



**RETURN BIDS TO:  
RETOURNER LES SOUMISSIONS À:**

**Bid Receiving Box/Boîte de Réception des  
Soumissions**

**1st Floor/1<sup>ère</sup> étage, Suite 1212**

**100-1045 Main Street**

**Moncton**

**New Brunswick**

**E1C 1H1**

**Bid Fax: (506) 851-6759**

**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**

Acquisitions NB/PEI (Moncton Office) – Bureau

d'acquisitions N.-B./Î.-P.-É. (Moncton)

1045 Main Street / 1045, rue Main

Moncton

New Bruns

E1C 1H1

<b>Title - Sujet</b> Marine Fenders and Bollards	
<b>Solicitation No. - N° de l'invitation</b> EB144-220092/A	<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> EB144-220092	<b>Date</b> 2021-06-15
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$PWJ-004-5999	
<b>File No. - N° de dossier</b> PWJ-1-44016 (004)	<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> Atlantic Daylight Saving Time ADT <b>on - le 2021-06-23</b> Heure Avancée de l'Atlantique HAA	
<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> Johnston (PWJ), Edward	<b>Buyer Id - Id de l'acheteur</b> pwj004
<b>Telephone No. - N° de téléphone</b> (506) 343-6382 ( )	<b>FAX No. - N° de FAX</b> (506) 851-6759
<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>

This Solicitation Amendment No. four (4) is raised to include the following Addendum No. four (4).

The following Addendum to the tender is effective immediately. This addendum shall form part of the contract documents.

**All other terms and conditions remain the same.**

## **1. EXTENSION OF TIME**

**Notice is hereby given that the time for the reception of tenders previously due June 17, 2021 is hereby extended to 14:00 hours, June 23, 2021.**

## **2. Questions and Answers**

**Q2.** Rubber compound – section 2 table 2 Chemical Properties – Rubber Composition: The composition of the rubber compound is different from supplier to supplier and the given data is derived from some marketing materials of one specific supplier. With the requirement of this composition, the specs basically sole source one specific supplier. Please note that composition requirements are very unusual in the rubber industry, therefore any international standard is requiring certain physical properties only and there is no international standard for the chemical composition, since these highly demanding properties can be achieved by different compound composition. SFT had extensive dialogs also with ASTM officials and both are of the opinion by that a good rubber compound is assessed by its physical properties only, no matter what the composition is. Again, stringent and demanding properties can only be achieved with a high quality compound, i.e. if the physical properties of a compound meet or exceed the requirements of ASTM and others, that compound vice versa has a high quality composition and was mixed correctly, otherwise these properties could not be achieved. SFT therefore recommends focusing on the Physical Properties only, since those are regulated and could be checked against worldwide recognized standards like the ASTM D2000. Composition requirements which are released to the market and are not based on any international standard and should be carefully reviewed to make sure clients are not sole sourcing, since each fender supplier has its own recipe for high qualities fenders. Physical Properties should also be verified by an independent third party, only then you can be sure that you will have received a high quality fender with the corresponding high quality rubber compound. Therefore, please remove this requirement from the specs.

**A2.** The min/max values indicated are required to ensure rubber quality and durability by keeping the recycled rubber content in check. It is the supplier's responsibility to adjust its mix to meet this quality requirement.

**Q3.** Addendum 1 – section 2.1.1.1 – fender rubber – this says fender now to be 100% natural rubber.

- a. This negates requirements for specific rubber compound because they cannot be met anymore.

- b. 100% NR does not make the best quality fender because of the below problems. We highly suggest changing the requirement back to NR/SBR mix with only Physical Properties requirements for reasons previously mentioned.
- poor aging properties
  - poor oil resistance
  - susceptible to reversion (therefore sensitive to vulcanization)
  - sensitive to ozone cracking
  - as a natural product and due to the natural sourcing process, it contains impurities like protein, ash, dirt (leaves, dust)

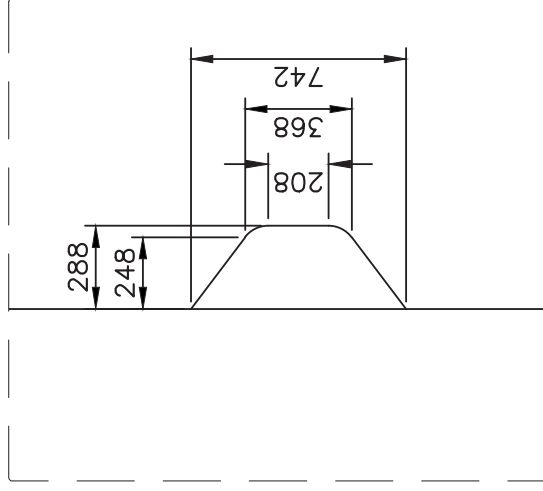
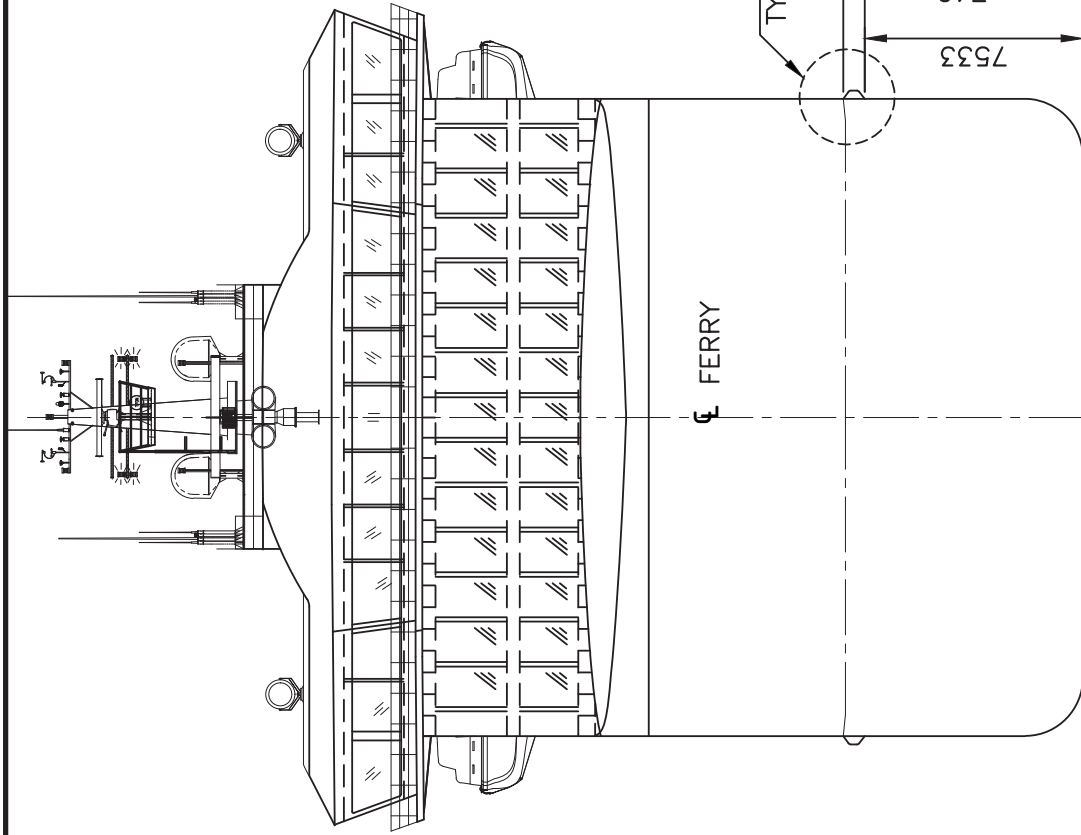
**A3. Material properties including requirements for natural rubber have been specified by the designer for their known performance characteristics and are to be maintained.**


**Q4.** Fender Panel – the max hull pressure was not given. This is needed to size the panels.

**A4.** The design vessel includes belting on its hull as shown in the attachment titled Addendum 4. Fender panel sizing is to be designed in accordance with berthing parameters detailed in specifications section 35 59 13.19 1.8 for both sites with consideration of the vessel belting.

### 3. DRAWINGS

**553213-Sketch 1 attached below.**



<div><div></div><div>Public Works and Government Services Canada</div></div>	<div>Travaux publics et Services gouvernementaux Canada</div>	<div>project</div> <div>SOURIS WHARF EXTENSION REINFORCEMENT AND NEW FENDERS</div> <div>project</div>	<div>Drawing title</div> <div>FERRY SECTION AND BELT DETAIL</div>	<div>Titre du dessin</div>	<div>designed</div> <div>conçu</div> <div>date</div>	<div>drawn</div> <div>O. JAIBI, tech.</div> <div>2021-06-15</div>	<div>approved</div> <div>S. TRUDEAU</div> <div>2021-06-15</div>
<div>Tender</div>	<div>Soumission</div>		<div>project number</div> <div>R.114049.001</div>	<div>no. du projet</div>	<div>drawing no.</div> <div>553213-SKETCH 1</div>	<div>no. du dessin</div>	
<div>PWGSC Project Manager</div>	<div>Administrateur de projets TPSGC</div>						