AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE OF PAGES
******	1 | 1

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable)
0002	04 AUG 31	91500 /41424363	

6. ISSUED BY CODE N65540

NSWC CARDEROCK DIVISION
5001 S. BROAD STREET, CODE 3353
PHILADELPHIA PA 19112-1403
BUYER/SYMBOL: E.RAINEY/C3351

7. ADMINISTERED BY (If other than item 6) CODE

8. NAME AND ADDRESS OF CONTRACTOR (No.,street, county, State and ZIP Code)

CODE FACILITY CODE

(X) X

9A. AMENDMENT OF SOLICITATION NO. N65540 04 Q 0390

9B. DATED (SEE ITEM 11) 04 JUL 16

10A. MODIFICATION OF CONTRACT/ORDER NO.

10B. DATED (SEE ITEM 13)

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 Offers [ ] is extended, [X] is not extended.

Offers 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 the 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 MODIFICATION OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

(X)	
	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 data, 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)

SEE ATTACHMENT (5 PAGES) GIVING DETAILS OF AMENDMENT. THIS REQUEST FOR QUOTATI
WILL CLOSE AT 1:00PM WEDNESDAY 8 SEPTEMBER 2004.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, asheretofore 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)	
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

1. This amendment is issued to respond to questions submitted by prospective offerors.

Question 1. Is the rope part of the scope of supply?

Answer: Section 1.0, entitled ``General Requirements,'' of the Winch System Components Specification identifies the lengths and type of Spectra line (or comparable braided line) that is to furnished as part of the Winch System.

Question 2. The spec states one of the existing pumps may be reused will it be OK to supply a new vane pump to insure a speedy start up and prevent problems down the road with existing components?

Answer: If an offeror believes that it would be more efficient and economical to remove both existing hydraulic pumps and install a new vane pump as the secondary pump, it may include a new vane pump in their quotation. It is noted the SAR was written on the premise that 1) the new winches will normally require greater hydraulic pressure (2000-3000 psi) than the 800 psi used for the existing capstans, and 2) if the fire pump is not operable for some reason, a secondary pump (driven by 30 HP electric motor) needs to be available to supply hydraulic pressure to both the winches and the aft capstan. Reusing one of the existing electrically driven hydraulic pumps is one way to address this ``secondary pump'' requirement.

Question 3. The spec also states the new tank will go into the existing locations of the old tank which is mounted on the over head, then the spec states a new pump will be mounted on top when the existing pumps are mounted below as the proper way to run a vane pump is a flooded suction?

Answer. On *YTB-835* and YTB-836, the hydraulic tank is hull mounted and the existing hydraulic pumps are mounted on top of the tank (as stated in the SAR). On other YTBs, the tank is smaller and mounted overhead (underside of deck). The SAR requires that the new 150-gallon hydraulic tank be designed so that it can be supported from either above or below, to provide design flexibility.

Question 5. The layout appears to be a take off of the Tractor tugs used at the Naval Station Pearl Harbor (Tugs Z 3,4,and5). The double drum hawser winches were used to put 2 lines to a sub and hold the tugs bow in the middle of a sub. The aft winch was designed as a Tow Winch and have the capacity to spool 2,000ft of 2' wire. The tugs service of not leaving the harbor the level wind was removed and put in storage and the winch was used as an aft hawser winch. What is the intention of the level wind for the aft winch? Is it to spool wire? or hawser?

Answer. The YTB-21 1K system layout is intended to provide versatility for handling both ships and submarines. For that reason, the aft winch will be spooled with hawswer, as stated in the SAR.

Question 6. The layout shows the aft winch and an aft staple which sits just over the screws. If the line goes through the staple, it becomes the tow point of the tug and will prevent the tug from turning. This is more a deterrent for turning than the H Bitt, please explain? Is this to be used for ship docking? If so there appears to be no working side on this winch? The aft winch on the Z tugs was used for towing barges on the hip is this the intention?

Answer. During towing, the line from the aft winch is not led through the aft staple. Lacking a Z-drive or twin screws, the purpose of the YTB aft staple is to allow the tug's stern to be swung around (via the aft winch line), to properly direct propeller thrust when the tug is made up to a ship or submarine.

Question 7. No line speed is speced out for the system, are we to use the norm of our winches?

Answer. Line speed was purposely omitted from winch system specs since, as stated in the SAR, line pull is considered to be more important than line speed, and line pull is already at the ``high end'' of what typically is provided for in tugboat winches. The intent for not giving a line speed requirement was therefore to preclude ``over-specification'' on the winches.

Question 8. The Wildcat, will this follow any type of Navy Spec? Will a sample be supplied to do a wrap test?

Answer. As stated in the SAR, the wildcat needs to be sized for ``one-inch diameter stud link anchor chain''. It is not intended that special wildcat be designed to suit some particular existing chain. What is required is a commercially available wildcat for 1''anchor chain that is logistically supportable from commercial sources.

Question 9. Reference Winch System Components Specification - section 1.0. We understand from this section that installation of the winch system components is not to be included in the scope of supply. Please confirm.

Answer. That is correct. However, the supplier needs to provide schematics and technical guidance on how the components are intended to go together.

Question 10. Reference Winch System Components Specification - section 2.0 and 3.0 - ``Linepull.'' Speed rating requirements are not specified. Required speed ratings have a significant effect on performance of the winches and cost of drive train components. Please confirm minimum speed rating requirements for

the winches.

Answer. Line speed was purposely omitted from the specification since, as stated in the SAR, line pull is considered to be more important than line speed, and line pull is already at the ``high end'' of what typically is provided for in tugboat winches. The intent for not giving a line speed requirement was therefore to preclude ``over-specification'' on the winches.

Question 11. Reference Winch System Components Specification - section 3.0. The specification states the following: ``Hydraulic drive (for each drum, with clutch for wildcat).'' In our opinion this could be interpreted in two different ways. Please clarify which way is intended: Hydraulic drive (one for each drum, with clutch for wildcat), OR Hydraulic drive (one drive which provides power for each drum, with clutch for wildcat)?

Answer. The first interpretation is correct. Operators intend to use the bow winch to help in tug positioning relative to the ship or submarine they are assisting. As such, one drum may be used for pulling on a line while the other drum is slacked off. Reference Winch System Components Specification & Ship Alteration Record (YTB-211K), page 6 -Winch System Controls:

Question 12. Specification requirements clearly indicate that controls are required, but do not detail the specific layout of `boxes'required for the controls. However, the Ship Alteration Record refers to qty. 2 separate boxes for each control station.

Answer. The helm in a YTB pilothouse is on centerline. However, during an alongside tow, the tugmaster typically needs to be on one side of the pilothouse or the other to maximize his line of vision. Consequently, port and starboard ``main control stations'' in the pilothouse give the tugmaster full control of the hawser winches without requiring him to leave the helm. For wildcat operation, the main control stations only need to be able to engage or disengage the wildcat. Actual control of the wildcat will be done at deck level using the local control station described in the SAR. When towing a vessel, the tugmaster potentially can steer from the aft steering station on the 01 Level of the YTB. In that case, he is physically separated from his controls in the pilothouse by some 30 feet. Consequently, a local control station that allows the aft winch to be operated from the main deck by a deck hand is required.

Regarding control box layout - the specification was written to provide for the furnishing of equipment that is logistically supportable from commercial sources. However, there are space limitations in the YTB, so it is expected that a supplier will provide controls that suit the equipment being offered and attempt to stay within the box sizes that the SAR identifies.

Question 13. We understand that the Ship Alteration documents were provided as reference only. However, will preference be given to suppliers complying with some of the specific details of the Ship Alteration documents?

Answer. As detailed below, this Request for Quotations has been amended to state the Winch System Components to be furnished shall be in accordance with both the Winch System Component Specification and Ship Alteration Record for Shipalt YTB-211K.

Question 14. Reference Figure 2 (sheet 1 of 4): The referenced drawing of the double drum winch is labeled with the following two descriptions: ``Line storage area (P/S)'' ``Working area (P/S)'' However, the Winch System Components Specification makes no reference to a drum that has separate storage and working areas. The winch can be provided with or without these separate storage and working areas and be completely functional. Please confirm if the comments on the drawing are to be interpreted as specification requirements and specifically if this type of split drum with separate storage and working areas is required. Is preference given to suppliers who provide this type of split drum?

Answer: Separate line storage and working areas on each drum of the bow winch are required and is based on 1)a desire to be conservative in avoiding possibilities for line burying, 2) successful experience and lack of identifiable problems with the split drums on the YTB-836 prototype, and 3) a desire to maximize available line pull on the bow winch.

Question 15. Reference Section F - Time of Delivery. All items are requested for delivery within 90 days after date of order, which is very short. Please advise if this time frame can be extended.

Answer: As detailed below, the Required Delivery Dates shown in Section F, entitled ``Time of Delivery,'' on page 5 of this Request For Quotations have been extended.

2. The Required Delivery Dates shown in Section F, entitled ``Time Of Delivery,'' on page 5 of this Request For Quotations are changed to read as follows:

Item	Required Delivery
0001 & 0002	120 days after date of order
0003 & 0004	120 days after exercise of option

3. The second sentence in the first paragraph on page 3 of this Request for Quotations is changed to read ``All items to be furnished shall be in accordance with the attached Winch System

Component Specification and the attached Ship Alteration Record for the Winch System Installation. In the event of any conflict between the requirements contained in the Winch System Component Specification and the Ship Alteration Record for the Winch System Installation, requirements contained in the Winch System Component Specification shall apply and take preference.

4. The date for the receipt of quotations is hereby established as 1:00 PM on Wednesday, 8 September 2004.