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11 Laurier St. / 11, rue Laurier

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Core 0B2 / Noyau 0B2

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

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Gatineau

Québec

K1A 0S5

Title - Sujet KNUCKLE BOOM CRANE-CCGS CORNWALLIS		
Solicitation No. - N° de l'invitation F7049-150257/A		Amendment No. - N° modif. 005
Client Reference No. - N° de référence du client F7049-150257		Date 2016-09-30
GETS Reference No. - N° de référence de SEAG PW-\$\$ML-044-25942		
File No. - N° de dossier 044ml.F7049-150257	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-10-12		Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes		
Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>		
Address Enquiries to: - Adresser toutes questions à: Aussant, Marc		Buyer Id - Id de l'acheteur 044ml
Telephone No. - N° de téléphone (819) 420-2906 ()		FAX No. - N° de FAX (819) 956-0897
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 No. - N° de l'invitation
F7049-15-0257/A
Client Ref. No. - N° de réf. du client
F7049-15-0257

Amd. No. - N° de la modif.
05
File No. - N° du dossier
044mlF7049-150257

Buyer ID - Id de l'acheteur
044ml
CCC No./N° CCC - FMS No/ N° VME

The amendment no. 5 to the Request for Proposal is issued to:

- 1- Extends the Solicitation closing date/time to October 12, 2016 – 02:00 EDST; and
- 2- Publish the Questions and Answers Document updated as of September 30, 2016;

PROCUREMENT OF AN ELECTRO-HYDRAULIC MARINE KNUCKLE BOOM CRANE (KB CRANE) WITH ASSOCIATED ENGINEERING CHANGES (EC), INTEGRATION AND INSTALLATION PACKAGES

ACQUISITION D'UNEGRUE MARITIME ÉLECTRO-HYDRAULIQUE À FLÈCHE ARTICULÉE (GRUE À FLÈCHE ARTICULÉE) AINSI QUE LES MODIFICATIONS TECHNIQUES (MT), ET LES TROUSSES D'INSTALLATION ET D'INTÉGRATION CONNEXES

QUESTIONS & ANSWERS/QUESTIONS ET RÉPONSES
RFP / DP : F7049-15-0257/A

Q#	Ref	Date Reçu / Date Rec'd	Question / Question	Réponse / Answer	Date répondu / Replied date
1E	RFP Clauses 2.6 and 2.7	2016-08-16	We'd be interested in this project, but unfortunately we won't be available to attend the meeting on August 31st. Will it still possible to participate?	<p>Ref RFP Clause 2.6 - Bidders who do not attend the Bidder's Conference will not be precluded from submitting a bid and the minutes of the conference will published on B&S through a solicitation amendment.</p> <p>However,</p> <p>Ref RFP Clause 2.7 - It is mandatory to visit the vessel between August 29 and September 1st 2016. Bidders who do not attend or send a representative will not be given an alternative appointment and their bids will be rejected as non-compliant.</p>	2016-08-16

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1F	DP Clauses 2.6 et 2.7	2016-08-16	Nous serions intéressé à participer à ce projet, mais malheureusement, nous ne pourrions assister à la réunion du 31 août. Sera –t-il possible d'y participer?	<p>Ref DP Clause 2.6 - Les soumissionnaires qui n'assisteront pas à la conférence des soumissionnaires pourront quand même déposer une soumission et les minutes de la conférence des soumissionnaires seront publiées sur A&V par une modification à la demande de soumissions</p> <p>Cependant,</p> <p>Ref DP Clause 2.7 – Il est obligatoire de visiter le navire entre le 29 août et 1 septembre 2016. Les soumissionnaires qui ne visiteront pas le navire ou qui n'enverront pas un représentant à la visite du navire dans la période prévue à cette fin, ne pourront pas bénéficier d'une deuxième période de visite et leurs soumissions seront rejetées comme non conformes</p>	2016-08-16

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2E 2F	RFP/DP Clause 2.6	2016-08-16	How long is the bidders conference on the 1 st ? Quel sera la durée de la conférence des soumissionnaires le premier?	The bidders' conference will be held on 31 August 2016 and its estimated duration is approximately 2 to 3 hours. It should be completed around noon, however it could be longer if chaired in both official languages. La conférence des soumissionnaires aura lieu le 31 août 2016 et sa durée prévue est d'environ 2 à 3 heures. Elle devrait donc être se terminé vers midi, cependant elle pourrait être d'une durée plus longue si elle devait être présidée dans les deux (2) langues officielles.	2016-08-16

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Q#	Ref	Date Reçu / Date Rec'd	Question / Question	Réponse / Answer	Date répondu / Replied date
3E 3F	RFP/DP Clause 1.3	2016-08-25	<p>We would like to know if it would be possible for you to give us a rough estimation as to the delivery date of the Knuckle boom crane and would their be a extension on the date of delivery.</p> <p>Nous aimerions savoir s'il serait possible pour vous de nous donner une estimation approximative de la date de livraison de la grue à flèche articulée et est-ce qu'il y aurait une prolongation de la date de livraison.</p>	<p>The delivery schedule appears in the RFP article 1.3 and no extension to the delivery date will be accepted.</p> <p>Le calendrier de livraison apparait dans la DP à l'article 1.3 et aucune prolongation de la date de livraison ne sera acceptée.</p>	2016-08-25

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4E	RFP Clause 2.7	2016-08-25	Can I attend any of the days that is available for viewing or must I attend every day from aug 29 – sept 1.2016.and what time is the viewing start and finish.will I be able to take any pictures of the ship and crane.	<p>-You can attend any day during the viewing period, you don't need to attend every day.</p> <p>-Viewing hours are from 08:30 to 16:30 ADST however they could be extended until 19:00 upon request to and acceptance of the vessel's officer on duty. It is recommended that viewers inform in advance of their respective arrival date/time on their first day of viewing in order that the Technical Authority will guide them around.</p> <p>-You will be allowed to take pictures of areas and equipment related to the project.</p>	

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4F	DP Clause 2.7	2016-08-25	Puis-je assister à l'un des jours qui est disponible pour visionnement ou dois-je assister chaque jour du 29 août – sept 1.2016. et à quelle heure débutent et se terminent les périodes de visites. Serais-je en mesure de prendre des photos du navire et de la grue.	<p>- Vous pouvez visiter n'importe qu'elle journée au cours de la période de visite, vous n'avez pas à visiter tous les jours au cours de la période de visite.</p> <p>- Les heures de visites sont de 8 h 30 à 16 h 30 HAA toutefois elles pourraient être prolongées jusqu'à 19 h sur demande et acceptation de l'officier du navire en devoir. Il est recommandé que les visiteurs informent à l'avance de leur date/heure d'arrivée lors de leur première journée de visite afin que l'autorité technique puisse les orienter abord du navire.</p> <p>- Vous serez autorisé à prendre des photos des lieux et équipements liés au projet.</p>	2016-08-25
5E	Annex "A" – Article 6.4.2 Stability	2016-08-31	What is the mass of the existing Speedcrane components?	We do not have the data for the winches or control cabinets. The Speedcrane boom has been weighed at approximately 22,000 lbs. The A-frame mast drawing was supplied which will allow an approximate calculation to be made.	2016-09-07

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6E	Annex "A" – Article 6.7 KB Crane Control System Requirement s	2016-08-31	What interface does the existing Alarm and Monitoring system have?	The existing Alarm and Monitoring system is a Trihedral VTS system provided by Trihedral Engineering. It is capable of using Modbus or Modbus TCP/IP protocols. A device driver list can be found at the following link: https://www.trihedral.com/device-driver-list	2016-09-07
7E	SOW 6.4.1.1	2016-09-13	The KB Crane must have a main hoist with a Safe Working Load (SWL) of 20 metric Tonnes (Tm) at all radius of operation. The load stated does not list if it is for Cargo, Buoy tending, or Boat Handling. Each of these loads has different Safety Factors applied in the classification society rules. Please provide what loads apply to cargo handling, which loads apply to Buoy handling and what loads are applied to Boat Handling. Also, no side lead angle requirements are listed. Typically Buoy handling cranes encounter high side load angles. The existing crane has rub strips for high angle side loads. What is the Maximum expected side lead angle? Will it be with full rated load?	The Crane operations are noted in section 5.4 of the SOW – "These operations include the use of the present Speedcrane for various tasks, including general cargo transfer, lifting small boats at sea, and tending floating navigational aids (buoys) in varying weather condition." All loads apply to all cargo, buoy handling and boat handling operations, therefore the most stringent Safety Factor must apply. Off lead and side lead operational requirements are noted in the SOW, Table 8, Item 11 and these are applicable to full rated load.	2016-09-13

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8E	SOW 6.4.1.2	2016-09-13	The KB Crane must have two (2) auxiliary hoists, one with a SWL of eight (8) Tm at all radius of operation and one hoist with a SWL of five (5) Tm at all radius of operation. Are these hoists to be rated for over the side lifts? Will they be used for launch and recovery of small boats?	The Crane design requirements noted in section 6.4.1.2 of the SOW – “at all radius of operation” includes over the side lifts. The auxiliary hoists will be used for the launch and recovery of small boats.	2016-09-13

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9E	SOW 6.4.2.2	2016-09-13	<p>The Contractor must provide an analysis of the impact that the new crane installation will have on the existing vessel weights, centers and stability (both intact and damaged). This analysis shall compare the original baseline values with the resulting values if the proposed crane arrangement were to be implemented. To provide guidance to the supplier, refer to the original CCGS Edward Cornwallis Trim and Stability Booklet. It should be noted that the original Type 1100 specification required that during buoy handling conditions, (i.e. no cargo and 50% of fuel oil, fresh water and consumable stores) one buoy of 15 tons was to be included on deck and one buoy on the boom. The new analysis shall include the largest load capable of this crane as identified in section 6.4. This is the job of a Naval Architect. Does the crane provider need to subcontract this work out?</p>	<p>The SOW design requirements with regards to vessel stability are normally done by a Naval Architect. If the Contractor does not have in-house support for that role, a Naval Architect will have to be subcontracted to perform this requirement. See SOW article 1.1 para 4.</p>	2016-09-13

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10E	SOW 6.4.3.3	2016-09-13	The Crane design package must identify and determine all ship's structural alterations (removals, relocations and additions) required to be done to the existing ship's structure IOT reinforce the main deck and the tank areas below the proposed KB Crane pedestal/adaptor location all IAW the regulatory bodies rules and regulations. That information must be delivered IAW section 3.3 "KB Crane and Vessel's Integration EC Specifications and Drawings" and section 3.4 " KB Crane and Vessel's Installation Specifications and Drawings" in such a way that CCG will be able to use it in its VLE specifications for direct implementation by a shipyard to be identified; This is the job of a Naval Architect. Does the crane provider need to subcontract this work out?	The SOW design requirements with regards to vessel stability are normally done by a Naval Architect. If the Contractor does not have in-house support for that role, a Naval Architect will have to be subcontracted to perform this requirement. See SOW article 1.1 para 4.	2016-09-13
11E	SOW	2016-09-14	Will it be possible to get a drawing or solid model of the typical large buoy so we can model the lifts?	Attached is a drawing of our largest buoy in use.  Buoy FA-1010.pdf	2016-09-13

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12E	SOW 6.4.4	2016-09-15	We feel the best vantage of operator view is to mount the operators cab on the crane. Will the crown accept this option?	Canada's requirement is for two (2) Operator Cabins as noted in section 6.4.4 of the SOW. Canada recognizes that this is a more technically difficult and costly option, however the crane's position at the bow of the ship requires two structurally robust structures to be able to withstand the forces of broaching 'green seas' in the North Atlantic, as well as the ability to view down the side of the vessel during buoy tending operations.	2016-09-16
13E	SOW 3.3	2016-09-15	Can you confirm that the vessel's integration EC specification and drawing package needs to include installation of a new foremast for navigation lights, given that the existing foremast will be stripped out with the Speedcrane?	The vessel's integration EC specification does NOT need to include the foremast as this will be separately designed and installed during the VLE contract. The existing foremast strip out must include the removal of the navigation lights, flood lights, search light and fog horn and associated wiring.	2016-09-16

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14E	SOW 3.2.1	2016-09-15	Typically the costs for TCMS review of engineering plans are borne by the ship owner through their existing contract with TCMS. For this project will the costs for TCMS plan approvals be borne by CCG, or does the Contractor need to get quotations for TCMS plan approval? We understand the Class is to be quoted in the EC portion of this tender.	Recently, TCMS has been reluctant to do plan approvals for the CCG. For this project, Class approval is to be quoted and obtained, and once in contract CCG will work with the Contractor to ensure TCMS is provided the Class approvals for information purposes as TCMS still performs our vessel inspections. As TCMS will not be doing plan approvals, there is no need to seek TCMS quotations.	2016-09-16
15E	SOW 3.3 and 3.4	2016-09-15	What range of the electrical drawings will need to be updated in the Electrical as the current dwgs will show Speed crane specs, the comms portion will specify crane locations and any communications on the BUS would need declaration updates as a min. Please define to what extent the dwgs would be recreated for EC purposes as it affects maintenance post install.	The existing electrical drawings (one line and switchboard) will need to have red line mark ups performed on the .tiff drawings. There are presently no communications to the vessel's Alarm and Monitoring system, these will be all new drawings provided by the Contractor. For EC purposed, the structural drawings in way of the new crane will need to be recreated.	2016-09-16

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16E	SOW 3.3 and 3.4	2016-09-15	I assume that labeling and wire way traces would be updated as well if existing conduits can be re-used. Please confirm.	Canada confirms that labeling and wire way traces would be updated. Existing conduits and transits can be reused, however they must be repacked with new approved materials.	2016-09-16
17E	SOW 7.3	2016-09-17	Section 7.3 Certification; it is our understanding from the specification is that the crane is to be certified. If Allied uses Lloyds Registry for offshore cranes (hsig above 0.6 m). Lloyds requires AOPS and MOPS for cranes in seas above Hsig = 0.6 m unless specially considered. Will these be required for this crane	Canada confirms the requirement for AOPS and MOPS as stated in the KB Crane General Design section of the SOW: 6.3.2 "The KB Crane must be designed with the following safety features: b) Automatic Overload Protection Systems and Manual Overload Protection Systems in accordance with Class rules.	
18E	SOW 6.3	2016-09-17	Section 6.3 KB Crane General Design; the winches are required to be Constant Tension type, can you provide a description of the application of the constant tension winch?	Buoy tending often occurs with a swell present, the process to hook up and recover a buoy such as the one in Q#11E is slow and would be safer with constant tension in use until the deck crew is ready for the lift of the buoy, chain and mooring.	

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19E	SOW 6.4.4	2016-09-20	Is there a defined specification for the wave forces that the Cabin may encounter, such that the windows can be engineered for such impact during storms? Our concern are for windows specifically as we try to offer good visibility to the operator and a significant wave that damages a window will create significant electronic damage as the free water enters the cabin in the event of a failure.	The Hull Construction Regulations must be followed with regards to the construction of the Operator Cabins. The existing cabin windows have served for 30 years without incident. It should be noted that there are no windows on the forward side of the cabins – the side that would be subject to the largest forces during storms	2016-09-26
20E	RFP 2.7	2016-09-23	When will the Crown release the list of people that attended the vessel during the mandatory review period?	The purpose of the mandatory viewing is to ensure that potential bidders will not submit a proposal without having assessed on site the amplitude and nature of the work to be done. This list will not be published.	2016-09-26

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21E	SOW 6.4.4	2016-09-23	Will the certifying authority need to approve the Cabins as well as the Crane as now they are different equipment	Canada requires the design drawings for the Operator Cabins to be approved by the Classification Society as part of the Engineering Changes package. The Operator Cabin construction must follow either the Class ship structural construction rules or the Canadian Hull Construction Regulations. The control system located in each cabin must be part of the approved crane system and would be subject to the approval stages outlined in Table 6 of the SOW.	2016-09-26
22E	RFP Annex "F"	2016-09-26	Section N deals with piracy of another's advertising work. Piracy is not a coverage we can obtain.	The requirement of the section N is standard in our Commercial General Liability Insurance (CGLI) requirements and is continually covered by our supplier's insurers. It is recommended that you ensure against your insurance broker that your CGLI is covering this requirement or is amended for. This requirement of the section N remain unchanged.	2016-09-27

PROCUREMENT OF AN ELECTRO-HYDRAULIC MARINE KNUCKLE BOOM CRANE (KB CRANE) WITH ASSOCIATED ENGINEERING CHANGES (EC), INTEGRATION AND INSTALLATION PACKAGES

ACQUISITION D'UNEGRUE MARITIME ÉLECTRO-HYDRAULIQUE À FLÈCHE ARTICULÉE (GRUE À FLÈCHE ARTICULÉE) AINSI QUE LES MODIFICATIONS TECHNIQUES (MT), ET LES TROUSSES D'INSTALLATION ET D'INTÉGRATION CONNEXES

**QUESTIONS & ANSWERS/QUESTIONS ET RÉPONSES
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23E	RFP Annex "F"	2016-09-26	Section R is requiring our insurer to consult with Canada's AG on their defense strategy. I am not aware of any carrier that will agree to this. It's possible the carrier will be willing to consult with the AG, but they won't agree to be bound by this requirement contractually.	The requirement of the section R is standard in our Commercial General Liability Insurance (CGLI) requirements and is continually covered by our supplier's insurers. It is recommended that you ensure against your insurance broker that your CGLI is covering this requirement or is amended for. This requirement of the section R remain unchanged.	2016-09-27
24E	RFP Annex "F"	2016-09-26	Will it be possible to take exception to the two clauses mentioned above? Are the insurance terms negotiable.	The Terms and Conditions of the entire RFP are not negotiable and any exception to them made by a bidder will render its bid non responsive.	2016-09-27
25E	Solicitation Closing date	2016-09-26	Is it possible to extend the Solicitation closing date to October 14, 2016?	Canada extends the Solicitation closing date/time to October 12, 2016 – 02:00 EDST. This will be confirmed by the next Solicitation amendment no. 5	2016-09-29

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26E	RFP part 7 clause 3.2		<p>We have determined that there is a substantial problem with taking delivery of this crane in the Dartmouth Industrial park. Essentially the major components are EXTREMELY oversize for road permits. The cost to the crown to dismantle the crane into individual parts will be substantial AND then reassembly in a shipyard will also be the same problem. We are proposing that the crown can take delivery of the crane at the Halifax Port, or at a shipyard of choice. Most shipyards will be able to receive a component like this from a vessel.</p> <p>Please indicate how you would like to proceed.</p>	<p>As per the contract resulting clauses and conditions article 3.2 Shipping Instructions, Delivered Duty Paid, the crane must be consigned and delivered to the destination specified in the contract:</p> <p>Incoterms 2000 "Delivered Duty Paid" (DDP), Canadian customs duties and excise taxes included, to the destinations listed below.</p> <p>CCGS Edward Cornwallis CCG Stores 05C Warehouse door 1 13 Akerley Blvd., DARTMOUTH, NS CANADA B3B 1J6</p> <p>This requirement remains and therefore, the bidders must include in their bid price and schedule all specific actions, planning, arrangements, agreements etc. required to meet the delivery requirements of the article the 3.2. If the contractor has to partially dismantle the crane in order to be able to meet the delivery terms and conditions, all costs, planning, arrangements, agreements etc. associated to the said crane dismantling and reassembly in an Eastern Canadian Shipyard must be included in its bid.</p>	2016-09-29

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