



Questions and Responses

PA28900

NYS Law Enforcement Vessels

No.	IFB Section	IFB Page	Question	Response
1			At this point we want to inquire as to the possibility of adding language to support HDPE as a material for use in regards to this IFB or even language to support the inclusion of “other materials” for construction?	OPRHP declines this request.
2	Section B, Item B	Section B, Item B	Would they consider fiberglass hull?	OPRHP declines this request.
3	Section B, Item B	Section B, Item B	Would they consider a higher quality collar? – CSM/Hypalon air filled	OPRHP declines this request.
4	Section B, Item B	Section B, Item B	Would a bow boarding ladder, without a drop-down door meet the spec? (section B – Item B)	OPRHP declines this request.
5			Is a performance bond and/or bid bond required?	Performance and/or Bid Bonds are not required.
6			How many boats are to be delivered per year?	OPRHP anticipates procuring approximately seven (7) boats in year 1; seven (7) boats in year 2; five (5) boats in year 3; five (5) boats in year 4; and five (5) boats in year 5; for a total of thirty-four (34) boats in 5 years. OPRHP reserves the right to purchase all, some, or none of the items listed in this IFB.
7			As today’s business climate is continuously changing, it is not possible to predict costs for years 2 through 5. How does the state intend to address this issue?	See IFB Section 5.13 for information related to CPI Price Adjustments.

8			How does the State intend to address the issue of the severe delays in obtaining outboard engines as well as most other boatbuilding products resulting from the worldwide supply chain dilemma?	It is the responsibility of the awarded contractor to bid on products they are able to provide per the specifications. See Appendix B Section 41 for information on Product Substitution.
9			Does the State intend to allow a progress payment schedule pertaining to the entire 5-year period?	OPRHP does not intend to allow for progress payments. See IFB section 5.12 for more information on Payment Requirements. All payments will be made in accordance with Article XI-A of the State Finance Law.
10			Do they need any lettering on the tubes? Or what is the lettering on their current boats? Any logos? We will make this lettering on all new pictures.	OPRHP does not require lettering on the tubes, or logos.
11			What color of the collar do they need/prefer? For polyurethane we have 2 options: either BLACK or ORANGE. Other colors are available on special order and different price. It is better if we can stick to either black or orange.	Colors will be decided by OPRHP after award, at no additional cost.
12			I really recommend to get in touch with someone from customer side who is making technical decisions. I do not see any reason why we can not meet their needs 100% exact. It is classic boat for us and easy to build. Possible to discuss these specs to firm up to allow us to price exactly?	OPRHP declines this request.
13			What is the timeframe required? Please confirm delivery schedule expected? We want to make sure we understand realistic expectations. After the 6 months to initiate a custom design, we can deliver monthly for rigging and delivery.	OPRHP anticipates procuring approximately seven (7) boats in year 1; seven (7) boats in year 2; five (5) boats in year 3; five (5) boats in year 4; and five (5) boats in year 5; for a total of thirty-four (34) boats in 5 years. OPRHP reserves the right to purchase all, some, or none of the items listed in this IFB.

14			How is this paid? Will there be a deposit available if required from the Vendor? Is due upon receipt once delivered acceptable? Or Terms required?	See IFB section 5.12 for more information on Payment Requirements. All payments will be made in accordance with Article XI-A of the State Finance Law.
15			Does the State have a local Marina Dealer they prefer or currently work with that we may look to subcontract for the Rigging, Warranty work? We do not look to re-invent the wheel, so if you already use someone, we would look to work with them on this project.	OPRHP does not have a preferred contractor, or subcontractor.
16			Noting #6, is a "subcontractor" allowed within this RFQ to do this work locally, which we highly recommend?	Bidders are allowed to work with subcontractors and there are no restrictions of location of subcontractors.
17	Chapter Section A	1, Page 3	Specification calls out an integrated tow post with 2 stainless steel cross pins. Would NY State accept an integrated aluminum tow post with heavy duty welded aluminum cross pins?	OPRHP declines this request.
18	Chapter Section A	1, Page 3	Specification calls out a fuel capacity of 100 USG +/- 5 USG. The SRA 750 has under deck capacity of 90 USG (two 45 USG tanks), would NY State consider 90 USG compliant?	OPRHP declines this request.
19	Chapter Section B	1, Page 4	Specification seems to call for an integrated Bow Door or other forward access door. Is this to be read as either bow door or a side integrated dive door? The dive door is located Mid/Aft, ahead of lazarette box, behind the bolster. The Zodiac Milpro SRA 750 has the option to include either, please confirm NY State preference.	OPRHP declines this request.

20	Chapter Section B	1, Page 4	Specification calls for Helm, Bow Seat, Gun and Deck Locker to be welded to the deck. Would NY State consider these items bolted on to be compliant? Welding significantly reduces ability to remove and repair components, and perform under deck fuel tank maintenance during the life of the vessel. 3 Gals Industrial strongly suggest bolt on components for ease of maintenance.	OPRHP does not consider these items bolted on to be compliant.
21	Chapter Section C	1, Page 5	Specification calls for stainless steel bow eye. The SRA 750 has a heavy-duty aluminum bow eye integrated into underdeck support structure. Would NY State consider an aluminum bow as compliant?	OPRHP does not consider an aluminum bow to be compliant.
22	Chapter Section C	2, Page 8	Specification calls for a urethane coated closed cell foam shaped collar with an air tensioning bladder. Would NY State consider a CSM/Neoprene full air-holding collar as compliant? 3 Gals Industrial recommends a full CSM/Neoprene collar for its ease of reparability in the event of a puncture. The air collar is also significantly lighter than a foam-filled equivalent, providing better fuel economy, better performance, and better ride quality for the passengers due to its ability to mitigate shock when going through waves.	OPRHP does not consider a full air-holding collar to be compliant.