

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE	PAGE OF PAGES
2. AMENDMENT/MODIFICATION NO. 0001	3. EFFECTIVE DATE 27-Apr-2004	4. REQUISITION/PURCHASE REQ. NO. W25PHS-4062-7469		1 9
6. ISSUED BY CODE US ARMY ENGINEER DISTRICT, PHILADELPHIA CONTRACTING DIVISION WANAMAKER BUILDING 100 PENN SQUARE EAS PHILADELPHIA PA 19107-3390		7. ADMINISTERED BY (If other than item 6) CODE See Item 6		
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)		X	9A. AMENDMENT OF SOLICITATION NO. W912BU-04-T-0040	
		X	9B. DATED (SEE ITEM 11) 05-Apr-2004	
			10A. MOD. OF CONTRACT/ORDER NO.	
			10B. DATED (SEE ITEM 13)	
CODE	FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS				
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input checked="" type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u> 1 </u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.				
12. ACCOUNTING AND APPROPRIATION DATA (If required)				
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.				
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.				
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).				
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:				
D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.				
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) The above numbered Request for Quote is amended as follows: a. The date and time set for receipt of Quotations is hereby extended until 7 May 2004 at 4:00 p.m. b. Section C, Scope of Work, is deleted in its entirety. Substitute therefor with the attached Section C, Scope of Work, annotated Amendment 0001. c. The attached questions and answers are provided for all potential offeror's information. Offerors must acknowledge this Amendment by signing and returning one copy with their Quote. Failure to acknowledge this amendment will result in rejection of a firm's Quote.				
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.				
15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
		TEL: _____ EMAIL: _____		
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA		16C. DATE SIGNED
_____ (Signature of person authorized to sign)		BY _____ (Signature of Contracting Officer)		27-Apr-2004

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION C

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C001 SCOPE OF WORK

A. Intent

The Army Corps of Engineers, Philadelphia District/Marine Design Center (MDC), is issuing this Request For Proposals (RFP) to procure and contract all services (Engineering and Design, Construction, Testing and Delivery) related to the acquisition of a new ladder hoist winch for Vicksburg District's Dustpan Dredge JADWIN. Installation of the winch onboard the JADWIN is not part of this procurement action however, technical support on-site in Vicksburg, MS is required for controls integration and startup.

It is imperative that offerors submit specific information on their proposed hoist winches and equipment, such as geometry, weight data, component cutsheets, application data etc..so that the Government has sufficient information to adequately evaluate the proposed design. The hoist winch is extremely critical to the operation and safety of the dredge. It is conceivable that the winch will be required to cycle (hoist and lower) once every 30 minutes for a period of weeks at a time. All winch components shall be designed for this operating profile as well as safety and reliability. Products having proven designs in similar applications demonstrate less risk to the government.

Layout drawings, details, etc of the existing system will not be provided as part of this Solicitation However, pre-quotation inspections will be held at 9am on 15 and 20 April, 2004. Offerors are encouraged to attend one of the two inspections.

The Jadwin's electrical system experiences a high amount of harmonic distortion. Total harmonic distortion during certain evolutions can approach (and may even exceed) 15%. Electrical components employed shall be capable of operating under these conditions.

B. Ladder Hoist Winch

The Contractor shall provide a new ladder hoist winch. The new winch shall be rated for 17,300-lb. line pull at a line speed of 400 fpm when hoisting on the second layer of the drum. The winch shall be capable of lowering on the motor with the clutch engaged, and on the brake with the clutch disengaged. The winch and all winch-mounted equipment shall be suitable for installation in the weather. The area of the winch/motor/gear package shall not exceed 130" (width) x 130" (length) when installed on the deck of the vessel.

The winch shall be driven by a DC variable speed motor through helical type reduction gears coupled to the motor by an all-steel geared flexible coupling having a service factor of at least 1.25. The gearing shall be rated for a service factor of 1.6. The drum will be supported by the gearbox output shaft and a pedestal bearing on the opposite side.

A spring-applied, electromagnetically released, fail-safe brake shall be mounted on the opposite end of the motor and shall engage automatically when the motor is stopped or loses power. The brake shall be a shoe type drum brake constructed for dynamic loading and rated

for the torque experienced at the motor shaft when the winch drum is subjected to 125% of its rated line pull.

The winch shall be furnished complete with a welded steel bedplate ribbed and gusseted to withstand the loading requirements. All base bolting pads shall be machined for bolting to a flat surface and shall be suitable for bolting to a new foundation. The winch shall have lifting lugs for crane handling.

The winch drum shall have grooved lagging, a minimum diameter of 18 inches, a maximum width of 20 inches and 1000 feet of 7/8-inch, 6x37 IWRC, extra improved plow steel, double-lubricated wire rope furnished by the Contractor. The drum shall be mounted on bronze bushings or roller type bearings (with an L10 life greater than 30,000 hours at full load) equipped with grease fittings, and shall be fabricated from heavy wall pipe with heavily ribbed and gusseted plate flanges.

The winch manufacturer shall provide and install the wire rope for the winch. The winch manufacturer shall coordinate the actual diameter of the wire rope purchased with the lagging groove dimensions, to ensure the wire rope spools properly at all drum layers and at all rope tensions. The winch manufacturer shall ensure that the wire rope diameter as manufactured is not more than 3% larger than the nominal rope size.

All gearing shall be hardened for durability and strength to meet the service requirements of the winch. All gear shafting shall be of high carbon or alloy steel. The gear case and gear case cover mating materials shall be machined to form an oil-tight seal without the use of a gasket other than a light coating of sealant at assembly. All gear case and gear case cover fabrication joints shall be continuous welded and oil-tight. All motor-mounting pads shall be machined.

The winch shall have proper lubrication for gears, pinions, bearings, etc. to satisfy all operating conditions for three-month intervals without external lubrication by the operator.

A spring-applied, air-released, disc type clutch shall be mounted on the drum shaft. Air pressure shall be applied to the clutch through a rotating union on the end of the shaft. The winch shall be provided with a winch drum caliper brake. When the drive train is de-clutched, the drum shall be free to turn under the control of only the winch drum caliper brake.

The winch drum caliper brake shall be spring applied and air released. Upon loss of air pressure the brake shall automatically engage. The brake shall be constructed for dynamic loading and have a service factor of 1.5. The brake shall be sized to handle the drum torque created by 125% of rated line pull of the winch. The brake disc shall be made of 316 stainless steel. Controls shall permit easy modulation of the disc brake.

C. Electric motor

The winch motor shall be compatible with the existing DC300 drive and the existing onboard General Electric power distribution system. The motor shall be NEMA type, suitable for marine application and sized and designed for continuous operation of the driven auxiliary at rated capacity. The motor shall be designed, constructed, and installed in accordance with ABS Rules; however, ABS certification is not required. The motor shall be equipped with anti-friction bearings. If the bearings are grease-lubricated, the motor shall be provided with grease fittings and shall have positive means for preventing grease from being forced out upon the motor windings. The motor will be provided with its driven auxiliary.

The motor shall be exposed to the weather and therefore shall have IP-56 (watertight or weather tight) protection. The motor shall have class "F" insulation with a class "B" temperature rise rating based on a 40⁰ C ambient temperature.

The motor shall be 240 HP (at least), 480-VDC, reversible, for variable speed operation with the DC drive from full reverse to full ahead. The closest standard rating motor should be provided- in this instance a 250 HP rating.

120 VAC Anti-condensation space heaters shall be provided for the motor.

E. Hoisting Winch Controls

The new hoisting winch shall utilize and be compatible with the existing controls located in a control panel in the Pilothouse and from the existing local control panel on the Main Deck next to the winch.

A spring-set, air-release type dog shall be provided for locking the winch when not dredging.

Monitoring and control devices are currently provided on each panel as indicated below:

CONTROL PANEL AT THE WINCH:

- Hoisting Winch Master Switch – Harnischfeger P&H Switch, type SIRS 10R, List No. 100A3613-9, 600 V Max AC or DC.
- Emergency Stop Switches – General Electric, GE-CR104P, NC/NO.
- Clutch Switch – Square D, Class 9001, Type K1, Series G.
- Indicator Lights – Square D Light Module Class 9001, Type KM1, Series G, Lamp Light GE755, 120 V 60 Hz.
- Clutch Control with manual and electrical actuators – Rexroth – Pilot Air, 1/2D, FD40031-0114L1197. Rexroth 120 V 60 Hz, 8.7 watts, 150-psi mac, CD.TG.
- Main and Local Selector Switches – General Electric, CR-104G.

- Pawl & Clutch Control Relay – Gould, 2-pole contact block, J2A 20, ITE Control Relay, 600 VAC max.

CONTROL PANEL IN THE PILOTHOUSE:

- Hoisting Winch Master Switch – Harnischfeger P&H Switch, type SIRS 10R, List No. 100A3613-9, 600 V Max AC or DC.
- Clutch Switch – Square D, Class 9001, Type K1, Series G.
- Indicator Lights – Square D Light Module Class 9001, Type KM1, Series G, Lamp Light GE755, 120 V 60 Hz.
- Pawl & Clutch Control Relay – Gould, 2-pole contact block, J2A 20, ITE Control Relay, 600 VAC max.
- Hoisting Winch Air Brake Control Pedal (Releases when pressed) – Rexroth, H1 Control Air Valve, PC P502084, L791, Max inlet pressure 200 psi

F. Spare Parts

The Contractor shall provide one set of clutch and brake (drum and motor) pads.

The Contractor shall provide a recommended list of additional spare parts. The Government will procure spares from this list by issuing a contract modification.

The contractor shall provide a full set of any specialized tools required for operation or maintenance.

G. Certified Prints

- Thirty days after contract award the Contractor shall provide a set of certified prints and specifications for the feeder circuit breaker and all power and control cabling.
- At Dock Trials the Contractor shall provide 3 sets of Operation and Maintenance Manuals for review and approval.

H. Technical Support

The Contractor shall provide a service representative on the dredge in Vicksburg, MS, for a period of 6 days. It is anticipated that 4 days will be needed to integrate and startup the winch and controls, and an additional 2 days to witness the Dock Trials. The technical support services in Vicksburg, MS, are intended to occur within 180 days of delivery of all equipment to Vicksburg District.

I. Testing

After installation of the winch, the Government will conduct a dock trial test on the winch in the presence of the Contractor's representative.

J Pre-Quotation Inspection

Two pre-quotation inspections will be held to allow all prospective proposers (Contractors) to inspect the vessel and existing winch installation. The inspection will assist the Contractors with assessing compatibility with the existing electrical power supply and controls. While attendance at this inspection is not mandatory, it is strongly recommended that prospective proposers inspect the vessel during one of these two sessions.

The pre-quotation inspections will be held on 15 and 20 April at 9am in Vicksburg, Mississippi. Representatives of prospective proposers wishing to attend should contact Michael Kelley or Harry Wind at (215) 656-6850 for the specifics of the exact location and the on-site point of contact.

During the pre-quotation inspection, Contractors will be allowed unencumbered access throughout the entire vessel. Representatives of the Government will be available, but only to the extent necessary to escort Contractors and assist with access. Government Representatives on the vessel will not discuss the scope of the work or make any technical clarifications or interpretations.

After the inspection, a meeting will be held with all participants to allow for the presentation of any newly discovered questions. This meeting is not for the purpose of educating Contractors that have not carefully reviewed the specifications and have come unprepared. Questions will not be answered at that time, but will be acknowledged and recorded. The Government will prepare answers to all questions and forward a copy of both the questions and answers to all prospective proposers.

(End of Summary of Changes)

JADWIN winch Pre-Quote inspection: Questions from prospective offerors.

The following questions were asked during the two pre-bid inspection sessions and the attached answers are provided as requested.

What is the maximum available air pressure?

Nominal 125, maximum available is 300psig.

What operates the pawl?

The pawl is to be air operated.

Is there a specific type of grooving to be supplied for the drum?

Lagging is to be removable shell type.

Is the vessel subject to any type of ABS inspection?

No

What is to be done with the existing foundation?

The existing bedplate will be removed by vessel personnel. A new foundation will be fabricated based on the successful bidders dimensions and installed by vessel personnel.

Generator nameplate data was requested.

EMD-GE Electromotive Division

Model Number AB21-6

Serial Numbers

Generator #1 85D1 – 1016

Generator #1 85D1 – 1043

Generator #1 85D1 – 1026

Synchronous Generator

Continuous Rating

Volts 600

Current 2525 amps

KVA 2625

HZ 60

PH 3

RPM 900

Temp. Rise 115 C

Excitation 75 Volts

3.2 Amps

Will the government be performing the electrical hookup?

Yes

Is the existing drive programmable?

Yes

Is the successful bidder required to perform any additional wire rope proof tests over and above those documented by the rope manufacturer?

The rope manufacturer's documented testing is all that is required; provided that; the documentation is provided in hard copy.

Will the successful bidder be able to obtain specific schematics?

The successful bidder will be allowed to request any schematic which they believe will be required to incorporate the winch into the vessels systems.