

Memorandum of Information Markted Consultation case number 31169682 Side Scan Sonars

In this Memorandum of Information, the submitted (anonymised) questions are listed together with the answer from the contracting authority.

vraag nr.	Document	Paragraaf	Vraag	Antwoord
1	Markted Consultation document and Response Form MC Sonars	Question 3 Sustainability, par 4 vs Response form	Question 3 Sustainability in the English response form does not contain the same text as in the market consultation document.	This question in the Response Form needs to be adjusted. Attached the amended 31169682 Andwoordformulier RESPONSE FORM MC Sonars v 1.1.
2	Markted Consultation document	Par 2 Scope	A winch is also mentioned for inland water side scan sonar delivery. Does RWS have criteria for this, such as maximum footprint and weight of the winch?	The winch for the inland water system must be liftable by two people, so not heavier than 50 kg. In terms of dimensions, the winch may not be larger than 1m x 1m x 1m.
3	Markted Consultation document	Par 2	Chapter 2 of the market consultation document mentions 19 "PC / laptop with processing software. Does this mean the recorded software or is Qinsy used for data recording / processing?	It refers to recording software. So the recording software is provided by the provider. However, it should be possible to put processing software on the same laptop / PC (e.g. SonarWiz). The laptop must be able to be connected to QiNsy. See also the overview figures of the scope.
4	Generally		What are max expected currents and depths for inland/off shore locations?	Normally expected flow: North Sea: approx 1.5 m / s Inland water: 3 m / s Water depth (this is a tightening up of the characteristic requirements mentioned in section 2.2): North Sea: 70 meters water depth, sonar at about 15 meters above the bottom. Inland water: 70 meters water depth, sonar at about 10 meters above the bottom.
5	Markted Consultation document	Market Consult Question #2)	Is it possible to make the sonars capable of following the morphology of the seabed? Is that a widely-used option and realistic to demand? And how does this work? For example, is real time external sensor data (e.g. SBES) of the trawling ship or bathymetric data needed? Clarifying Question: Are you requesting a) Altitude or b) Depth tracking or c) non-specific	The question is whether or not it is realistic to demand a soil-following system. This means height-following. The sonar remains level above the bottom.
6	Markted Consultation document	General	The North Sea system: A towed sonar would require a long towline, possibly 1000 m or more, to reach a depth of 85 m at 8 knots, unless the sonar body was heavy. Both factors require the use of a large winch. The ship may already be equipped with a suitable winch and cable, but this is not known at this time.	The current winch is used for the North Sea sonar. The winch is therefore outside the scope (see figure under Chapter 2). Whether this winch is suitable depends on the weight of the Sonar. The current winch is suitable for the current sonar: De Klein 5000.
7	Markted Consultation document	General	For the inland navigation system: The 100m water depth / 85m drag depth seems unrealistic for a system intended for use in inland waters. Since the cost and complexity of a towed side scan is related to the maximum towing depth required, over-specifying the depth can result in a less cost-effective system.	Water depth (this is a tightening up of the characteristic requirements mentioned in section 2.2): Inland water: 70 meters water depth, sonar at about 10 meters above the bottom.
8	Markted Consultation document	General	The scope of supply for the USBL transponder is not clear. Is this the responsibility of the sidescan supplier or the customer?	The presence of a USBL transponder is mentioned in the characteristic requirements (chapter 2). In any case, it is preferred that a USBL transponder can be mounted on the SSS and that power supply, trigger and assembly run via the same signal cable.