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Bid Receiving - PWGSC / Réception des soumissions -
TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

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

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet Bow Windlass Parts (GSM)	
Solicitation No. - N° de l'invitation F2599-175002/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client F2599-175002	Date 2017-03-16
GETS Reference No. - N° de référence de SEAG PW-\$\$ML-055-26187	
File No. - N° de dossier 055ml.F2599-175002	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-04-04	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Belcaid, Sidi	Buyer Id - Id de l'acheteur 055ml
Telephone No. - N° de téléphone (819) 420-2292 ()	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 #2 is issued to publish the following changes to the Request For Proposal (RFP), the Questions and Answers and new documents.

This Amendment is hereby raised to make the following revisions to the RFP.

- 1) Solicitation Closing Date is amended. Delete Bid Close March 28, 2017 and replace with April 4, 2017. See page 1 of this amendment.**

- 2) Article 6.4.1 is amended to include a new delivery date.**

- a) Delete Article 6.4.1 in its entirety; and
- b) Insert it by the following one:

6.4.1 Delivery Date

All the deliverables must be received on or before June 16, 2017.

- 3) Publish the following documents under the file entitled "Griffon Windlass Photos" (Photos of the windlass) and its original diagram of electrical connections entitled "Electr-Diag-Griffon-68_93_54".**

All other articles of the RFP remain unchanged.

Questions & Answers

Bow Windlass Parts (F2599-175002/A)

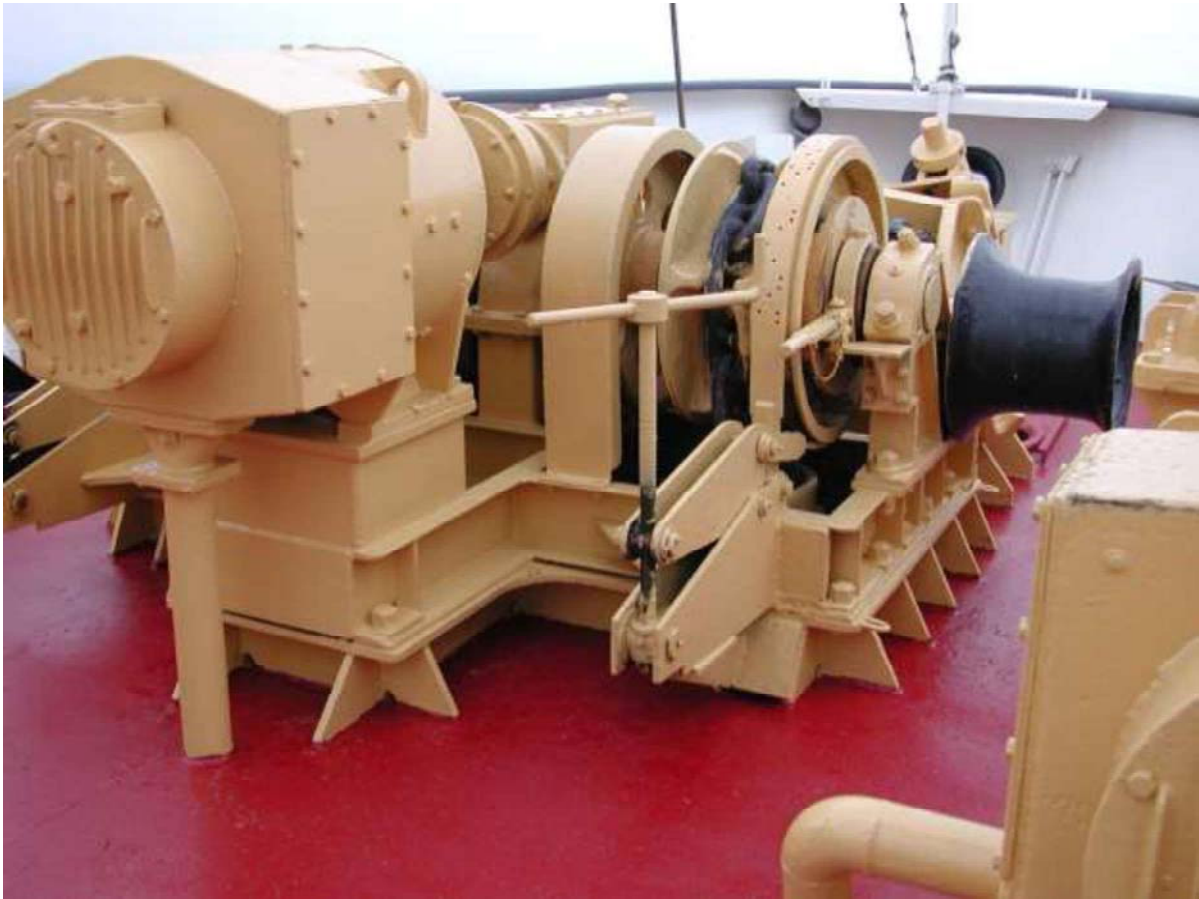
Questions		Answers	
Q1	Item 1 For the electric motor, in a part of the document, you are talking about 50 HP and also 54 KW, please confirm what power you want for the engine. What is the RPM speed of the AC motor? Because the speed of the DC motor is not standard for AC motors. So the maximum speed will not be the same. Does the motor have to be equipped with an encoder in order to have maximum torque with little or no motor speed?	A1	The specification should read 54 kW or 74 Hp. The speed of the motor varies from 820 to 2,050 rpm. The motor is DC. It is supplied power by a DC generator which is driven by an AC motor. It is called a motor-generator (MG) set.
Q2	Junction box is oversized, do you have size of this box?	A2	No, size is not critical but needs to be sized to accommodate conductors. We can approximate the size 'from the drawing, the final size will depend on your design.
Q3	Item 4 For coupling, what type of coupling you recommend and the size of the gearbox	A3	The Dunlop Dunflex coupling provides good torque capabilities and can withstand slight misalignment.
Q4	Item 5 in the plan there is no gearbox that is added? Is it the existing gearbox? (Page 8 of 14 item 5)	A4	See page 9, elements 1, 2 and 3; one has to supply a cover that fits between the gearbox and the electric motor. The existing gearbox remains in place.

Q5	<p>Item 6 What is the maximum dimension of the VFD drive cabinet? Opening door left or right?</p> <p>What is the size of the door or hatch through which the panel must pass to reach to the installation location</p> <p>Is there a quote for what you want to include on the front or in the cabinet of EVF? Breaker Disconnect, protections, interlock, emergency stop, service lights in the case etc ...</p> <p>According to 4.370% of the power produced by the generator, please specify this group and rated power.</p> <p>According to page 13 of 14 you mentioned the braking resistor but you have a mechanical brake, is this information still good?</p>	A5	<p>The existing box is 36" wide, 66" high, and 22" deep. It hinges on the left looking aft.</p> <p>Included on the cabinet door will be the disconnect breaker, on/off lights, power available light, circuit boards, and ammeter.</p> <p>The cabinet will contain the VFD, dynamic braking resistors, harmonic filtration, anti-condensation heater control, local controls, indication and contacts for remote control indication, ammeter.</p> <p>Ship's power is rated at 300Kw @ 460V, 500 HP.</p> <p>Yes, a braking resistor is required in addition to the mechanical brake.</p>
Q6	<p>Item 7 Dimension, position, base type and details of this operator console, including ex: emergency stop, ampere meter, on / off selectors etc.? Which functions will be checked, add a cover that covers the components?</p>	A6	<p>The current console is a steel box measuring 16" X 14" with access plates.</p> <p>It stands four feet high and will be used to accommodate the winch controller pay in/pay out lever, start/stop buttons, in command light, run light, stop light, power available light, and emergency stop button.</p> <p>The cover will need to be watertight to IP56/NEMA 4X. A cover will be manufactured to fit in order to provide protection from damage/water/environment.</p>
Q7	<p>Item 8 Supply of marine cables for the power and all additional cables (eg shield cable for speed control) for controls?</p> <p>Should the Cables be supplied between the 440VAC source and 220 or 120 volts and the VFD cabinet?</p>	A7	<p>Cables need to be supplied for VFD to motor, 440V source to VFD, remote console to VFD, and local controls to VFD.</p> <p>All cabling for indication lights.</p> <p>All cables need to be compliant to TP127e and Lloyds register. Cables need to be shielded.</p>

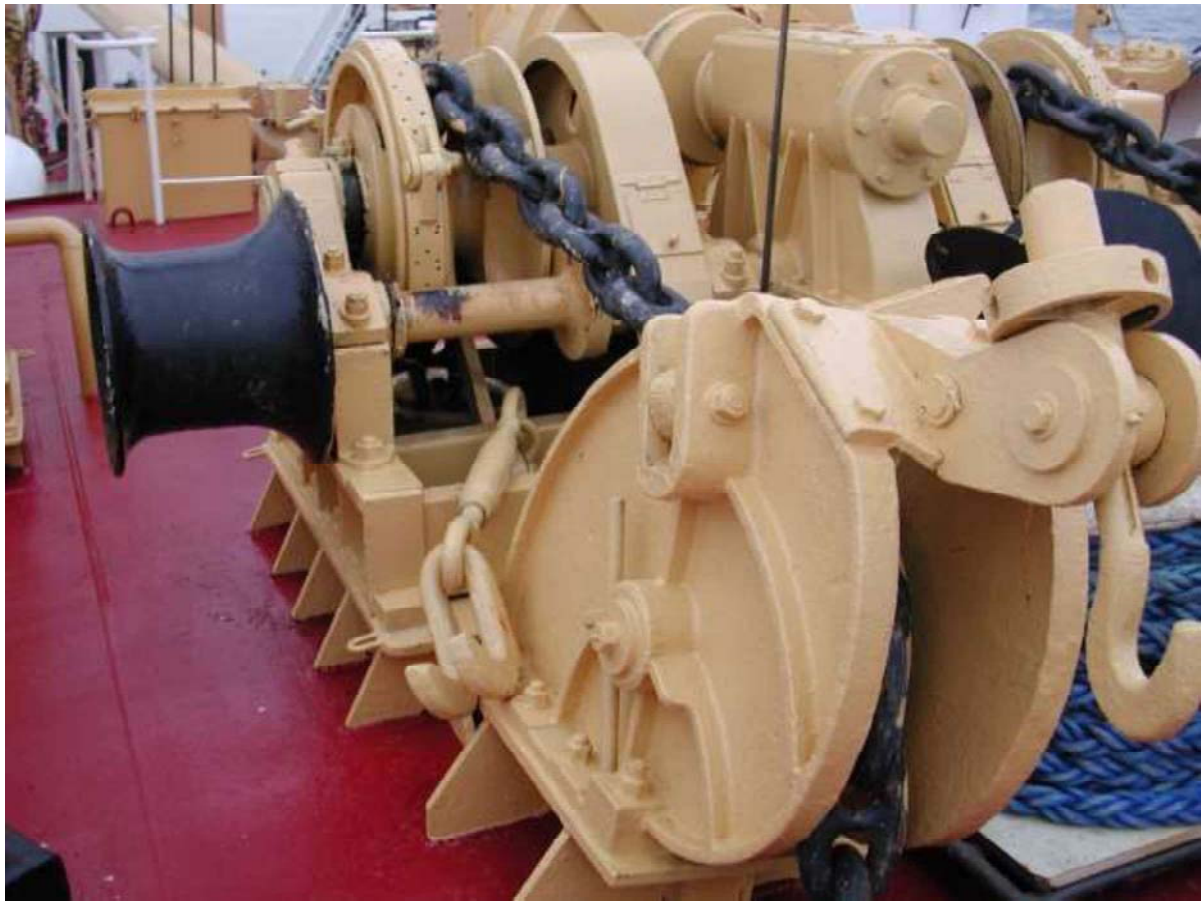
Q8	<p>Item 9 Is the vessel with a classification society? In addition to transport canada The certification will be for the motor, the drive (VFD), and the entire system?</p> <p>Will the Dismantling of the old motor, mgset and control boxes and old wiring be included in this solicitation or excluded?</p>	A8	<p>No, Transport Canada only.</p> <p>Yes the Lloyds Certification is for the system.</p> <p>The dismantling of the old motor, mgset and control boxes and old wiring is excluded in this solicitation.</p>
Q9	Is there a possibility to have a visit before that scheduled on 22 March?	A9	Unfortunately no, March 22, 2017 is the only date the ship will be available and docked. We strongly recommend to the bidders to visit the vessel that day.
Q10	What are the gearbox specifications? Ratio, physical dimensions of the housings, the input / output shafts and the general arrangement?	A10	<p>The ratio is 147 to 1 for the chain hauler and the warping drum is 40 to 1.</p> <p>The gearbox measures 34" long, 12" wide, 30" high from the bottom of the oil pan.</p> <p>The distance from the existing motor baseplate is 21+1/2".</p>
Q11	How the gear unit is mounted. Is it fixed to the structure, is there a double solid output shaft or a hollow shaft?	A11	The gear unit is fixed to the structure. There is a double solid output shaft. For more information, please refer to the manual provided in the first amendment under the name "Bow Windlass Manual".
Q12	How the shaft is designed on either side of the output shaft of the gear unit. It seems that there are external gears?	A12	<p>The electric drive unit will be coupled to the input shaft of the worm gear gearbox. The input shaft of the worm gear gearbox will be machined to fit the flexible shaft coupling (item 4).</p> <p>See the manual "Bow Windlass Manual" and the photos provided with this amendment #2 (Griffon Windlass Photos)</p>
Q13	If I understand the drawing, we keep all the mechanics downstream of the reducer.	A13	Correct, all mechanics must be kept downstream of the reducer.
Q14	Why asking for a Worm gear and not a Helical bevel gear?	A14	Because it's the present construction of the Windlass

Q15	Is the clutch housing required as stipulated in point 5 of article 2.0 of page 4 of 14 (or 23/33) of the quotation? If so, why a friction clutch (friction coupling) on the input shaft if we have a VFD?	A15	Yes the clutch housing is required, it is necessary to supply a shaft coupling to replace the friction coupling
Q16	It is also stipulated in Note on page 4 of 14 of the specification that "the gearbox of the windlass must be kept". Does this remark refer to the gearbox or external gears?	A16	This refers to the gearbox and the external gears
Q17	The deliverables are scheduled for May 31st, 2 months after submission of our solicitation of March 28, 2017. Thereafter, your analysis will take place for the award of the contract which will take a few weeks. There will be very little time to manufacture or procure the components. I believe that an extension of the delivery time will be necessary	A17	A new date for deliverables has been granted. May 31, 2017 has been canceled and the deliverables are scheduled for June 16, 2017. In addition, the bid closing date has also been changed. The closing date is no longer on March 28, 2017 but on April 4, 2017.
Q18	Can we have explicit photos of the windlass?	A18	See the 5 photos provided with this amendment #2 (Griffon Windlass Photos)
Q19	Can we have drawings illustrating the components to be replaced?	A19	See SOW, page 9 item 1, 2 and 3.
Q20	An electric motor with brake 460 / 3Ø / 60Hz of 50 HP. You request that the motor does not exceed 54 KW regardless of the demand or the moment of use. In my opinion this will be possible by using the VFD control parameters	A20	The motor is 74 HP. We do require braking resistors for motor overhauling scenarios.
Q21	Is it necessary to install the components?	A21	No the installation is not a part of this request and it will be done at a later date under another solicitation.

Griffon Windlass Photos











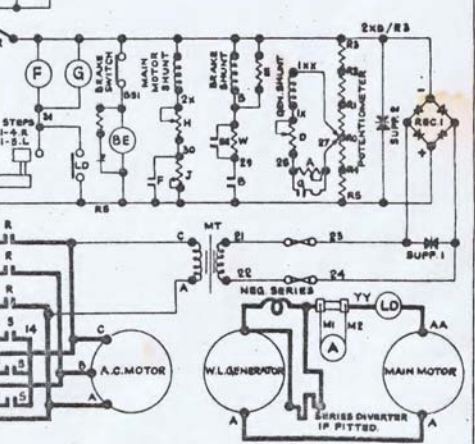
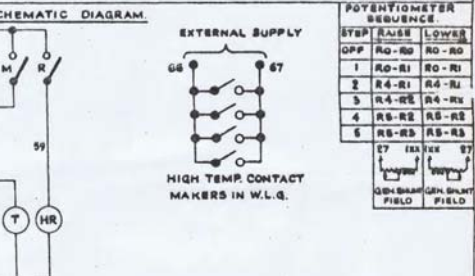
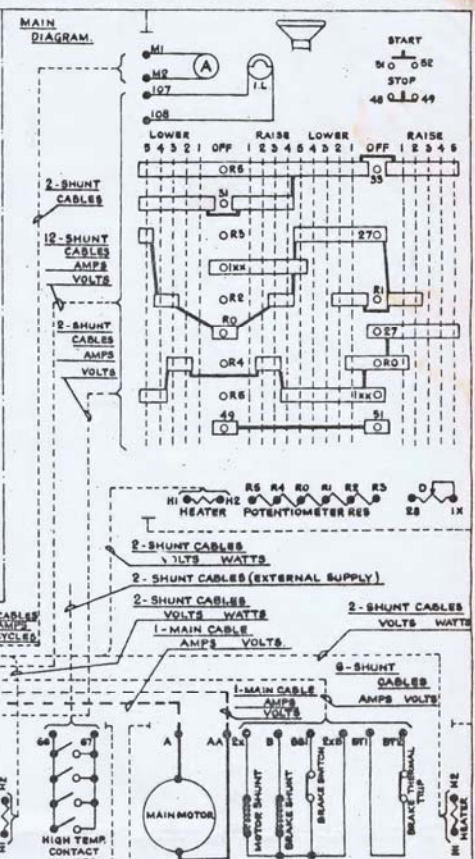
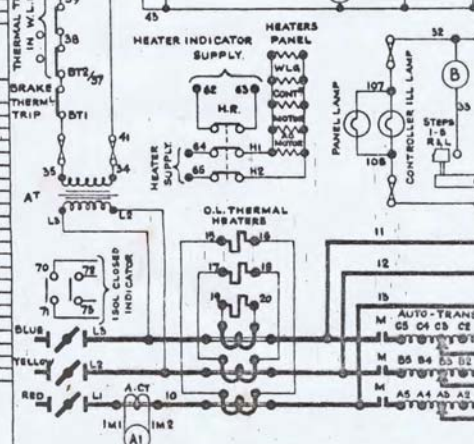
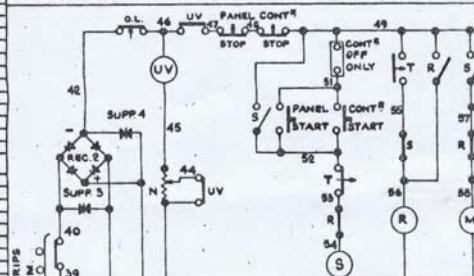
	ROUTE FOR PANEL MAINS.
L1	ISOLATOR - AMMETER CT.
L2	ISOLATOR - CT
L3	ISOLATOR - CT

RA	RAUTE FOR CONTROLLER SHUNTS
R0	FINGER R0 - FINGER R0 - POT RES.
R1	FINGER R1 - POT RES.
R2	FINGER R2 - POT RES.

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[illegible]

The diagram illustrates the electrical connections for a 100-watt heater unit. It features a 230V AC supply at the top left, connected to a series of switches and relays. The heater unit is represented by a large rectangular block with multiple terminals. The AC motor and generator are shown at the bottom right, connected to the heater unit. The diagram includes various components such as switches, relays, and transformers, and is labeled with numerous terminal numbers and component names. The connections are detailed with lines and labels, showing the flow of electricity from the supply to the heater, motor, and generator.



POTENTIOMETER SEQUENCE		
STEP	RANGE	LOWER
OFF	RO - RO	RO - RO
1	RO - R1	RO - R1
2	R4 - R1	R4 - R1
3	R4 - R2	R4 - R2
4	R5 - R2	R5 - R2
5	R5 - R3	R5 - R3



E7 I33

GEN. SWT. FIELD



R5 I7

GEN. SWT. FIELD

D	V. DOYLE		
CH			
DATE	7-5-68		

Inward Windlass

DIAGRAM OF CONNECTIONS.	
CLARKE CHAPMAN & Co. LTD.	GATESHEAD 8
DRC No. 68/03/54	