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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

Ship Construction, Refit and Related
Services/Construction navale, Radoubs et services
connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet Halifax Class Marine Cranes	
Solicitation No. - N° de l'invitation W8482-156383/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client W8482-156383	Date 2017-07-11
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-033-26349	
File No. - N° de dossier 033mc.W8482-156383	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-08-04	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: Davies, Neil	Buyer Id - Id de l'acheteur 033mc
Telephone No. - N° de téléphone (819) 420-0865 ()	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

This solicitation amendment 002 is issued to:

1. Answer questions from the bidders.
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Responses to questions received from the bidders.

The following questions have been submitted. They are listed in the order in which they were received and are a continuation from Amendment 001. The responses are provided as indicated.

- Q7. No reference to the required line tension was could be determined from the LAME standard during constant tension mode. Could you provide your expected usage of the constant tensioning system, e.i. slack line avoidance.
- R7. *Constant tensioning is intended as an elimination/ mitigation to the potential of slack line effects of wave action while lowering a manned boat. RFP indicates the maximum expected load to be applied to the lifting appliance. The Lifting appliance is expected to lift a manned Boat not exceeding 15,500lbs load. The lifting appliance role shall be to lift and lower manned workboats, rescue boats, fast rescue boats and cargo/ ammunition loads. Reference IMO , Lifesaving Appliances including LSA Code Ch VI, Launching and Embarkation appliances, 2010 6.1.7.3.*
- Q8. Annex A, Section 5.5.1.4 lists "All wire ropes must be galvanized non-rotating, right regular lay, IWRC". Would a minor deviation such as a "right lang lay" also be acceptable. Would a synthetic rope be considered?
- R8. *Right Lang Lay is acceptable for drum wound rope. Non rotational requirement for the wire rope remains. Synthetic rope is not acceptable. Reference IMO, Lifesaving Appliances including LSA Code Ch VI, 2010, Launching and Embarkation appliances. 6.1.2.3*
- Q9. We have been unable to locate a source for the Government Documents listed in Annex A , Section 2.1. Could their location (or a copy) be supplied?
- R9. *Bidders are to request the electronic copies from the Contracting Authority.*

- Q10. The RFP makes no mention of the Hydraulic power unit location or dimensions. Is it located below deck or included the Physical Constraints listed in Table 5-4.
- R10. *The Hydraulic Power units for the existing ships appliances are located in compartments adjacent/remote to the actual lifting appliance. It is expected but not mandatory that the new cranes HPU would also be located remotely to limit exposure to weather and sea.*
- Q11. The LR LAME standard includes multiple chapters each addressing personnel handling for different application. During the last round of questioning, reference was made to LAME Chapter 4, section 6 "Handling of personnel". This section predominantly covers the transfer of people using baskets of carriers specially designed for the purpose (LAME Ch4. Section 6.2.3). The intended application of the crane is the launch and recovery of the RHIB for the NBP or use as an emergency rescue boat. Chapter 3 encompasses the launch and recovery of rescue boats and associated releasing arrangements. The requirements differ greatly between these two chapters; could some guidance be provided as to your expectations. Structural design loads are handled differently and Load factors are not used in Chapter 3.
- R11. *DND's expectations are for the safe and effective launch and recovery of Rescue Boats, Manned Work Boats, NBP Boats, Cargo and Ammunition with an articulated crane (not a DAVIT) and in accordance with CH 4 LAME Handling of personnel". Recommend that the "carriers "discussed in Ch 4 be considered for the boats. The end requirement is a class society approved personnel Handling/cargo crane.*
- Q12. In regards to the Emergency load lowering system and manual operation in the event of total power failure (Annex A, Section 5.7, line 3), what operational scenario(s) should to be considered for this? Would it be acceptable to use hydraulic accumulators to provide a source of stored energy to operate the hydraulic functions?
- R12. *The operational scenario is that the boat is loaded, personnel are on board and the power fails. We need to safely control decent, lower the manned boat to the water, and in an emergency, recover the boat. The use of hydraulic accumulators is acceptable providing that the crane meets the SOLAS requirements. Reference IMO , Lifesaving Appliances including LSA Code Ch VI, 2010, Launching and Embarkation appliances.*
6.1.2.6