File: F7047-150004

Title: Self Propelled Aluminum Barges

Questions from potential bidders and the answers from the Technical Authority within Canadian Coast Guard.

Q: Section 5.1- In this section AA-M32 and AA-M44 from publication #45, table 1 from the Aluminum Association Inc we are not familiar with the specified standard nor have we seen it specified in other marine bids. Could the description of the bare aluminum surfaces on the exterior of the vessel and aluminum finish of hand holds, footings, handrails and deck areas not covered with checker plate be amended to a more traditional or good boatbuilding practice type specification?

Technical Authority Response: The description should have stated " all bare aluminum surfaces on the exterior of the vessel shall have a M32, medium satin finish", in accordance with the Aluminum Anodizers Council.

Q: Section 5.3 Welding- ".....required to obtain up to 20 radiographs per barge....". Could the requirement be reduced to "up to 10 radiographs per barge?".

Technical Authority Response: The requirement must stand as is.

Q: Section 7.3.1- ".....supply and install a John Deere Marine Diesel Engine model 4045TFM...." Following is the email statement we received from a supplier: " The 4045TFM engine is a non certified Emissions engine. Are you certain that you can get away with that or are you going to require a current Emissions Tier engine? It is also an M4 rating- not certain if that is what you are looking for?"

Technical Authority Response : This is the correct Diesel engine, Specific model is 4045TFM50-KC.

Q: Section 7.3.4.4- "using a hydraulic or electro-hydraulic system which provides smooth steering...." Can details be provided regarding the specified hydraulic or electro-hydraulic steering system? Drive can only supply mechanical over hydraulic steering.

Technical Authority Response: Remove electro-hydraulic. Please refer to Figure 10 of the drawing package, which nor refers to a fully hydraulic steering system using a jack shaft and hydraulic pump.

Q: Section 7.3.4.6- "....mechanism for disengaging the hydraulic drive for the thruster and placing the thruster in a neutral position..." Can you describe what is being requested in this section?

Technical Authority Response: The mechanism for disengaging the drive would be through the throttle control lever in the cabin.

Q: Drawings- Side profile details- Can a dimension be provided regarding the amount of offset in height between the transmission output flange and Z drive input shaft?

Technical Authority Response: Approximately: 2 ½ ".

Q: Section 1.2, are the design drawings available in AutoCAD to the successful bidder?

Technical Authority Response: Yes

Q: Section 2.14.1 and 2.14.2 states the bidders can be certified to CWB 47.2 division III however FYI division III companies can only be sub contractors to division II companies. They cannot be prime contractors. You may wish to withdraw acceptance of division III companies.

Technical Authority Response: This section will be changed to division I, II.

Q: Section 2.2.2 and 2.2.3 refers to further design issues however we are mandated by section 1.2.1. Can you therefore clarify that there is no design requirements required by the contractor

Technical Authority Response : All sections of the TSOR must be met. Sections 2.2.2 and 2.2.3 are engaged to ensure the final platform is operational and maintainable.

Q: Can you please confirm with us that we could replace the Olympic 360d Z-Drive unit by another equivalent unit from another supplier?

Technical Authority Response: The Olympic Drive must be supplied, no equivalent will be accepted.

Q: Question regarding the plate requirement for the barges. Would there be a possibility in accepting an alternate for this material, i.e 5086-H116?

Technical Authority Response: The plate can be 5086 H116 or 5083 H116/H321.

Q: The specified engine model number does not exist. We are advised the actual correct number for his engine is 4045 AFM. Can you please confirm acceptance of this?

Technical Authority Response: We have had discussions with the engine supplier, due to the tier 1 rating on the 4045 TFM, we have changed the requirement to 4045 AFM 85 (160hp@2300rpm).

Q: With regard to the Olympic drives, we are advised that the Olympic do NOT produce a hydraulic or electro hydraulic steering system for this model (as stated in the specifications). Their steering is a simple mechanical over hydraulic power assist steering. Can you please advise if this will be acceptable?

Technical Authority Response: Not acceptable, the steering hydraulic system is as per 7.3.4.4 of the TSOR and is hooked up to the Auxiliary drive of the engine.

Q: Regarding the diesel propulsion engine, it is specified as 150HP at 2600RPM however the Olympic SD1 drives can only be operated at 2200RPM and 140HP MAXIMUM. Can you please confirm that governing the engine to match the SD1 drives is acceptable?

Technical Authority Response: The 4045AFM 85 (160hp @ 2300rpm) with the SD1 is acceptable.

Q: Spec section 6.5.1.4 states a requirement for a Bomar non-hinged or equal hatch over the Olympic drive units, then it is requesting that the opening shall be fitted with a gasketed, bolted closing plate, This is ambiguous. Can you please clarify which is required?

Technical Authority Response: The requirement has been changed to the following: "Thruster compartment: The contractor shall fabricate an opening and access panel of approximately One 24" x 24" BOMAR C42424 (non-hinged) OR EQUIVALENT shall be installed in the deck directly over the thruster unit"

Q: Clarification is required that the specification for the Zodiac SY-6 which is a recreational coastal raft that is ISO 9650 approved but not Transport Canada approved is actually what you are looking for. If this is the case will you accept an equivalent alternative for this project?

Technical Authority Response: The contractor shall supply and install a Zodiac SY-4 (four person) life raft complete with cradle, lashings and hydrostatic release. The life raft shall have an inspection date that will not expire before six months after delivery of the barges.

Q: 6. Section 7.3.7 Cooling System – Following are questions we received from a supplier:

1. Do you know who did the initial design work on this and how the unit was quoted? Fernstrum are not sure they were aware of the 30 min run time out of water.
2. Will the run time out of the water be at Idle only, or will more power be used?
3. Can you please let me know exactly what we are cooling, and the design conditions?
4. We have some real concerns with using the keel coolers out of the water for such a long time.

Technical Authority Response: See PDF from Fernstrum as separate attachment.

NOTE TO BIDDERS:

A **REVISED** Technical Statement of Requirements will be posted on the BuyandSell as well as a **REVISED** complete set of drawings. Please disregard the previous TSOR and drawings.