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Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
Pacific Region
401 - 1230 Government Street
Victoria, B.C.
V8W 3X4
Bid Fax: (250) 363-3344

**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
Public Works and Government Services Canada - Pacific
Region
401 - 1230 Government Street
Victoria, B. C.
V8W 3X4

Title - Sujet CCGS S.W. Grenfell - Deck Crane	
Solicitation No. - N° de l'invitation F1782-19C020/A	Amendment No. - N° modif. 006
Client Reference No. - N° de référence du client F1782-19C020	Date 2020-02-24
GETS Reference No. - N° de référence de SEAG PW-\$XLV-176-7907	
File No. - N° de dossier XLV-9-42175 (176)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-03-04	
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: Godin, Andre	Buyer Id - Id de l'acheteur xlv176
Telephone No. - N° de téléphone (250) 216-2504 ()	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 is to incorporate the following changes:

1) Incorporation of the bidders questions and Canada responses

Question number	Bidder Question description	Canada Response description
1	Reference in Annex A para 2.2.6 is incorrect.	Revise reference to: [Ref 9 & 10]
2	Typographical errors in Annex A para 3.1.1.1; 3.2.1.1; 3.3.1.1 and 3.4.1.1 (English only)	Revise to read in part: "... temperatures -20°C to +35°C,"
	No correction required in French language document	No correction required in French language document
3	Annex A para 5.8.3: Is an IP54 enclosure acceptable in an exposed location?	No. Insert the following additional paragraph 5.8.3.1: Canada prefers that electro-hydraulic motors be installed in a protected location, i.e. within a machinery house, however where electric motors are to be externally located then the enclosure must be IP56 rated.
4	Annex A para 5.9.7 clarification regarding display language: Must the display be presented in both official languages simultaneously?	No. Insert the following additional paragraph 5.9.7.4: Display language must be selectable to either official language such that at any time only one language is displayed.
5	Reference in Annex A para 5.11 is incorrect.	Revise reference to: [Ref 5]
6	Reference in Annex A para 5.11.3.1 is incorrect.	Revise reference to: [Ref 3]
7	Reference in Annex A para 5.11.12 is incorrect.	Revise reference to: [10.9]
8	Reference in Annex A para 6.1.1 is incorrect.	Revise reference to: [Ref 12]
9	Reference in Annex A para 6.1.2 is incorrect.	Revise reference to: [Ref 12]
10	Reference in Annex A para 8.4.1 is incorrect.	Revise reference to: [5.6.5]
11	Reference in Annex A para 8.4.2 is incorrect.	Revise reference to: [5.6.5]
12	Reference in Annex A para 10.3.5 is incorrect.	Revise reference to: [Ref 14 through 17]
13	We are requesting an extension on the due date for the Grenfell Deck Crane Bid (F1782-19C020/A) due to not having clarity on the aspect of the design with regards to our previous questions.	Solicitation closing date extended from February 19 to February 26, 2020. Previous questions received by PSPC are under review by the Canadian Coast Guard technical authority.
14	We need a clarification with regards to the combined rated speeds (section 4.10) and electro-hydraulic design (section 5.8). 4.10.2. The crane must be capable of simultaneous four-motion operations at full lifting	This discussion and question address the same subject matters and sections of the Statement of Work (SOW) as the discussion and question #15. Please refer to answers 15.1, 15.2 & 15.3 below.

	<p>capacity, however reduced speeds will be acceptable, for the following motion combinations:</p> <p>4.10.2.1. Main hoist, auxiliary hoist, luffing and slewing; or,</p> <p>4.10.2.2. Both auxiliary hoists, luffing and slewing.</p> <p>4.10.3. Acceptable speeds for 2, 3 or 4 motion combinations are:</p> <p>4.10.3.1. At least 95% of the rated speeds for any two simultaneous motions;</p> <p>4.10.3.2. At least 90% of the rated speeds for any three simultaneous motions; and</p> <p>4.10.3.3. At least 85% of the rated speeds for four simultaneous motions.</p> <p>5.8.2. For shore power, or for reduced shipboards loading, either power pack must individually be capable of operating the crane to the full lifting capacities (SWL) stated at section [4], however the following reduced speeds of operation will be acceptable when operating on one power pack only:</p> <p>5.8.2.1. At least 85% of the rated speed for each individual motion;</p> <p>5.8.2.2. At least 75% of the rated speeds for any two simultaneous motions;</p> <p>5.8.2.3. At least 65% of the rated speeds for any three simultaneous motions; and</p> <p>5.8.2.4. At least 50% of the rated speeds for four simultaneous motions.</p> <p>Question:</p> <p>The above requirements are unusual in industry, and greatly increases the cost/weight/size of a number of components (unreasonably sized hydraulic lines, hydraulic tank and hydraulic pump to accommodate the flow), for very little benefit. In our opinion, asking for each power pack to deliver near maximum speed performance is wholly unnecessary, but we request feedback on why this was specified.</p> <p>To be compliant with above sections would not only lead to a large increase in</p>	
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	<p>pump displacement, but also on the required size of the electrical draw which will affect shipboard generators, cabling, motor starters, oil reservoir, hoses, fittings, valves etc. Also of note, assuming dockside operations will include loaded conditions, speeds during those operations would be substantially slower with the power available.</p>	
<p>15</p>	<p><u>Question:</u></p> <ol style="list-style-type: none"> 1. Within Item 1.2.5 is a condition that the maximum weight of the completed crane in operating condition must not be greater than 70.0 Tonnes. 2. There is a further statement in regard to combined ratings, Section 4.10. This gives a minimum performance percentages in 2, 3 and 4 motion combinations. 3. There is a final Section 5.8, Electro-Hydraulic Design that states minimum performance ratings with one only power pack operational, giving the performance minimum percentages in this situation. <p>The combination of requirements in items 2 & 3 above determine the required Hydraulic capacity and input power for the Hydraulic Power Unit. Normally this would be located in the crane column, saving weight and reducing the above deck size of the crane.</p> <p>Because of the requirements of items 2 & 3 above this is not possible in this case and the HPU would require to be located in a machinery house at the rear of the crane above deck.</p> <p>This will result in a higher weight than the listed 70.0 Tonnes.</p> <p>Is it acceptable to have a higher weight for the crane than 70.0 Tonnes, or would it be acceptable to reduce the performance criteria to allow the HPU to be accommodated within the crane column?</p>	<p>This discussion and question address the same subject matters and sections of the Statement of Work (SOW) as the discussion and question #14. The Bidders' concerns have been addressed through the following three (3) revisions to the SOW:</p> <p>Answer (15.1): Revise section 1.2.5 to read: "The maximum weight of the completed crane in operating condition, including the pedestal, components mounted within the pedestal, and the dead weight of the crane mounted on the slewing ring, must not be greater than 75.0 tonnes (75000 kg)."</p> <p>Answer (15.2): Revise section 4.10.3 to read: "The mandatory minimum achievable speeds for 2, 3 or 4 motion combinations are: 4.10.3.1 At least 66% of the rated speeds for any two simultaneous motions; 4.10.3.2 At least 44% of the rated speeds for any three simultaneous motions; and 4.10.3.3 At least 33% of the rated speeds for any four simultaneous motions."</p> <p>Answer (15.3): Revise section 5.8.2 to read: "For shore power, or for reduced shipboard loadings, either power pack must be individually capable of operating the crane to the full lifting capacities (SWL) stated at section [Error! Reference source not found.], however the mandatory minimum achievable speeds, when operating on one power pack only, are: 5.8.2.1. At least 66% of the rated speed for each individual motion;</p>

		5.8.2.2. At least 33% of the rated speeds for any two simultaneous motions; 5.8.2.3. At least 22% of the rated speeds for any three simultaneous motions; and 5.8.2.4. At least 17% of the rated speeds for four simultaneous motions.”
16	We request clarification of section 2.2 Physical Description. The description does not state if a telescoping boom will be acceptable?	The requirement is for a knuckle boom crane – a telescoping boom crane is not acceptable.
17	The delivery location as below is alongside a quay location. We have in the past for large cranes of this type provided a freight quotation that is DPU, alongside the quay for unloading by client. Is this acceptable? 9860 West Saanich Road Sidney BC V8L 4B2 Canada.	Bidder to provide delivery cost as per article 7.4.3 of the solicitation “Incoterms 2000 "Delivered Duty Paid" (DDP), Canadian customs duties and excise taxes included “to the specified destination. Canada will arrange and assume unloading obligations. Changes of delivery destination or Incoterms terms and conditions after contract award will be dealt with article 7.15 Procedures for Design Change or Additional Work
18	Due to the updated design for the mandatory minimum achievable speeds for 2, 3 or 4 motion combinations we are requesting an extension to the due date for this bid.	Solicitation closing date extended from February 26 to March 4, 2020.
19	Please advise if there will be a minimum allowed acceleration for structural designing purposes?	The Contractor must include in their structural design allowances for ship motions which will satisfy the selected Classification Society. The minimum design accelerations due to ship motions, with the crane in its stowed position (non-operating), must be: X: 5.5 m/s ² , Y: 8.38 m/s ² , Z: 1G +/- 3.22 m/s ² .

All other terms and conditions remain unchanged