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Bid Receiving Public Works and Government
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1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
Halifax
Nova Scotia
B3J 1T3
Bid Fax: (902) 496-5016

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
Atlantic Region Acquisitions/Région de l'Atlantique
Acquisitions
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
Halifax
Nova Scot
B3J 1T3

Title - Sujet Aluminum Atrium MV Fundy Rose	
Solicitation No. - N° de l'invitation T2012-180078/A	Amendment No. - N° modif. 007
Client Reference No. - N° de référence du client T2012-18-0078	Date 2019-06-06
GETS Reference No. - N° de référence de SEAG PW-\$HAL-202-10692	
File No. - N° de dossier HAL-8-81266 (202)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-12	
Time Zone Fuseau horaire Atlantic Daylight Saving Time ADT	
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: Young, Chris	Buyer Id - Id de l'acheteur hal202
Telephone No. - N° de téléphone (902) 476-8829 ()	FAX No. - N° de FAX (902) 496-5016
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

N° de l'invitation - Sollicitation No.
T2012-180078/A
N° de réf. du client - Client Ref. No.
T2012-18-0078

N° de la modif - Amd. No.
007
File No. - N° du dossier
HAL-8-81266

Id de l'acheteur - Buyer ID
HAL202
N° CCC / CCC No./ N° VME - FMS

La modification 007 vise à répondre aux questions suivantes :

Q1) Quelle est la distance de la ligne de flottaison du navire à la partie supérieure de la entonnoirs?
Q2) Quelle est la distance du bord du quai de St. John à la ligne de flottaison (aurait besoin d'un éventail entre la marée basse et la marée haute)?

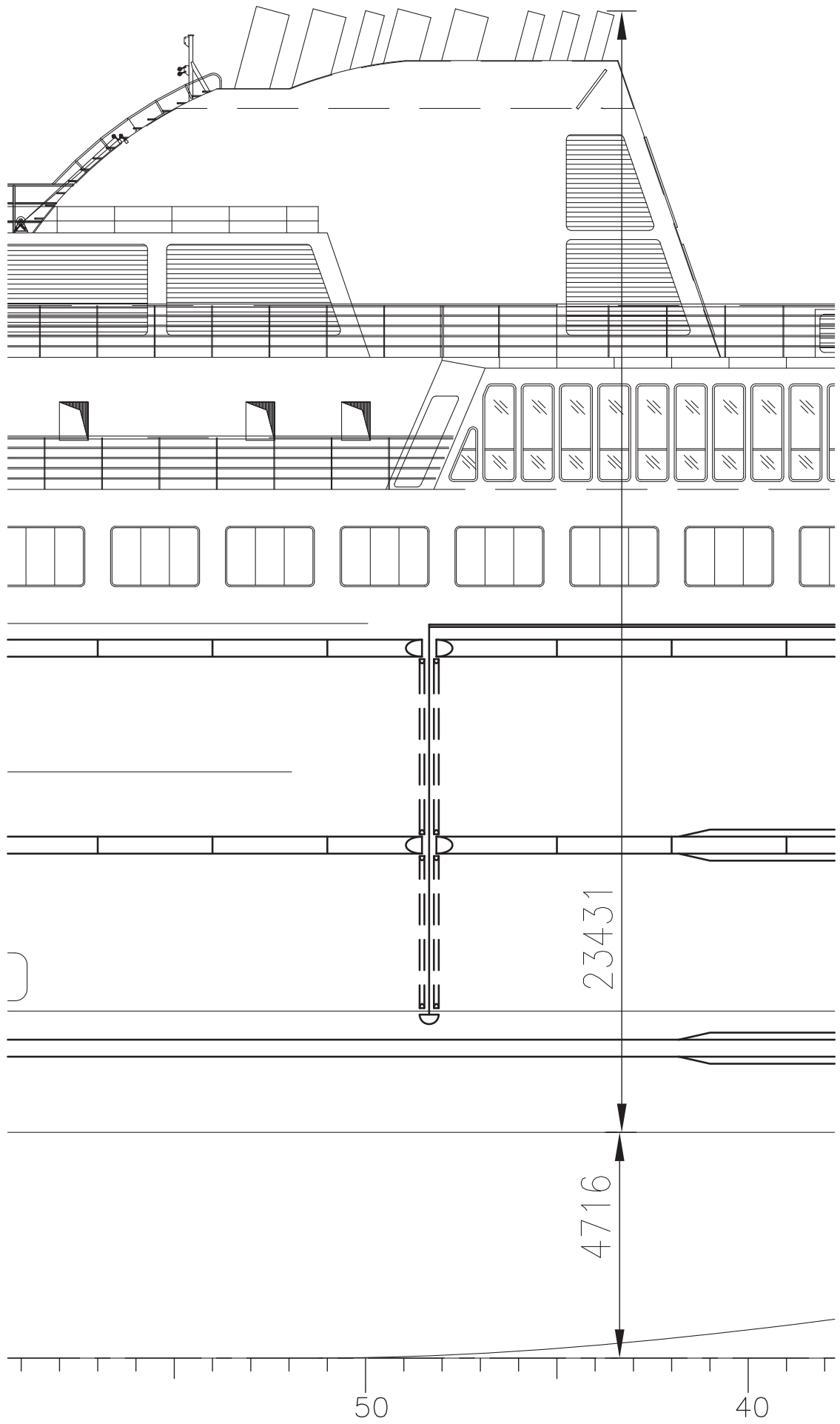
Q1) Quelle est la distance de la ligne de flottaison du navire à la partie supérieure de la entonnoirs?

R1) La distance de la ligne de flottaison du navire en haut des entonnoirs est fondée sur la stabilité à l'état intact condition de départ (tous les réservoirs complet) avec aucun des passagers ou des véhicules (voir ci-joint). La distance est 23,4 m (voir la pièce jointe croquis). C'est un peu idéalisée comme condition réelle peut-être légèrement différente en raison des différentes charges du réservoir.

Q2) Quelle est la distance du bord du quai de St. John à la ligne de flottaison (aurait besoin d'un éventail entre la marée basse et la marée haute)?

R2) Le champ de tir est entre 1,8 m à 10,5 m.

Toutes les autres modalités et conditions demeurent inchangées.



SHIP CONDITION 3.1 BALLAST DEPARTURE
DEPARTURE W/ NO PASSENGERS & NO VEHICLES

SUMMARY OF LOADING

538.0 Cu.M. (98%) MGO CLASS 3	2.2 Cu.M. (10%) MGO OVERFLOW
201.5 Cu.M. (98%) FRESH WATER	245.6 Cu.M. (45%) BALLAST (SW)
271.2 Cu.M. (37%) BALLAST (FW)	80.9 Cu.M. (81%) LUBE OIL
0.0 Cu.M. (0%) THERM. OIL	1.0 Cu.M. (10%) DIRTY WATER
1.7 Cu.M. (10%) DIRTY OIL	1.5 Cu.M. (10%) SLUDGE
13.5 Cu.M. (10%) SEWAGE	0.0 Cu.M. (0%) SALT WATER
33.47 MT of Misc. Weights	47.83 MT of STORES & SPARES

WEIGHT and DISPLACEMENT and FREEBOARD STATUS

BPL draft: 4.716 @ Origin

Trim: Aft 0.22/111.80, Heel: Stbd 0.27 deg.

Part-----	Weight (MT)----	LCG-----	TCG-----	VCG-----		
LIGHT SHIP	4,464.19	4.830a	0.040s	9.482		
PROVISIONS (100%)	30.00	3.330a	0.000	10.940		
CREW & EFFECTS	3.47	5.000a	0.000	10.000		
STORES & SPARES	47.83	2.230a	0.300p	9.140		
Total Fixed----->	4,545.48	4.793a	0.036s	9.488		
Load-----	SpGr-----	Weight (MT)----	LCG-----	TCG-----	VCG-----	FSM-----
T_HFO1S	0.980	97.29	12.339f	3.546s	4.996	35.87*
T_HFO2C	0.980	100.67	12.491f	0.002s	4.996	39.17*
T_HFO3P	0.980	97.28	12.340f	3.543p	4.996	35.87*
T_HFOSETP	0.980	54.28	1.699f	4.069p	3.918	9.07*
T_HFOSERV	0.980	52.69	1.545f	1.476p	3.623	8.09*
T_FOFP	0.100	1.30	4.314a	2.583p	0.062	26.43*
T_FOSTS	0.980	38.07	4.312a	2.706s	0.589	79.30*
T_FOSERVS	0.980	13.27	0.500f	3.152s	5.404	6.03*
T_FW1S	0.980	70.67	23.299f	2.102s	5.388	29.22*
T_FW2P	0.980	70.67	23.299f	2.098p	5.388	29.22*
T_FW3C	0.980	60.14	36.701a	0.001s	5.376	18.40*
T_WB1C	0.650	71.52	45.554f	0.003s	1.553	79.04*
Permeability override:	0.980					
T_WB2C	1.000	180.25	27.208a	0.000	2.007	0.00
T_LOC1S	0.980	5.36	15.118a	5.111s	0.932	0.75*
T_LOC2S	0.980	5.36	15.118a	2.311s	0.932	0.74*
T_LOC3P	0.980	5.36	15.118a	2.309p	0.932	0.74*
T_LOC4P	0.980	5.36	15.118a	5.109p	0.932	0.75*
T_LOSMEAES	0.980	29.21	2.499f	3.151s	2.768	8.50*
T_LOSCPPRGS	0.980	14.60	0.100f	3.151s	2.768	4.25*
T_LOSTP	0.980	4.23	32.700a	0.899p	2.733	0.69*
T_LODS	0.100	0.43	32.703a	0.907s	1.985	0.69*
T_CWDC	0.100	1.02	8.301a	0.376s	0.061	82.76*
T_DOC	0.100	1.54	14.740a	0.017s	0.065	5.72*
T_FODC	0.100	0.56	18.590a	0.017s	0.065	2.10*
T_SLUDGE	0.100	1.52	6.709a	2.604p	0.061	31.04*
T_BWCP	0.100	0.61	1.908a	2.536p	0.060	1.87*
T_BWDP	0.100	0.52	1.934a	4.437p	0.070	1.18*
T_GWC	0.100	12.73	36.323f	0.007s	0.511	297.59*

SHIP CONDITION 3.1 BALLAST DEPARTURE
 DEPARTURE W/ NO PASSENGERS & NO VEHICLES

STATUS, continued

Part	Load	SpGr	Weight (MT)	LCG	TCG	VCG	FSM
VS_05	1.000	1.000	112.44	10.934f	0.000	0.694	0.00
VS_10	1.000	1.000	158.77	15.626a	0.001s	0.673	0.00
T_EDMGOS	0.980	0.851	3.59	46.000a	0.901s	13.446	0.41*
T_ALOPM	0.980	0.900	0.96	2.340a	7.129p	1.699	0.20*
T_MLOPM1	0.980	0.900	0.96	12.067a	8.035s	1.699	0.20*
T_MLOPM2	0.980	0.900	0.96	12.067a	8.033p	1.699	0.20*
T_SGFOST	0.980	0.851	0.90	52.934a	5.477p	7.599	0.07*
Total Tanks----->			1,275.09	1.274f	0.029p	3.087	836.15
Total Weight----->			5,820.57	3.464a	0.022s	8.086	
			Displ (MT)	LCB	TCB	VCB	RefHt
HULL		1.025	5,777.56	3.938a	0.047s	2.750	-4.716
BULB		1.025	43.31	58.243f	0.001	3.071	-4.716
Total Displacement-->			5,820.88	3.475a	0.047s	2.753	

Righting Arms: 0.000 0.000s
 Distances in METERS.-----Moments in m.-MT.

Note: FSM values marked with an asterisk (*) are formal values which are not the same as the true values in the present condition.

Least freeboard is 1.516 m. located at 57.107a

HYDROSTATIC PROPERTIES

Trim: Aft 0.22/111.80, Heel: Stbd 0.27 deg., VCG = 8.086

Draft@ Origin	Displacement	Buoyancy-Ctr.	Weight/	Moment/
-----	Weight (MT)	LCB	VCB	cm trim
4.716	5,820.88	3.475a	2.753	17.67
Distances in METERS.-----Specific Gravity = 1.025.-----Moment in m.-MT.				
Trim is per 111.80m.				

Draft is from BPL. Formal Free Surface included.

Note: GMT includes the formal free surface moment 836.2 m.-MT

DRAFT @ AFT MARKS = 4.826
 DRAFT @ FWD MARKS = 4.614

RIGHTING ARMS vs HEEL ANGLE

Total CG: LCG = 3.464a TCG = 0.022s VCG = 8.086
 Free Surface Adjustment: 0.144
 Adjusted CG: LCG = 3.464a TCG = 0.021s VCG = 8.230

Origin	Degrees of	Displacement	Righting Arms	Flood Pt
Depth	Trim	Heel	in Trim	Area
4.716	0.12a	0.00	0.000	8.172 (24)
4.716	0.11a	0.27s	0.000	8.129 (24)
4.705	0.10a	2.77s	0.000	7.736 (24)
4.679	0.07a	5.27s	0.000	7.340 (17)
4.637	0.03a	7.77s	0.000	6.942 (17)
4.580	0.02f	10.27s	0.000	6.511 (2)

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4.507	0.07f	12.77s	5,820.6	0.000	0.515	0.0589	6.031(2)
4.417	0.12f	15.27s	5,820.6	0.000	0.597	0.0832	5.545(2)
4.337	0.16f	17.19s	5,822.4	0.000	0.652	0.1042	Dk/MargImm.
4.308	0.17f	17.77s	5,818.6	0.000	0.669	0.1108	5.059(2)
4.185	0.22f	20.27s	5,820.6	0.000	0.734	0.1415	4.569(2)
4.044	0.27f	22.77s	5,820.6	0.000	0.794	0.1748	4.079(2)
3.885	0.32f	25.27s	5,820.6	0.000	0.849	0.2106	3.591(2)
3.709	0.37f	27.77s	5,820.6	0.000	0.899	0.2488	3.108(2)
3.536	0.42f	30.00s	5,820.6	0.000	0.938	0.2846	2.680(2)
3.515	0.42f	30.27s	5,820.0	0.000	0.943	0.2889	2.630(2)
3.301	0.47f	32.77s	5,820.6	0.000	0.979	0.3309	2.160(2)
3.069	0.51f	35.27s	5,820.6	0.000	1.008	0.3742	1.700(2)
2.817	0.56f	37.77s	5,820.6	0.000	1.032	0.4188	1.251(2)
2.577	0.59f	40.00s	5,820.6	0.000	1.053	0.4594	0.860(2)
2.548	0.60f	40.27s	5,820.2	0.000	1.055	0.4643	0.814(2)
2.260	0.63f	42.77s	5,818.8	0.000	1.080	0.5109	0.391(2)
1.980	0.67f	45.10s	5,820.7	0.000	1.101	0.5553	-0.000(2)
1.960	0.67f	45.27s	5,820.4	0.000	1.102	0.5585	-0.028(2)
1.651	0.71f	47.77s	5,820.6	0.000	1.112	0.6068	-0.449(2)
1.339	0.76f	50.27s	5,820.6	0.000	1.106	0.6552	-0.872(2)
1.026	0.81f	52.77s	5,821.1	0.000	1.084	0.7030	-1.291(2)
0.711	0.85f	55.27s	5,821.2	0.000	1.039	0.7494	-1.711(2)
0.394	0.90f	57.77s	5,821.5	0.000	0.975	0.7934	-2.131(2)
0.073	0.96f	60.27s	5,821.6	0.000	0.892	0.8342	-2.549(2)
-0.249	1.01f	62.77s	5,821.7	0.000	0.793	0.8709	-2.966(2)
-0.573	1.07f	65.27s	5,820.6	0.000	0.681	0.9031	-3.376(2)
-0.896	1.13f	67.77s	5,820.6	0.000	0.560	0.9303	-3.779(2)
-1.218	1.18f	70.27s	5,820.6	0.000	0.429	0.9519	-4.173(2)
-1.539	1.23f	72.77s	5,822.2	0.002f	0.289	0.9676	-4.554(2)
-1.862	1.26f	75.27s	5,820.9	0.000	0.140	0.9769	-4.914(2)
-2.143	1.27f	77.43s	5,821.8	0.000	0.000	0.9796	-5.204(2)

Distances in METERS.----Specific Gravity = 1.025.-----Area in m.-Rad.

Critical Points-----LCP-----TCP-----VCP

(2) LOUVER VENT- CARGO	FLOOD	42.060f	9.470	13.000
(17) LOUVER VENT- AHU 8	FLOOD	48.340a	9.460	13.000
(24) GOOS. VENT- HYD. 3	FLOOD	55.650a	9.280	13.000

LIM-----IS CODE (2.2) MANDATORY CRITERIA-----Min/Max-----Attained

(1) Area from abs 0 deg to abs 30	>	0.0550	m.-Rad	0.2846	P
(2) Area from abs 0 deg to abs 40 or Flood	>	0.0900	m.-Rad	0.4594	P
(3) Area from abs 30 deg to abs 40 or Flood	>	0.0300	m.-Rad	0.1748	P
(4) Righting Arm at abs 30 deg	>	0.200	m.	0.938	P
(5) Angle from abs 0 deg to MaxRA	>	25.00	deg	47.77	P
(6) GM Upright	>	0.150	m.	2.480	P

SHIP CONDITION 3.1 BALLAST DEPARTURE
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