



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
800 Burrard Street, Room 219
800, rue Burrard, pièce 219
Vancouver
British Columbia
V6Z 0B9
Bid Fax: (604) 775-9381

**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

Amd 004 - Modifications to Specification in
Reponse to Bidder Questions and extension of
closing date

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
800 Burrard Street, Room 219
800, rue Burrard, pièce 219
Vancouver
British C
V6Z 0B9

Title - Sujet EGD Capstan Upgrade Modernisation des cabestans de la cale sèche d'Esquimalt	
Solicitation No. - N° de l'invitation EZ108-212520/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client	Date 2022-01-11
GETS Reference No. - N° de référence de SEAG PW-\$PWY-049-9093	
File No. - N° de dossier PWY-1-44164 (049)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Pacific Standard Time PST on - le 2022-01-20 Heure Normale du Pacifique HNP	
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: Cooper, Jeffrey	Buyer Id - Id de l'acheteur pwy049
Telephone No. - N° de téléphone (604) 346-5705 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: PSPC - Esquimalt Graving Dock - Victoria, BC	

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

Les documents français seront disponibles sur demande

This amendment 004 is being raised to:

1. Respond to bidder questions
2. Change the bid closing date to January 20th, 2022

Part 1 General

- .1 This addendum is to be read with and constitutes part of the tender document.
- .2 Amend your copy of the tender/quotation/proposal in accordance with the detail below

1.2 ADDENDUM ITEMS

- .1 Capstan performance clarifications
 - .1 Revise Section 35 59 29 of the written spec to be:
 - .1 Slow speed – Working Line Pull 5,445 kg (53.4kN) @ 3.66 m/min line speed upper drum
 - .2 High speed – Working Line Pull 3,060 kg (30.0kN) @ 6.71 m/min line speed upper drum
 - .3 Ultimate Line Pull is 2x the Working Line Pull above, and a “Design B” electric motor will provide the 200% Ultimate performance
 - .2 There was a typo on the lower drum pull and speed on sheet M101. Performance on the drawing is listed as the ultimate line pull.
 - .3 Revise performance table on sheet M101 to be:
 - .1 Upper Drum Slow Speed – 11,340 kg (111.2kN) @ 3.66 m/min
 - .2 Upper Drum Fast Speed – 2,835 kg (27.8kN) @ 6.71 m/min
 - .3 Lower Drum Slow Speed – 6,350 kg (62.3kN) @ 6.4 m/min
 - .4 Lower Drum Fast Speed – 588 kg (15.6 kN) @ 12.8 m/min
 - .4 The performance listed in the written spec is based on the upper drum. The SWL of the mooring lines is not to be exceeded.
- .2 Manual bypass mode clarifications
 - .1 The manual bypass mode does not need to perform the exact same as the VFD mode with all the different line pulls and speeds.
- .3 Dual head capstan clarifications
 - .1 The capstan head was replaced from the original single head with a dual head capstan previously.

- .2 The second wrapping head is used for flexibility when needing to control the mooring to a vessel and caissons without removing the lines where only one line is under tension at a time.
- .3 The length available for more wraps can be investigated and modified if deemed beneficial.
- .4 Capstan mounting method clarification
 - .1 There is no preference in the mounting method, the style of capstan used should dictate which would be preferred as there are many types that could be supplied.

END OF SECTION

All other terms and conditions remain unchanged