

Waterways Commerce Cutter (WCC) January 2021 WorkBoat Webinar Questions and Answers

- 1. The videos mentioned the current inland tenders having barges. Will the WCC be a monohull ship, or pusher/tug and barge?**

All WCC variants will be monohull ships.

- 2. When does the Coast Guard plan to release the river buoy and inland construction RFP?**

The Coast Guard is working to release the river buoy and inland construction RFP by the end of May 2021.

- 3. Until what date will the Coast Guard accept comments on the draft river buoy and inland construction tender request for proposal (RFP)?**

The Coast Guard will continue to accept feedback through Feb. 1, 2021.

NOTE: The Coast Guard uses contracted support to assist with its acquisition programs, and these contractors are prohibited from disclosing source selection sensitive information. If you consent to the Coast Guard's contracted support accessing any submitted proprietary information, please note that in your submission.

- 4. The arrangement "contract" drawings provided with the draft RFP have some issues with practicality. Will the government accept comments to the "contract" drawings?**

The Coast Guard will continue to accept feedback through Feb. 1, 2021.

- 5. The draft RFP refers to a lot of drawings that would help bidders understand requirements. Could these be made available?**

The Coast Guard will make drawings related to commercial standards available prior to RFP release and will make all reference drawings available with the RFP release.

- 6. Is there a list of proposed prime vendors to allow interested suppliers to begin planning teaming arrangements?**

No, not at this time.

Requirements/Specifications

- 7. Regarding the raked bow and released key performance parameters, is it correct that the draft should be no more than 4 feet at a point 20 feet aft of the bow?**

No. The draft specification requires a raked bow to approach, establish, discontinue, and maintain floating ATON and fixed ATON structures in 4 feet of water without touching the riverbed or seafloor, with a slope of 20:1.

8. Has the Coast Guard examined diesel/electric or hybrid propulsion?

The Coast Guard has considered diesel/electric or hybrid propulsion, but due to weight concerns has specified direct shafting between the Z-drive and propulsion engine.

9. What are the emissions requirements? Will the propulsion engines need to meet IMO Tier 3 emissions?

The WCC's diesel engines will be required to meet current engine emission requirements and must comply with [40 CFR 1042 – Control of Emissions from New and In-Use Marine Compression-Ignition Engines and Vessels](#).

10. Will the cranes need to have the same capacity as the cranes on the current cutters?

The capabilities required for the river buoy and inland construction class cranes can be found in Section 589 of the draft specifications.

11. Is it the Coast Guard's intent to have the cranes designed and built to the API 2c standards? If so, does the crane manufacturer need to hold a current API Monogram license to participate in the WCC program?

Yes, the cranes must be designed and built to the API 2c standards, and the crane manufacturer must hold a current API Monogram license.

12. Why does the hatch for the ATON workshop have to be ahead of the crane on the river buoy tender but aft on the inland construction variant?

The hatch for the ATON workshop is located to minimize interference with the work area of each variant.

13. There are two deck winches mentioned. Only one forward winch is shown in the drawings. Where should the second winch be located?

The different winch configurations are shown on the working deck drawings, WCC-SK-580-001 and WCC-SK-580-002.

14. Is there a habitability standard to follow for crew berthing (i.e., is the U.S. Navy habitability standard acceptable)?

The Coast Guard has its own habitability standards; the habitability requirements for the WCC are located in Section 640 of the draft specifications.

15. Are the berthing, mudroom, and mess deck all air-conditioned?

Air conditioned spaces are specified in the draft WCC PPD 512-001 and include berthing areas, the mess deck, and the mudroom.

16. About how big is the repair locker (square feet)?

The minimum gross deck area for the repair locker will be 45 square feet. A range for the dimensions will be provided in the final RFP.

17. Regarding wastewater, are you planning on treating both black and gray water, or just black water?

Only adequate holding tanks (without treatment) are required for WCC wastewater.

18. Is there a need for a bow thruster?

Currently there is no requirement for a bow thruster.

19. Would the Coast Guard prefer spuds or a Dynamic Positioning System (DPS)?

The Coast Guard draft specification requires that the river buoy and inland construction tenders use spuds.

20. Does any part of the specification address cybersecurity controls (e.g., technical solutions to protect ECDIS, engine control, crew access to internet)?

The Coast Guard has examined cyber requirements and specified systems and communications architecture appropriate to the WCC missions. Cyber requirements are located in Section 402 of the draft river buoy and inland construction tender RFP, and are under revision.

21. What kind of cutter boat(s) will the WCCs have? Do you have dimensions/specifications/a detail design for the cutter boats? Will the boats be provided by the government or the shipbuilder?

The Coast Guard is developing preliminary requirements for WCC embarked cutter boats. More information will be provided as it becomes available.

22. To facilitate the design process, does the Coast Guard plan to release a list of items with which the ship will need to be outfitted?

Yes, the Coast Guard will provide a draft outfit list with the RFP.

Operations/Miscellaneous

23. Does the Coast Guard intend to issue a program Concept of Operations (CONOPS) document from the WorkBoat video series?

The Coast Guard does not plan to release a full CONOPS document; however, scenarios from the CONOPS have already been provided in the previously released RFIs.

24. What types of activities do crews perform in the ATON workshop?

The ATON workshop is used for pre-staging associated ATON hardware to include lights (such as self-contained LED); signaling equipment (such as various retroreflective numbers and letters and associated hardware); and required tools (such as impact guns, nail guns, chainsaws, and brush cutters) used for maintenance and/or visits to aids. The crews also needs additional storage

for ATON lights and signaling equipment for any unplanned discrepancies found while transiting waterways.

25. How many ATON would you typically have in the ATON workshop at a time?

Major ATON equipment—buoys, sinkers, pilings, towers, and dayboards—are only stowed on deck. Minor components, such as lights and other fixtures, are stored in the ATON workshop.

26. Are the ATON on the deck stored in a rack?

The river buoy tenders have a buoy pen, where buoys are stored upright, and sinker stowage, where sinkers are stacked. The inland construction tenders have pile stowage areas with stanchions to keep the piles in place. The drawings provided in the draft RFP show how ATON will be stored for both variants.

27. How is the wire for the ATON stored? On a reel? Do you make your own splices and thimbles?

Wire comes in a large spool, and crews cut it up and splice it themselves. Wire is stored on portable racks on deck, and chain is stored in barrels.

28. Do you paint the ATON?

Painting ATON is not typically performed on the ship.

29. Is the welding repair to the inland construction ATON performed on deck? If so, should there be a designated welding area?

ATON welding is typically conducted either on the working deck or in areas that allow necessary crew access. A designated welding area is required for general repair.

30. How do you operate the deck hatch? Do you take entire ATON down to the workshop?

The deck hatch will be opened and closed with the crane. The Coast Guard does not anticipate crewmembers moving ATON into the workshop.

31. The videos mentioned that the cutters work from sunrise to sunset. Would a thermal imager be a way to extend working hours to nighttime operations as required?

These ships avoid traveling at night; a thermal imager will not be necessary.

32. How do crews get ashore for brush cutting?

Crews can reach shore either via cutter boat or by pushing the cutter into the shore to allow disembarking.

33. What is the current horsepower per engine now?

The existing inland tender fleet's engines range from 300 to 650 horsepower.

The horsepower of the WCC engines will be based on speed, maneuvering, and endurance requirements; there will be no minimum horsepower required in the RFP.

34. You mentioned that you use a forklift to move things around. Is a forklift track preferable? Will the forklift traverse bow to stern?

Forklifts are not used onboard the vessel.