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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

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Montréal
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Title - Sujet Système propulseur - NGCC Amundsen	
Solicitation No. - N° de l'invitation F7049-190057/B	**Amendment No. - N° modif.** 009
Client Reference No. - N° de référence du client F7049-190057	**Date** 2020-07-08
GETS Reference No. - N° de référence de SEAG PW-$MTE-150-15722	
File No. - N° de dossier QCV-9-42191 (007)	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2020-07-16**	**Time Zone** **Fuseau horaire** Heure Avancée de l'Est HAE
F.O.B. - F.A.B. **Plant-Usine:** ☐ **Destination:** ☑ **Other-Autre:** ☐	
Address Enquiries to: - Adresser toutes questions à: Simoneau, Steve	**Buyer Id - Id de l'acheteur** qcv007
Telephone No. - N° de téléphone (418) 564-9517 ( )	**FAX No. - N° de FAX** ( ) -
Destination - of Goods, Services, and Construction: **Destination - des biens, services et construction:**	

Instructions: See Herein

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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**	

Canada

NOTICE OF AMENDMENT 009

Included in the present amendment:

1. Question and answer 33

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Question 33:

Considering that a retractable thruster cannot be built according to the Ice Class 1C of 2019/2020 class rules, but rather only for older class rules – would you consider an alternative prove of strength if this means complying with double modern class standards at 96kN of thrust? To prove the strength of the thruster the calculation can be shared with the CCG.

CCG:

Please clarify the discrepancy between the old ABS Ice Class 1C rules and the new rules from 2019-2020 and indicate what areas cannot be met?

Clarification 33:

A major change occurred in 2002, when the basic rules were revised to prevent major damage to the vessel, resulting in a requirement for a pyramidical build-up of all propulsion machinery. For any given thruster, this means that the blade tip should fail before the root of the blade, before the hub fixture to the propeller shaft, before the lower gearbox, lower gearbox before the shaft, etc. Additionally, all these calculations must be backed by calculations based on the Finite Element Method (FEM). These developments in 2002 completely changes the design for any thruster.

Answer 33:

The intent of the ABS Ice Class 1C classification is to ensure that the Thruster System supplied is suitable for Arctic operations. The extent we are applying the regulation is defined in Section 3.5 General Suitability for Winter Conditions - Part 6 Chapter 1 Section 6-3.5, ABS Rules for Building and Classing Steel Vessels 2019.

The closing hull plates are to satisfy the classification of the hull and the Thruster System must support the weight of the closing hull plate in the closed position, and throughout the full operating range of the thruster. The Thruster System is to fully retract, allowing the closing hull plates to be flush with the hull when the Thruster System is not in use.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED