

**Q:** Concerning the specified discharge pressure stated as 26.376 PSIA, we want to be sure it is not 26.376 PSIG?

**A:** The discharge pressure is 26.376 PSIA (absolute). Units on original data sheet are incorrect. See below for additional info regarding capacity rating.

**Q:** Would another technology be acceptable such as :

- 1) Multistage cast iron blowers
- 2) Single stage direct drive high speed turbo blowers?

**A:** No. Bidders must provide hardware as defined in the SOW.

**Q:** Please clarify VFD main drive motor starters are not part of our scope, as stated in section 1.1.1.7. This is contradicting with section 3.2.12.5, requesting motor to be supplied with VFD starter.

**A:** Supply of VFD main drive motor starters is to be included in scope of supply.

Section 3.2.12.5 is correct.

Section 1.1.17 is to be deleted and replaced with:

The intent of this RFP is to supply new, Class approved, compressors, motors, motor variable frequency drives, Local Control Panels, Master Control Panel, Bridge Control panels and auxiliary equipment as defined herein, and interconnecting controls. This will NOT include, zone valves or valve control hydraulic power unit.

**Q:** Section 3.2.12.1 calls for Totally Enclosed Air-To-Cool motor enclosure. Please clarify, other enclosure alternates such as Weather Protected-II (WP II) and Totally Enclosed Fan-Cooled (TEFC) options are allowed. Due to space constraints, we are looking at the best motor enclosure option in the market to be considered for this project.

**A:** TEFC or WP II Motors will be acceptable.

The new compressor units must operate in ambient air temperature of up to 55C.

**Q:** Per section 3.2.24, the new compressors are to be designed for output rating of 16168 Nm<sup>3</sup>/hr (@1.013 bar, 0 % RH, 0°C) at 0.811barg. The SCFM conversion equivalent for this metric units is 10,292 SCFM (@14.7 psia, 36 % RH, 68°F), not 11,018 SCFM. Can you please have the SCFM value corrected in the contract documents ?. (section 3.2.2.1 & 3.2.2.2, and under Design requirements in technical evaluation section on the RFP contract).

**A:** Errors have been confirmed in the original blower data sheet and the following changes to the requirement are to be applied:

Delete section 3.2.2.

Disregard original Performance data offered previously as Reference Document #4 "Cord Blower Specs"

Refer to performance data offered as Reference Document #4a "Cord Blower Performance Data 1982"

Insert:

### 3.2.2 Design Conditions

3.2.2.1 The new compressors must meet, or exceed the following performance requirements:

- a) Rated capacity: 17,876 m<sup>3</sup>/hr (1.007 bar, 20 deg C, 100% RH)
- b) Design inlet pressure at blower inlet: 14.6 PSIA
- c) Design discharge pressure at blower outlet: 26.4 PSIA
- d) Compressor turndown capability (% of capacity): 100%-45%
- e) Maximum noise level at each compressor: 100 db

3.2.2.2 The compressors must be capable of operating with air inlet temperatures between -40 deg C to 35 deg C without surging or exceeding nameplate power rating of the drive motor over full range of operation. New blower effective discharge capacity must not be reduced to accommodate increase in inlet air temperature up to 35 deg C. Effective output must be maintained up to 35 deg C inlet air temperature conditions and blower drive power requirement adjusted to suit. The compressor drive power must not exceed 485KW.

**Q:** Section 6.1.5.1 calls for witness testing. Please clarify if this is testing of the blower performance or testing of the Functional testing of the controls panel, valves, blowers and motors?. Also, please clarify if we need to include travel and accommodation for the witness testing representatives or if that will be taken care by CCGS ?. On previous projects Lloyd's certification inspectors were witness testing the blowers. Please confirm this also should be part of our scope.

**A:** Factory testing of compressors, main drive motors, and LCP's for compressor units must be witnessed by a Coast Guard Representative and Class.

The Contractor must be responsible for coordination and costs of all requirements of Class attendance, as required, for Class approval of the new compressor units.

CG will be responsible for costs and arrangement of CG attendance of the Factory Testing of the new compressor units. The Contractor must confirm the planned date of the factory testing of the new compressor units a minimum of eight weeks in advance of the planned test date.

**Q:** On the pricing Annex-B, it doesn't state anything about the startup trips. Should we provide this as an option? Or will this be part of the vessel upgrade contract PO, once a contractor is picked for that project. Please clarify.

**A:** This ITT is for supply only. Installation oversight, commissioning and trials oversight will be dealt with separately.

**Q:** I would like to get a clarification on the RFP Contract section 4.2 – Basis of Selection. This section indicates a minimum of 475 points on a 900 points scale. Reading through Page 11 of 27, the table shows a scoring system of minimum 150 of maximum 400 points. Can you please explain the 900 points or if this should be corrected to match the table of 400 points ?.

**A:** Correction 475 should be 150 and 900 should be 400 points. Amendment will be done to make the correction.

**Q:** Also, if one of the bidder is equal to or below the minimum 150 points, will they be declared non-responsive, and not be considered for the price evaluation section ?. Please clarify.

**A:** If a bidder is below the minimum points they will be declared non-responsive.