

**Questions #1**  
**1/24/2022**  
**Beaver Island Transportation Authority**  
**RFP 2022-1**

**Project A:**

*Shafts and Bearings.*

*Do you have new props on hand. It will be easier if we have STBD Prop to fit to new shaft during fabrication. Your shaft drawings are missing very important details that could make or break this build.*

Install Kruger propellers (owned and on hand). These can be shipped to the shipyard after April 13, 2022.

An additional shaft drawing is attached. Note the length of the shaft on the drawing is not correct. (See Questions Attachment 1 for drawing and photo of length)

A CD with the vessel's as built plans can also be requested from Mary Cook, BITA Executive Director, at [bitrans@tds.net](mailto:bitrans@tds.net) Requests for a CD must be received at least ten (10) working days prior to the proposal due date.

*Why were you unable to pull the coupling apart to check alignment. Are the coupling bolts stuck in coupling. This will be a day project or a week depending on severity of bolts being stuck in coupling. It looks like from the picture they are clash fit bolts. (within a couple of .001" fit)*

We were able to remove all of the bolts from the coupler. It appears the coupler may be stuck due to misalignment at this point. We did not want to force the coupler off and then be unable able to get it back on at our dock.

*The STBD Coupling has a "lip" is this the BOSS you are referring to. The BOSS is needed to keep coupling aligned together. If it was difficult to bolt up, sounds like there is a high degree of mis-alignment which is caused by the seal placement keeping the coupling halves from aligning. Did you do engine or gear work recently.*

The lip on the aft end of the coupling is making it difficult to tighten/loosen bolts from turning. (See Questions Attachment 1 for photos)

The shaft bearings were replaced and shafts, propellers and rudders removed and inspected in 2019.

What type of Shaft Seals do you have, Mechanical or Stuffing Box

Mechanical Seals

Project B:

5 Year Inspection.

We understand what the needs of USCG Inspector are.

Pressure wash Hull for inspection

Empty and Certify Skin Tanks for entry [Do not include in fixed price/have not had to do before.](#)  
Break down and clean skin Valves for inspection  
USCG then develops work list.

Your Spec states for us to make all necessary repairs to return vessel to working order.  
We cannot bid this unknown. Will the USCG worklist be handled by T&M?

[The price proposal includes the prepping/assisting/ and returning to working order. USCG worklist will be quoted.](#)

Project C:

Propellers / Rudders

Responsible for shipping of propellers to Kahlenberg.

[See below](#)

What is the size and type of propeller (64"x 4 blade)

[Stainless steel/Bronze 60" x 48" – 4 blades, stainless steel](#)

Normally this is treated as an inspection.

Props to Khahlenberg for inspection, receive report and change order for repairs. Is this what your process is. Since these will be spares are you going to arrange shipping from Khahlenberg to BITA after repairs.

[Price proposal includes sending out props \(shipping\) for balancing/inspection/repair and shipping to Charlevoix, MI. Basic inspection and balancing fee should be included. Any additional repairs would be quoted.](#)

Project D:

Inspect Piping

Both the potable water and Fuel Piping state Cleaning and or Replacement.

Responsible just for visual inspection and handle this with a change order to clean or replace.

Material and Labor Cost is going to effect this work item either way.

[The price proposal includes only the inspection fees to determine if the potable water pipes and the fuel delivery supply lines should be cleaned or and or replaced. Once inspected at the shipyard a price can be quoted.](#)