standard hull design.*

5. Section 1.6 states: The Builder must furnish all drawings to the Owner for review prior to production of items on that plan.

Will FSU accept a maximum review period of 3 days so as to not hold up the builder's construction schedule? *3 days seems a little optimistic, but a week would seem reasonable.*

6. Section 1.8 states: The work in every respect shall be made under the supervision and to the satisfaction of the Owner and Owner's Representative, in accordance with good marine practice.

Will FSU please provide specifics or clarify intent? The requirement as stated is too broad for Builder to consider and accept. The construction process cannot be delayed pending customer supervision and satisfaction. *The intent of this language is to make sure the Owner's representative has the ability to question any items that are not considered to be in accordance with good marine practice. The Builder may provide an exception to this statement in their proposal if they find this too broad, and provide wording in their proposal that would be more acceptable to the Builder.*

7. Section 1.10 states: During construction, and any time prior to acceptance and delivery, the Owner's Inspectors and Representatives, and Inspectors of regulatory agencies shall be given free access to the Builder's plant for the purpose of inspecting work and materials.

Will FSU accept that access be only given during normal and regularly scheduled business hours? *That is the intent.*

8. Section 2.1 states: The Hull shall be designed in accordance with ABS Guide for Building and Classing High Speed Craft. The Superstructure shall be designed to the same standards.

If the hull design is determined and supplied by D&L, how can the Builder be responsible for the Hull design's compliance with ABS Guide for Building and Classing High Speed Craft criteria? *Since the final design development is the responsibility of the Builder, it is the Builder's responsibility to create the details of the structural design. We only provided typical details which we have calculated and believe to be in compliance with ABS HSC Rules, providing the detail design is developed around the basic information provided. There is flexibility in both the hull design and the structural design to suit the Builder's final design development.*

9. Section 2.3 states: Exterior decks are to be faired to prevent puddling of water.

Will the hull camber be adequate to eliminate the requirement for exterior deck fairing as such

fairing could add considerable weight and labor cost? *Since the construction methods and welding procedures vary from Builder to Builder, we just want to make sure there are no distortions in the exterior decks that allow puddling. The camber should be adequate to drain water, but we still need to make sure there are not low spots due to welding procedures.*

10. Section 8.3: Is the Builder permitted to quote additional options? *We would welcome any options or suggestions by any of the shipyards bidding on this project that would improve performance, durability, appearance, and construction cost for the vessel. The specifications were written to provide for this flexibility.*