

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving - PWGSC / Réception des soumissions
- TPSGC
11 Laurier St. / 11, rue Laurier
Place du Portage , Phase III
Core 0A1 / Noyau 0A1
Gatineau
Québec
K1A 0S5
Bid Fax: (819) 997-9776

SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Marine Machinery and Services / Machineries et
services maritimes
11 Laurier St. / 11, rue Laurier
6C2, Place du Portage
Gatineau
Québec
K1A 0S5

Title - Sujet MARINE KNUCKLE BOOM CRANES	
Solicitation No. - N° de l'invitation F7049-130167/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client F7049-130167	Date 2013-12-19
GETS Reference No. - N° de référence de SEAG PW-\$\$ML-043-24152	
File No. - N° de dossier 043ml.F7049-130167	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2014-01-14	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Byron, Dan	Buyer Id - Id de l'acheteur 043ml
Telephone No. - N° de téléphone (819) 956-0691 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

Solicitation Amendment #1 is issued (1) to introduce the questions and answers received to date into the solicitation package, (2) to amend the delivery destination address for the cranes, and (3) to introduce drawings/photos into the solicitation package: general arrangement drawings of the ship, and photos of the existing on board cranes/mounts/hydraulic units.

(1) ADD: the following questions and answers to the solicitation package.

1. **QUESTION:** Statement of Requirements, Part 2: General Requirements, Item 2.2; The crane we will offer is a design reviewed and approved by DNV. Is this requirement to provide a crane of design approved by DNV, which these crane design is, or is it a requirement to provide DNV certification for the two cranes being supplied, which would also provide DNV certification for these two cranes in particular on factory exit. The second option is specific to the crane manufacture and is an additional cost adder.

ANSWER: A design which has been reviewed and approved by DNV is acceptable. Type approval certification would satisfy this requirement.

2. **QUESTION:** Statement of Requirements, Part 2: General Requirements, Item 2.4; There is a listed requirement for certification for the Hydraulic Power Unit. Is this third party certification or certification in accordance with CSA.

ANSWER: It is expected that the HPU will have type approval certification from the Classification Society or be CSA approved. (Ref. 347 of Cargo, Fumigation, and Tackle Regulations)

3. **QUESTION:** Statement of Requirements, Part 3: General Requirements, Item 3.1; We would like to confirm that the safety factor discussed in this item is for the cranes' s steel structure.

ANSWER: Oversight on this one due to scope change. The safety factor shall be 4 and not 5 due to capacity greater than 10 tonnes. (Ref. Schedule 6 of Cargo, Fumigation, and Tackle Regulations)

4. **QUESTION:** Statement of Requirements, Part 3: General Requirements, Item 3.5; Can we confirm that the force discussed in this paragraph is a side load of 1000 KG imposed upon the crane boom, of if it is a weight of 1000Kg suspended from the crane boom. We would like to establish the side force being imposed.

ANSWER: This operational characteristic specifies the loading of the crane boom with the 1000 kg load which would then be towed in the manner as described.

5. **QUESTION:** Statement of Requirements, Part 4: General Requirements, Item 4.1.2, 4.1.3; We would like to clarify these two weather conditions. 4.1.2 Wind velocity of 50 knots would indicate a sea condition of strong gale, however 4.1.3 indicates a sea state of 1, calm. Can we confirm which of the two applies or in what crane operations one of the other applies.

ANSWER: 4.1.2 references the operation of the crane in 50 kt winds applies to sheltered water conditions such as when berthed or at anchor. 4.1.3 references operation with the ship at sea for purpose of recovery and normal operations.

6. **QUESTION:** I would like to clarify the answer to question 4 as this has a large effect on the crane selection. My understanding of the answer is that there is a 1000kg load lowered overboard (An oceanographic package) and then being dragged through the water at up to 5 knots.

ANSWER: I can agree to this clarification. The current practice is not for an oceanographic package but for a trawler net recovery / disabling device. Similar operation.

7. **QUESTION:** Is there any idea of the load imposed by the net onto the boom. I know it is likely difficult to quantify, but this is the most stringent condition as it side loads the boom.

ANSWER: It is difficult to determine the actual loading placed on the crane by this net disabling device but it is practice that once the warps to the net have been severed, the ship will not pull the net but will stop. The net is then buoyed off and recovered in a vertical lift if possible. Otherwise, it is considered as lost. For reference, we can use the Western 2A trawl type with the appropriately sized warps. This is not information I have readily available.

8. **QUESTION:** Could I receive a copy of the drawings for this solicitation as referenced within Section 5 for the solicitation document.

ANSWER: There are no detailed drawings of the existing crane/mounts/hydraulics, however photo's of these areas will be available ASAP.

9. **QUESTION:** We are attempting to determine the requirements to account for the side load on the boom when towing. I have two final questions. There are only two pieces of information that I need.

1. What is the distance "R" between the crane centerline and boom tip when towing.
2. What is the length of wire "L" between the boom tip and the load when towing.

ANSWER:

1. Crane radius for side loading: $3m < R < 7.5m$
2. Length of wire: $L < 30 m$

(2) Amend the delivery destination address for the cranes

DELETE (in it entirety)

PART 6 - RESULTING CONTRACT CLAUSES,
 clause 12. Shipping Instructions - Delivery at Destination

INSERT:

PART 6 - RESULTING CONTRACT CLAUSES,

12. Shipping Instructions - Delivery at Destination

Goods must be consigned to the destination specified in the Contract and delivered:

- a. Free on Board (Destination) common carrier to CCG Base - CCGS Cygnus St. John's NFLD, 280 Southside Rd. St. John's, NL A1C 5X1 for shipments from the United States government; or.
- b. Delivered Duty Paid (DDP) to CCG Base - CCGS Cygnus St. John's NFLD, 280 Southside Rd. St. John's, NL A1C 5X1 for shipments from a commercial contractor

(3) ADD: the following drawings and photos into the solicitation package

- 97037-24A-01 (General Arrangement)
- 97037-24A-02 (General Arrangement)
- HPU- Aft (pdf)
- HPU- Fwd (pdf)
- Aft Pedestal (pdf)
- Fwd Crane Pedestal (pdf)
- Aft Crane (pdf)

END OF SOLICITATION AMENDMENT # 1





WARNING
THIS SUIT HAS A LIMITED SIZE RANGE AND IS
NOT SUITABLE FOR UNCONTROLLED
EMERGENCY DISTRIBUTION





