

**REQUEST FOR PROPOSALS: Governors I Vessel Retrofit
Addendum/Q&A #1 -- October 9, 2025**

This Addendum is a part of the RFP documents and includes additional information issued by the Trust as well as responses to questions received to date. Please note that some individual questions have been combined and/or edited for clarity.

Can you further elaborate on assumptions for the Coast Guard (USCG) dry dock component of the Work?

The Trust expects that the Contractor shall drydock the vessel, empty and clean all tanks, voids, and bilges, and gas-free all spaces as required by the Owner and USCG in support of a regulatory drydock inspection. The seachests shall be opened and all shell valves shall be removed, inspected, and rebuilt as required by the Trust and USCG. The Contractor shall provide all services customarily expected or required for successful completion of a regulatory inspection. Repair of any findings is not included in this scope of work. Associated costs of such repairs, if applicable, shall be determined at the time based on the additional hourly rates and mark-ups submitted by Contractor in Exhibit H.

Is the USCG dry dock required? Can we still bid if we can't get this portion completed? Can we use a partner to complete the dry dock?

The Trust prefers that the USCG inspection occur as part of the Work but is willing to consider Proposals that do not include this portion of the Work. Proposers may also propose a partner or subcontracting shipyard to complete this portion of the Work. Failing that, and least preferred, the Trust would coordinate the inspection to occur at another location immediately following completion of the Work.

Does the Work require bonding? Can you share what alternate forms of security would be accepted?

Bonding is not strictly required. The Trust will consider alternate means of security that Proposer may lay out in its RFP response and its comments (Exhibit F) to the Contract provided in Exhibit E. A list of potentially acceptable forms of security include a corporate or personal guaranty, a letter of credit, or project-completion insurance, amongst others.

What is your ideal schedule for the Work? Is there an actual start date for the project?

TGI desires that the Vessel be back in service by May 1, 2026 and is open to schedules laid out by Proposer that meet that expectation. TGI anticipates that work could not commence before approximately December 2025.

Is there a cost estimate, budget, or ballpark figure for the project listed?

Proposers are asked to compete on their bids for this Work and therefore the Trust does not intend to share its cost estimate at this time.

Can the Work be completed in water? Or is the Vessel required to go up on a lift?

The Trust believes that the Work (other than the dry dock inspection) can be completed in water. Therefore, Proposer should indicate their intended means and methods in their response, along with any limitations, such as environmental controls for paint surface preparation of the hull while afloat.

When was the boat last serviced?

The Vessel was last serviced in February 2025 as part of its USCG required dry docking schedule.

What is the window manufacturer from the original build?

The original window manufacturer was Beclawat Manufacturing in Belleville, Ontario.

What is the engine?

The Vessel utilizes Cummins QSK19-MCRS engines.

Will the Trust provide the value of the Vessel for insurance purposes?

Yes, value as provided under current insurance is \$10,750,000.

Are there any specific shipyard requirements other than being able to perform the scope of work as listed in specs/drawings?

Please review the RFP, but one to note is Passport Compliance as described in Exhibit C.

Is there an MWBE requirement for the contract?

Respondents are asked to submit information on MWBE status, experience working with MWBEs as subs, and any plans for MWBE subcontracting as part of this project. This will be part of the selection process.

The boat used to be rated class 7 and will now be rated 5A. Is replacement of the ceiling necessary to meet the 5A requirement? Similarly, do the fuel tanks need to be A60 rated? If yes, would that require changes to all four sides of the fuel tank?

Glosten led early conversations with the Coast Guard as part of this design process and believes those changes are necessary. However, Respondents may state in their proposal potential design changes that they would submit to Coast Guard for consideration as part of the Work. The replacement of the ceiling panels with a non-perforated type was selected to remove combustibles above the ceiling (such as cable insulation) from the fire load calculation per NVIC 9-97, Change 1, Section 4.2.1. Only the surfaces of the fuel tanks creating boundaries with the Engine Room need to be A60 insulated, the intention is insulation is only installed in the Engine Room.

Can the Vessel arrive at contractor shipyard under its own power?

Yes, as noted in the RFP, the Trust will be responsible for delivery and pick up of the Vessel within the New York Harbor area. Outside of that area, the Trust is open to shipyard coordinated towing or delivery under its own

power, whichever is more cost efficient and feasible. Proposers should note in their Proposals their intentions and preferences.

What is the Vessel's top speed?

11 knots.

Will the Contractor be responsible for drawing submission?

Yes. Glosten worked with USCG during the design process and USCG has reviewed drawings related to safety (see USCG letter in Site File). It is intended that the Contractor submit the final drawings (including any changes made as part of the Work) for all final USCG approvals.

What happens if USCG requires changes to the design? Like to the navigation lights for example?

The Trust will work with the Contractor during the design approvals to make any changes or modifications required by USCG.