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**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**  
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**Issuing Office - Bureau de distribution**  
Ship Refits and Conversions / Radoubss et  
modifications de navires and / et  
11 Laurier St. / 11, rue Laurier  
6C2, Place du Portage  
Gatineau, Québec K1A 0S5

<b>Title - Sujet</b> Griffon Windlass Drive	
<b>Solicitation No. - N° de l'invitation</b> F2599-175088/A	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> F2599-175088	<b>Date</b> 2017-08-22
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MD-037-26377	
<b>File No. - N° de dossier</b> 037md.F2599-175088	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2017-08-28</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Belcaid, Sidi	<b>Buyer Id - Id de l'acheteur</b> 037md
<b>Telephone No. - N° de téléphone</b> (819) 420-2292 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

Sollicitation No. - N° de l'invitation  
F2599-175088/A  
Client Ref. No. - N° de réf. du client  
F2599-175088

Amd. No. - N° de la modif.  
03  
File No. - N° du dossier  
037md. F2599-175088

Buyer ID - Id de l'acheteur  
037md  
CCC No./N° CCC - FMS No./N° VME

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**Solicitation Amendment #3 is issued to publish the following changes to the Invitation To Tender (ITT) and the Questions and Answers.**

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

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**1) Delete entirely Paragraph 4.4.2.1 of Annex A and replace it by the following one:**

**4.4.2.1** The Contractor must hose test all exterior components seals and connections in accordance with the testing procedure described in NEMA 250-2014 standard for the appropriate rating of the equipment being tested. Coast Guard will also accept the equivalent testing procedures to IEC 60529 standard. All leaks will be repaired at the Contractor's expenses.

**2) Publish new Questions & Answers from #09 to 15.**

**All other articles of this ITT remain unchanged.**

## Questions & Answers

### Griffon Windlass Drive (F2599-175088/A)

Questions		Answers	
<b>Q1</b>	We have a lot of trouble getting the component prices because of the summer vacations. Can you postpone the submission to September 6, 2017?	<b>A1</b>	We will extend the closing date to August 28, 2017. No request for extension of the Closing Date will be accepted from now on.
<b>Q2</b>	Can you provide a recent report that demonstrates the capacity of the windlass?	<b>A2</b>	Not Available
<b>Q3</b>	With which 'classification society' the ship is classified? For approval of works or structures or other items.	<b>A3</b>	The ship was built to Lloyd's Register rules. The ship is not under Class certification, it is maintained under Transport Canada Marine Safety Inspection.
<b>Q4</b>	<p>If no " Class " governs the vessel, approvals may not be submitted to the "classification society" for approval as they do not cover the vessel.</p> <p>Is the approval of Transport Canada and your approval office applicable then?</p>	<b>A4</b>	Refer to sections 3.7.1 and 3.10 No. The system <b>design</b> must comply with a Transport Canada Marine Safety Recognized Organization (Classification Society) standards and must be approved by that specific Classification Society prior to being submitted to TCMS for approval. The installed equipment will be tested in the presence of the Transport Canada Inspector and must pass the TC inspector's approval.
<b>Q5</b>	3.8.4 for the engine and brake unit: manufacturers are only marine type IP 56 and not IP 66. Is this acceptable?	<b>A5</b>	Yes, with regards to paragraph 3.8.4, Canada will accept a motor and dynamic brake group with an IP 56 rating.
<b>Q6</b>	<p>3.8.6 (... The dynamic brake resistor must be fitted with sufficient forced ventilation to maintain the resistor's temperature ...): According to the manufacturer of the resistors, fan is not needed for braking resistors and resistors shall be mounted in a separate housing of nema 3R Type .</p> <p>Is this acceptable?</p>	<b>A6</b>	Concerning paragraph 3.8.6, please refer to the amendment described above. Refer also to paragraph 3.7.4

<b>Q7</b>	<p>3.8.8 (...The VFD must be fitted within a protective cabinet and must include DC choke and full spectrum harmonic filters in compliance with IEEE Standard 519-2014...)</p> <p>What percentage of harmonic is required?</p>	<b>A7</b>	<p>Refer to IEEE 519-2014 Sections 5.1 for systems of less than 1 KV and 5.2 for systems where <math>I_{sc}/I_L</math> is less than 20; IEEE 1531-2003 and paragraph 3.5.1 in the statement of work.</p>
<b>Q8</b>	<p>What are the details of the existing power circuit breaker for the windlass?          Manufacturer, type, PN and with curves (if available) and "trip" module values? I think it's the circuit breaker NP-4, circuit 10.</p>	<b>A8</b>	<p>Breaker Square D, Power Pact JG 250, JGA36225, see attached pictures below.</p>
<b>Q9</b>	<p>3.8.2 .... The power supply 440Vac, the current will be more than 105.5 Amp in some cases to meet your requirements for the Anchor's pulling capacity.</p> <p>Your existing circuit breaker is 225 Amp and it will be sufficient for the installation of our equipment.</p> <p>According to the standards, we need 125% of the motor's nominal current, in order to be able to use all the power during all possible situations that you require, even though it will be less than 100% for most of the time.</p> <p>Q: Is it necessary to limit to only your 105.5 Amps or to connect instead to the existing 440V source?</p>	<b>A9</b>	<p>The Contractor must adapt the new system to the existing 440V power supply without exceeding the existing breaker capacity of 225 Amp.</p>
<b>Q10</b>	<p>3.8.3 The windlass system cannot know how many generators are used (1, 2 or 3) at the same time and what is the power demand of the rest of the vessel.</p> <p>So how does this 70% come into play for the use of generators with windlass?          The mandate here is to provide the equivalent of a DC motor by an AC motor. And the AC motor will not have a big current rush like the MG SET</p> <p>Q: Can you clarify this request? And according to what calculation? Because we do not know what are the loads of your ship.</p>	<b>A10</b>	<p>This requirement is to comply with the engineering study done onboard the Griffon for the replacement of this equipment. To prevent the installation of multiple line filters to correct any interference from the VDF to the ship power supply, the requirement is to limit the new system's requirement to less than the total ship service generator power supply capacity.</p>
<b>Q11</b>	<p>Are CG and the ship going to pay for the fees of inspection or file from TC and the cost for</p>	<b>A11</b>	<p>Refer to sections 3.10, 4.5.3.2 &amp; 4.5.3.3. These are deliverables by the Contractor</p>

	the classification?		as part of this Contract.
<b>Q12</b>	<p>3.7.5 in the chapter it is mentioned the components must be Nema type 4X and IP68 ...          The IP 68 standard indicates that the equipment must be submerged (more than 30 minutes) under water ...          The industry standard for Nema 4X is IP56</p> <p>Q: Is 4X or IP56 the right type of protection?</p>	<b>A12</b>	IP68 is the level of protection required.
<b>Q13</b>	<p>4.4.2.1 Tests of leakage for external components ... .60 psi for 20 minutes ....          Here is a description for IP56 standards</p> <p>Powerful water: jets Water projected in powerful jets (12.5 mm nozzle) against the enclosure of any direction shall have no harmful effects. Test duration: 1 minute per square meter for at least 3 minutes          Water volume: 100 liters per minute          Pressure: 100 kPa at distance of 3 m</p> <p>Q: On what standard did you base your tests?          In addition, to what distance from the box, and at what flow?          There is a risk that this test may not be met for the IP56 motor and for the buttons and joystick of the pedestal.</p>	<b>A13</b>	Concerning paragraph 4.4.2.1, please refer to the amendment described above.
<b>Q14</b>	<p>3.8.5 Dynamic braking calculation .....          100% of the braking capacity ..... under which condition?          We understand that the mechanical load (the weight) is variable depending on the length of the chain.          Even for carne applications, we do not need dynamic braking for 100% of all cargo.</p> <p>Q: Can you elaborate on what you mean by 100% and under which condition do you think you need this 100%?          What is the value of this charge and under what conditions?</p>	<b>A14</b>	The dynamic brake must be sufficient to hold 100% of the safe working load at a minimum. This exceeds the weight of the anchor and chain and will allow the windlass to hold the chain suspended while Devil's Claws are engaged. This will allow the windlass to be operated single handed.

<p><b>Q15</b></p>	<p>3.8.5 CONTINUED In order to provide the correct size for the braking resistors and to not install a system that is too large and expensive.          We need the additional information</p> <p>Q:          -What is the normal operation of the windlass?          - (duty cycle) number of up and down per hour with the motor          - the normal and maximum descent durations with the electric motor and how many times per hour?          - Is the normal descent of the anchor not done with gravity by disengaging the engine and using the handbrake?</p>	<p><b>A15</b></p>	<ol style="list-style-type: none"> <li>1- Typical duty cycle per hour is: 1 drop and one lift of the anchor per hour.</li> <li>2- Maximum duration for the lift of the anchor can take up to 20 minutes, maximum drop duration with the electrical motor is up to 15 minutes.</li> <li>3- The drop of the anchor is usually done using the handbrake, but the need to lower the anchor using the electrical motor is required for some locations and applications.</li> </ol>