Port of Tacoma Invitation to Bid # 121813
Addendum

Dated on 1/7/2014

The following is additional information regarding Invitation to Bid (ITB) # 121813, titled **Fender Components** released on 12/20/2013. **The due date and time for responses is: 1/13/2014; 2:00PM** (PST). This addendum includes both questions from prospective bidders and the Port's answers, and revisions to the RFP. This addendum is hereby made part of the ITB and therefore, the information contained herein shall be taken into consideration when preparing and submitting a bid.

Item #	Date Received	Date Answered	Vendor's Question	Port's Answer	ITB Revisions
1	12/27/2013	12/27/13			The due date and time for this ITB is updated to 1/13/2014 @ 2:00 PM PST
2	12/24/2013	12/27/13	I did not see a draft, drawing or picture of a Marine Fender. I see a materials list in the ITB attachment A- offer sheet, but it does not give me the shape, layout, or configuration of the components or the layout of the area or situation that the Marine Fender is to be installed in. Is there any existing Marine Fenders I can view on site? Or even better the Marine fender(s) that needs to be replaced?		Please see the documents attached to this addendum. They include: Calculation Sheets Drawing List Drawings These materials should provide the information needed.
3	12/27/2013	12/27/2013			**ITB 121913 page 5 of 14, Electronic Submittal**, **para.1** is revised to read: Contractors can e-mail their bid documents on or before the bid opening date and time as shown on Table 1 - Procurement Schedule. **Note: Do not e-mail your bid response to any other e-mail address.**
4	1/1/2014	1/2/2014	--- We saw the provided fender system drawings are Zalda Technology	The ability to resist higher reaction forces does not impact the intent of this	

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			drawings, indicating the components could be replacements for previously supplied Zalda fender systems. After checking our files, we realized the requested the fender element has higher reaction force than original fender elements. This will create loads on the fender system, that is much higher than original system technical design requirement. Should any considerations be given to that? (Stronger chains or fender panel might be necessary) Are we required to match dimensions / threads of all components of Bid item No.1 (3 off element fender system), to existing fender systems previously supplied by Zalda Technology? For example previously provided fender system has round fender panel edge and connection plate to the conveyor belt sheathing. Are those still required? Will the newly supplied thread nuts / bolts be required to match threads of existing fender system?	RFB. Please quote on the system requested.	
5	1/6/2014	1/7/2014	The ER performance figures in the calculations provided by the Port are in conflict with the bid requirement. Bid specifies ME 1000x900 G4 x 2 with reaction force of 96T, as opposed 75.6T specified in the calculations provided by the Port.) This creates at least 3 possibilities: a. Should the quoted system match all	The ZALDA information was provided as reference material to provide the important dimensional information. All the fenders must have the same depth profile from face of pier to outside face of fender panel. Additionally, the components must mount to existing embedded hardware without modification.	

			dimensions / performances of the fender system shown in the Zalda drawing provided by the Port? (Ignore bid specified reaction force) b. Should the quoted system be redesigned to meet the bid reaction force requirement? (Ignore provided drawings and calculations) The fender reaction specified in this bid is about 30% higher than the reaction specified in the Zalda calculations / drawings provided by the Port. This could change the validity of the fender system design in at least three aspects: fender system hull pressure design, fender system chain design, and fender system fastener design. Should the quoted fender system be redesigned to meet the new fender reaction force requirement of 96T? If so, redesign might result in dimensions not matching those in the Zalda drawings provided by the Port. c. Or should the quoted system match dimensions shown on the drawings provided by the Port, with higher fender reaction (ME 1000x900 G4) specified in the bid, ignoring fender design validity? These questions impacts material costs and validity of fender system design, and therefore impact the RFB.	Please provide components that are consistent with the qualities prescribed by the ITB as identified in questioner's "question c".	

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