AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES
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2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO.(If applicable)
0008	22-Mar-2016		

6. ISSUED BY	CODE	7. ADMINISTERED BY (If other than item 6)	CODE
NAVFAC SOUTHEAST SOUTH TEXAS AREA PWD CORPUS CHRISTI/PWD INGLESIDE 8851 OCEAN DRIVE, BLDG 19 CORPUS CHRISTI TX 78419-5525	N69450	**See Item 6**	

8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)			
		X	9A. AMENDMENT OF SOLICITATION NO. N69450-16-Q-3212
		X	9B. DATED (SEE ITEM 11) 23-Nov-2015
			10A. MOD. OF CONTRACT/ORDER NO.
			10B. DATED (SEE ITEM 13)
CODE	FACILITY CODE		

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer [ ] is extended, [X] 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 1 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 [ ] is not, [ ] 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.)

PRE-PROPOSAL INQUIRIES AND CHANGE TO SOW.

PAGE 10 OF REVISED STATEMENT OF WORK, PARAGRAPH 2.1, DELETE REFERENCE TO "CABLE KING." THE GOVERNMENT IS NOT REQUIRING A NAME-BRAND HOIST. PRODUCT MUST MEET THE PERFORMANCE CHARACTERISTICS OUTLINED.

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) JOEL OVERSON / CONTRACTING OFFICER TEL: 361-961-3397 EMAIL: joel.overson@navy.mil	
15B. CONTRACTOR/OFFEROR (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY (Signature of Contracting Officer)	16C. DATE SIGNED 22-Mar-2016

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION SF 30 - BLOCK 14 CONTINUATION PAGE

The following have been modified:
PRE-PROPOSAL INQUIRIES

PRE-PROPOSAL INQUIRIES

REF 1. 2. Products
2.1 Hoist *" … hoist monitor card with blue tooth capability".*
Q1. Cable Kings does not come equipped with this feature. Please provide clarification of manufacturer.
A1. Response: Monitor card is an available option. Yale authorized distributors should be able to provide this option.

REF 2. 2.4 Electrical
P*rovide Visual indicating panel assembly on the bottom of the bridge with lights sized and positioned to be visible from the ground. LED type lights shall be used for all indicator lights. Provide an amber rotating beacon light that is illuminated at all times during movement of the hoist, trolley, or bridge function. Provide a white light to indicate that power is available on the load side of the crane disconnect and a blue light to indicate that the main contractor is energized. A red motor over temperature pilot light is required if there is a motor over temperature device. If the crane is equipped with a slow speed or micro speed mode then a yellow light is required to indicate slow Voltage of the lights must be 115 VAC.*
Q2. There is no such thing as an 'Overheating Light'. Please provide direction.
A2. The terminology does not reference overheating. The verbiage above in regards to the lights comes directly from the 11450.2 2-5.17 (2-5.19-.3© also provides guidance on this).It informs the operator the motor got too hot and is the reason the hoist is not hoisting (until the motor cools down). It is a light that triggered by the thermal overload device

REF3. *Provide nameplates that are legible from ground level. The nameplates must read, in their respective order. "POWER AVAILABLE" and "CRANE ENERGIZED". Energization of the "POWER AVAILABLE" light must be supplied by a separate, fused transformer.*
Q3. Where are on the hoists would these be mounted? With the lettering to be placed on the hoist, there is a clear possibility those may be too large to fit on the hoist. Please provide direction.
A3. The nameplates should be next to the lights listed above so the operator understands what the lights on the panel mean

Q4. What type of lifting equipment will be allowed to be utilized inside the facility? please bear in mind that we will be removing a hoist that is some 40+ feet in the air & installing a new one, both of these operations will require the use of a Tele-porter type forklift. These lift are normally only available with a diesel power plant. Arrangements could be made to pipe the exhaust out the main hangar door, would this be acceptable?

A4. The hangar doors will need to be open during the duration of the equipment being in operation in the hangar. Coordination with the activity personnel will be required. Please keep in mind that the use of such equipment be will required to meet EM-385 (section 16) and P-307 1.7.1/1.7.2 requirements

Q5. What type of personnel lift can we utilize, again we will need to access the full length of both runways to perform the required rail/beam survey and the full span of the crane in order to complete the hoist install? The largest electric telescoping boom lift is right around 45-foot. I do not believe these would be adequate to get up and over the simulators and access the crane runway in order to do the survey. 60'-0" units are available with Propane power plants, can we use propane powered lifts?
A5. We utilized an electric 45' manlift to conduct the rail inspection however felt that a 80' would have been better suited. Any gas burning (including propane) equipment utilized will require the hangar doors to be open. As there are two chiller pipes running through the center of the building and due to the simulators tight maneuvering , you will not be able to access all of the rail with anything less than a 60-80' manlift. It is recommended the contractor conduct a site survey prior to ensure type of equipment that can access the locations needed.

Q6. What is the size of the existing bridge crane girders? This information should be on the general arrangement drawing. We need this in order to select the correct trolley to fit the existing bridge crane girders. Paragraph 1 on page 12 of the solicitation states that the required lift for the new hoist is 45'-0". Please clarify if that statement is referring to the available lift or is it referring to the required hook height.
A6. Required lift from floor to girder is 42'. Part number provided comes in 45' which will be set less than that for the lower limit switch.

Q7. What is the elevation of the bottom of the bridge girder?
A7. This would come from the original design drawings.

Q8. Is an elevation drawing of the existing crane and runway available, if so could we have a copy in order to determine the actual hook height of the new hoist?
A8. This would come from the original design drawings.

Q9. Paragraph 2.1, page 18 of the solicitation calls out a Yale Cable King model number (BEWN2-10245-MT22S2-11450.2) This is a fictitious number, the only correct portion are the numbers BEW2-MT22S2 and that model number hoist does not meet your specification.
A9. This is the part number provided by the local distributor (System Specialties) that meets Navy specifications.

Q10. Paragraph 2.1, page 18 of the specification last sentence "…. and shall be equipped with a hoist monitor card with blue tooth capability" The existing hoist (Yale Global King) have a pulse monitor which measures several different functions however it is not available on the Yale Cable King line and additionally it is not Blue Tooth capable. Magnetek does have a similar item (Data Logger") available with the G+ Mini VFD buy it also is not Blue Tooth capable. Would it be possible to contact the author of the specifications (NAVFAC BSVE WHE Group) and obtain a source for the monitor they have specified that will work with a package type hoist.
A10. This is an option to the Yale cable king provided by the distributor.

Q11. No reeving arrangement is specified, NAFVAC normally requires that the hoist be double reeved for true vertical lift, Do the new hoist need to be double reeved?
A11. The part number gives the reeving arrangement. Hoist is to be double reeved.

Q12. Paragraph 2.1.3.2, page 20 states that the hook and hook nut are to be marked and "the markings shall be visible when the hook and nut are assembled on the load block". The markings on the hook would be visible however the markings on the nut would not be on a packaged hoist. Please consider revising this requirement.
A12. It is understood that the while assembled the nut is not visible for markings. The documentation should support the nut information and when disassembled markings will be visible.

Q13. Paragraph 2.1.4 page 21, states "configure trolley such that the trolley has an extended wrap around trolley frame that prevents the trolley from dropping more than 1-inch in the event of an axle or wheel failure. Both ACCO and or Yale utilize drop lugs that designed and installed to provide the same drop limits, is this acceptable in lieu of the wrap around frame.
A13. Drop lugs is recommended. The terminology we utilize is drop lugs but some mfg's may use different terminology.

Q14. Paragraph 2.4, page 23 states "The crane contractor must furnish and install all electrical equipment on the crane…" Since the crane controls, drives and other electrical components are existing shouldn't this paragraph be deleted?
A14. This refers to anything outside what is exiting that may be required.

Q15. Paragraph 2.4, page 23 also requires that we furnish a series of lights on the bottom of the bridge, again the bridges are existing shouldn't this paragraph be deleted? In the event we are required to furnish the visual indicating lights we would need to have a complete set of schematics for the bridge crane itself.
A15. The visual package is required and needs to be installed on the existing bridge panel. The original design paperwork will need to be provided.

Q16. The new hoist are specified with several options that were not furnished/available on the existing hoist; as a result the cross conductor festoon, push button festoon and the push button itself will need to be modified. In order to properly estimate the required changes we need copies of the bridge, hoist & trolley schematics, bridge panel layout and push button wiring diagram.
A16. This would come from the original design drawings.

Q17. The layout and installation drawings for the runway are required in order to determine the cost of the specified rail survey.
A17. This would come from the original design drawings**.**

Q18. Paragraph 2.7 appears to be a quote from Gaffey for a rail survey and is somewhat confusing. Would you please clarify what exactly we are required to furnish in terms of a survey and who is responsible to make any corrections/repairs if any are required.
A18. Not sure about the gaffey survey referenced. A rail inspection identified many issues that will need a complete rail survey to identify and remediate all rail deficiencies. I expect the quotes will only be for the survey and the remediation would be a separate quote after award.

Q19. Paragraph 2.10.2, page 27 states that the contractor shall perform the load test & that the government will provide the certified test weights and rigging. SD-09.1, page 16 States that the contractor shall witness government testing as described in enclosure I. Please clarify who is to perform the load test and please provide a copy of "Enclosure 1"
A19. The testing shall be conducted by the contractor with the government witnessing. The required forms must be filled out by P-307 certified personnel. If the contractor is not P-307 certified than the government has to fill out the forms. Page 16 statement is in case the required testing was not conducted correctly by the contractor or additional testing is required by the government and the government has to perform then we need to ensure the contractor is on site to correct any deficiencies identified. You are only required to do parts 1 and 6 of P-307SE.pdf, attached separately.

Q20. Paragraph 1.4 calls for a general arrangement drawing for the hoist and crane; will the successful bidder have access to the existing crane drawings, and if so will they be available in a .dwg format?
SD-05 Design data , SD-05S & SD-05M Structural & mechanical calculations: since we will be furnishing a standard catalog item for the hoist will any structural and or mechanical calculations be required.
A20. This is typically for a complete crane install with girders and the standard OEM manual and schematics should be adequate. This may be more relevant to the rail and any alignment changes that may require associated calculations.

Q21. Who is responsible for the disposal of the existing material that is being replaced; if the contractor must remove all of the material does it have be deposed of off base ?
A21. The hoists being removed are to be palletized and provided to the BSVE which will be converted into a training hoist.

REF Q1:
Q22. The Pulse monitor is available for the Yale Cable King hoist; however it is not available with "Blue Tooth Capability" The factory is currently checking to see if that is something that can be added. The Factory is also checking to see if the Pulse monitor can be Factory Installed so it has coverage under the manufactures warranty. See attached email from CMCO Application Engineering (Yale is a division of CMCO) Page 1
A22. The item request while refers to bluetooth monitoring card is the pulse monitor card that will in the near future (if not already) will be capable of Bluetooth connections. The correct terminology for this option is the pulse monitor card (sorry for the confusion).

REF Q2:
Q23. I do not believe the respondent understands the cost and or difficulty of providing the lights as specified.
a) The proposed lights will be located some 45' in the air , each light must have a sign indicating its function that is readable by the operator. A common rule of thumb for sizing the letters on a sign is to use 1" of letter height per 10'-0" of distance, this would yield the maximum visibility. The length of the sign is commonly determined by multiplying the number of letters by the height of the letters; the overall size of the sign should consist 60% back round & 40% letters. Using this method the Power-Available sign would have 4 1/2" high letters and and if you stacked the 2-words the sign itself would measure 14" x 40", not including any border areas. Adding 4-of these signs to the bottom of the existing crane control panel is somewhat impractical. Based on a site visit the existing Bridge control panel is approximately 8" deep x 24" wide not one single sign would fit on the bottom of the existing panel and this does not even consider the possibility that we may have to add a flashing beacon to the bridge

panel. In addition to the issue of the size of the signs you also have to make the lights bright enough to be clearly visible from the floor in a facility with an extremely high ambient light level.
A much less expensive and more practical approach would be as follows:
Based on the specified features for the new hoist, compared to the existing hoist, the Pendant will probably have to be changed out and additional festoon cross conductors & push button festoon conductors will have to be added to the existing festoons. The Blue MLC energized light (on) could be located on the pendant along with the (Hoist) over Temp light, this locates the lights where the operator can readily see them. The White light should be located on the face of the panel with a sign that states "Warning Runway Conductors energized when lit" . The white light is a warning light, for anyone working on or near the panel, alerting them to the fact that the runway is hot. The Yellow light would not be applicable because the specification does not require a Micro or slow speed control mode. Please advise if this would be an acceptable alternate for the lights.
A23. Attached is the 11450.2 requirement for lights 2-5.17 (CHECK NECO FOR ATTACHMENT)

REF Q6:
Q24. The intent of the question was to clarify the required hook height, the answer does not make any sense. The dimension from the bottom of the bridge girder to the finished floor is one of the dimensions required to determine the hook height, the other is the headroom dimension of the hoist, Please see the attached sketch. The existing hook height is based on the 15-ton Global King hoist, depending on the headroom dimension of the replacement hoist it may be different. The minimum hook height is usually set based on the minimum height needed to accommodate the rigging, the sized of the item being lifted and the size of any objects the lifted load must travel over. Without knowing the minimum hook height required it is impossible to know if the new equipment will meet it.
A24. Awaiting design drawings. The current hoist (being replaced) serial number is 09H12F88 and is a shawbox world series hoist. This can be used to see current lift and headroom while awaiting design drawings

REF Q9:
Q25. BEWN2-10245-MT22S2-11450.2 is not a valid part number, see attached email from CMCO application engineering. The number supplied does contain a hoist catalog number that is partially correct, again however this partially correct number does not meet your specification. Please see attached sheets 2, 3 & 4. Page 2 shows the nomenclature of a valid part number, pages 3 & 4 show the available model numbers for a 2-ton hoist that would be de-rated to 1.5 tons. The closest actual catalog number to the number you specified for a Yale Cable King would be BEW2-45RT22S2, this is a 2-ton Yale Cable King hoist with 45 foot of lift, a motorized trolley and 22 FPM maximum hoisting speed.
A29. The part number is a yale distributor part number that has the basic yale part number with all the requirements of the Navy (11450.2)

REF Q10:
Q26. The Pulse Monitor is not a standard cataloged option for the Cable King Hoist, it is a standard option for the Yale Global King Hoist. There is a possibility that Yale can add the Pulse monitor to the Cable King, however it does not appear that " Blue tooth Capability" is available in either case. See attached Email from Application Engineering.
A26. The pulse monitor card is an available option with the part number provided. I have attached a catalog sheet describing the Magnetek "Data Logger" that can be furnished in conjunction with the Hoist VFD, would this be an acceptable alternate to the pulse monitor.

REF Q11:
Q27. The specified catalog number or at least the part of the specified number that actually is based on a Yale Cable King hoist (See sheet 2 Hoist catalog part number nomenclature) specifies a single reeved hoist , S2 indicates 2-part single.
A27. Correct

PLEASE NOTE THAT SEVERAL ANSWERS REFER TO ORIGINAL DESIGN DRAWINGS. THESE HAVE BEEN POSTED TO NECO/FBO.

PLEASE NOTE THAT THE BID DUE DATE HAS BEEN EXTENDED AGAIN, TO 12 FEBRUARY 2016 AT 5 P.M. CENTRAL TIME.

A SECOND SITE VISIT HAS BEEN SET UP FOR 26 JANUARY AT 0900. To attend please contact:
ENS Natalie King
natalie.king@navy.mil
361-961-5175

Q28. As per QCQA/Superintendent/Safety Officer onsite as per NAVFAC Rules. Can I triple hat this person?
A28. Yes you may triple hat the SSHO/Superintendent/QCQA

Q29. Can I double hat 1 person? (QCQA/Superintendent), Safety Officer stand alone?
A29. Yes you may double hat QCQA and Superintendent and have a separate SSHO.

Q30. If not triple hatted does the Safety Officer have to be on the Job Daily-8 hrs. per day?
The same goes for the QCQA/Superintendent-8 hrs. per day each day job is working?
A30. The SSHO must be onsite at ALL times work is being performed no matter if they are only SSHO, double hatted, or triple hatted. QCQA/Superintendent must be on the jobsite at all times.

Q31. Did you find the Drawings for this project? If so can you post them?
A31. All available drawings have been posted.

Q32. I've been talking to Dustin Wilson the MFG Rep for the overhead crane (s) for Building 83 (ACE/Gaffey). Per the SOW Cable King is spec'd as the type of Crane that needs to be installed-With that being said In the Specs it calls out for a Pulse Monitor Card, per the MFG Cable King does not have this card. Now Global King Crane does have this card but they don't meet most of the other spec's needed per the SOW.
A32. According to my Yale contact the pulse monitor card is available option. Bottom line is the hoist needs to have a hoist monitor card. All crane OEMs have a hoist monitoring card.

(End of Summary of Changes)