



RFP COVER LETTER

Alabama Department of Transportation, Gees Bend Ferry Propulsion Conversion

09/08/17

Dear Sir/Ma'am:

HMS Consulting and Technical, LLC, (HMS Consulting) is a wholly-owned subsidiary of HMS Global Maritime (HMSGM), a premiere passenger vessel operator with vast experience in passenger vessel operations, engineering and waterborne transportation planning. HMS Consulting represents the technical and planning disciplines of HMSGM, and is based in Washington State, with four employees in an office suite located in Ballard, WA. HMS Ferries is the manager and operator of the M/V GEES BEND for the Alabama Department of Transportation, and has contracted HMS Consulting to manage the conversion of the Gees Bend Ferry.

Alabama Department of Transportation (ALDOT) owns a double-ended passenger / vehicle ferry, the 'M/V GEES BEND' providing service between Camden Alabama and Boykin Alabama. The M/V GEES BEND will undergo a propulsion conversion to an all-electric vessel, the first of its kind in North America. The ferry will require power on both the Camden landing and the Gees Bend landing to allow the ferry to replenish the onboard battery storage during loading and unloading operations. The power stations will require utility power, safety circuitry, cabling, connectors (including the connection aboard the vessel) and a cable managing system.

The intended scope of work can be found in the attached RFP document.

NOTE: This is a re-solicitation to generate additional response. The original RFP solicitation was released 7/14/17.

The RFP requests a proposal for the following:

A turnkey power station solution for the M/V GEES BEND ferry project at two locations. One at the Camden landing the other at the Boykin landing.

The proposal and cost estimate shall be broken up into six separate line items;

1. Provide utility power to the Camden landing.
2. Groundwork, cabling, electrical interface etc. at the Camden landing



3. Cable management system at the Camden landing.
4. Provide utility power to the Boykin landing.
5. Groundwork, cabling, electrical interface etc. at the Boykin landing
6. Cable management system at the Boykin landing.

The RFP package shall include the following:

- A. Cover Letter
- B. Sample Contract Terms
- C. Technical Specifications
- D. Engineering, Drawings and Sketches indicating proposed onsite equipment placement and layout.
- E. Cost Estimate
- F. Proposed equipment including the cost.
- G. Cost breakdown for equipment and services.
- H. Timeline for equipment acquisition and work schedule.

We request that completed estimates be submitted no later than September 29th, 2017. Please address all correspondence and questions to Daniel J. Frank at (206) 391-9641 or dfrank@hmsgm.com.

Sincerely,

Daniel J Frank
Technical Director, HMS Consulting and Technical

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Shore side Power RFP

Alabama Department of Transportation, Gees Bend Ferry Propulsion Conversion 2017



Document Control

VERSION	DATE	ORIGINATOR
Original	07/14/2017	K Schwab
Revision 1.0	09/09/2017	K Schwab

Introduction

HMS Consulting and Technical, LLC, (HMS Consulting) is a wholly-owned subsidiary of HMS Global Maritime (HMSGM), a premiere passenger vessel operator with vast experience in passenger vessel operations, engineering and waterborne transportation planning. HMS Ferries, a subsidiary of HMSGM manages and operates passenger / vehicle ferries for the Alabama Department of Transportation and is considered the owners representative for this project.

HMS Consulting is providing project managements services to HMS Ferries for the Gees Bend Ferry propulsion conversion project.

Project Overview

Alabama Department of Transportation (ALDOT) owns a double-ended passenger / vehicle ferry, the 'M/V GEES BEND' providing service between Camden Alabama and Boykin Alabama. The M/V GEES BEND will undergo a propulsion conversion to an all-electric vessel, the first of its kind in North America. The ferry will require power on both the Camden landing and the Gees Bend landing to allow the ferry to replenish the onboard battery storage during loading and unloading operations. The power stations will require safety circuitry, cabling and a cable managing system.

Project location

The Gees Bend ferry operates approximately 70 miles North West of Montgomery Alabama. The project is located in two places. One on the Camden side of the Alabama River (32°02'34.08"N 87°18'07.99"W) and the other at Gees point on the Boykin side of the Alabama River (31°03'20.91"N 87°18'13.25"W).

Project Time Line

It is anticipated that a contract will be awarded by the middle of October and the completion of the project is scheduled for no later than February 2018.

Project Administrator

ALDOT has solicited HMS Ferries to administer the conversion of the Gees Bend ferry. HMS Consulting is contracted by HMS Ferries to provide project management and technical services. All correspondence will be directed to HMS Consulting. The point of contact for this project is;

Daniel J Frank, (206) 391-9641, dfrank@hmsgm.com

Project Scope

It will be the responsibility of the contractor to provide turnkey solutions for two fully functional power stations; one on the Camden landing and one on the Gees Bend landing. The contractor shall interface with the Systems Integrator (shipboard propulsion system designer) to establish all final electrical requirements, and the contractor shall coordinate with the local power utilities to provide adequate electrical service at each location. A requirement at each power station is a cable managing device to facilitate connection to the vessel when moored. Such a device will be provided and installed by the contractor. All required permitting, design, delivery, installation and testing of the power station and the cable managing device are included in the scope.

Project Breakdown

Utility Power:

Camden location: The current power service is inadequate for the project. New service of 480 Volts 3 phase with a capacity of 300 amperes shall be brought to the landing.

Boykin location: There is currently no power service to this location. New service of 480 Volts 3 phase with a capacity of 300 amperes shall be brought to the landing.

Service Power:

Camden location: The power shall be routed underground to the cable management device.

Boykin location: The power shall be routed underground to the cable management device.

Cable Management Device:

The power cable from the shore to the vessel shall have a mechanism with the following features;

- Preserving the cable/s from the elements as well as the connector/s.
- Keep the cable/s and connectors/s out of the water and off the ground.
- Assist the operators with cable handling.
- Keep the cable/s and connector/s out of the way of the vessel during mooring.
- Maintain the same height relationship with the vessel during river height fluctuations.
- Include safety devices to shut off power when not in use etc.
- Indicators to visually announce when the cable is live and supplying power vs secured with no power available.



- Mechanically and operationally simple.

The contractor shall provide the shore side connectors together with the mating connectors required aboard the vessel.

Testing:

The contractor shall provide a testing plan to the project administrator prior to testing. The testing shall verify that the installations comply and adhere to all the requirements set forth in the final contract.

Training:

The contractor shall provide any and all necessary time, equipment and literature to adequately train the operators.

Spares

The contractor shall provide a list of anticipated spares required to maintain the equipment for a duration of one year.

Warranty

The contractor shall provide a warranty for parts and labor for a period of two years from the acceptance date

Response Format

Responses must be received by 29th September, 2017 and include the following;

- Cover Letter
- Sample Contract Terms
- Technical Specifications
- Engineering, Drawings and Sketches indicating proposed onsite equipment placement and layout.
- Cost Estimate
- Proposed equipment including the cost.
- Timeline for equipment acquisition and work schedule.
- Cost breakdown for equipment and services.
- Sketches or drawings indicating proposed onsite equipment placement and layout.