The following are UAF’s answers to questions received from potential offerors regarding the above referenced solicitation:

2.1 QUESTION: Several different winch cables are mentioned. Please supply datasheets of the cables stating the dimensions and the load performance (SWL, NBL etc.).

ANSWER: See question 1.1 in RFP Amendment No. 1. Also see question 2.2 below.

2.2 QUESTION: Ref: Section 5.3.1.1. Port Flag Block Loads and Deck Winch Loads Forward of Frame 94

“The MPT of 120,000 pounds”. Is the dimension meant to be lbf (which is approximately equal to 447,751 N)? Is the dimension as written lbs (which is approximately equal to 535,636 N)? Is the same assumption to be made with every other mentioning of the unit “pounds” in the SOW?

ANSWER: Correct, pound force. The 120,000 pounds represents the potential MPT of 1” wire rope. The padeyes and frame must be suitable for the MPT loads imposed by 1” wire rope coming from a winch on the main deck, through a sheave attached to padeye on the bolting plate.

2.3 QUESTION: Ref: Section 6A-Frame Arrangement and Outfit

6.1.6. Crossbeam Tugger Winch. Is this a part of the scope or existing (Lantec Pullmaster M25)?
6.2.1 Tag Line Tugger Winches. Is this a part of the scope existing (Lantec Pullmaster M12)?

ANSWER: Correct.

2.4 QUESTION: Ref: Section 7.3 Operator Interfaces
Control of science winches in the same control consols as for the A-Frame with Tugger Winches. Please specify control requirements for the science winches (e.g. Haul-in/Pay out at adjustable speed, constant tension etc.) Does the science winches carry wireless control interface already? Reference 19 is not correct. Reference 20?

**ANSWER:** Reference 20 is the correct reference. Science winch controls are existing.

2.5 **QUESTION:** Ref: Section 6A-Frame Arrangement and Outfit

6.1.6. Crossbeam Tugger Winch. - will they be operated while A-Frame is luffing?
6.2.1 Tag Line Tugger Winches. - will they be operated while A-Frame is luffing?

**ANSWER:** Yes.

2.6 **QUESTION:** Ref: Outboard position of the A-Frame

How important is it to reach the different positions, and is it required to get down to at least one of the positions? Would an outboard position of e.g. 20° be sufficient?

**ANSWER:** UAF is willing to consider non-compliant frame positions if the design loads can be met.

2.7 **QUESTION:** Right projection of the A-Frame

Please explain in details the definition "HARD STOP" at several positions.

**ANSWER:** A Hard Stop position is one in which the frame legs are resting on structural stops, i.e., hydraulic cylinders are not loaded in these positions. Alternatively, the Offerer may propose not having hard stops if the required loads can be carried on the hydraulics.

2.8 Offerors have asked for copies of reference documents from agencies other than UAF. While we cannot provide copies of these documents, their web links are listed below:


The submittal deadline remains September 12, 2014 3:00 p.m. local time. All other terms, conditions, and specifications, of the original Request for Proposals remain unchanged.

University of Alaska Fairbanks,

John A. Hebard
John A. Hebard, C.P.M.
Director of Procurement and Contract Services

The Amendment becomes part of the Request for Proposal and modifies the original RFP document. This Amendment shall be acknowledged by signing below and returning it by mail prior to the submittal deadline, or by indicating acknowledgment on your proposal cover sheet.