

CCGS GARDE-CÔTE 03

DRY DOCKING SPECIFICATION

2012

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DRY DOCKING SPECIFICATION 2012

H.D.-1	TOWING, BLOCKING AND LAUNCHING
H.D.-2	SERVICES
H.D.-3	INSPECTION AND ADDITIONAL WORK
H.D.-4	N/A
H.D.-5	N/A
H.D.-6	PROPELLERS AND PROPELLER SHAFTS
H.D.-7	N/A
H.D.-8	VALVES

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DRAWINGS

The following drawings are included in this specification:

General arrangement (1 & 2)	# L-F-83-0677 (1-2)
General Arrangement & Machinery Space	# 05513M01
Profile & Decks	# 3178
Shafting & Rudder stock plan	# 05513M02
Safran, Mèche et tube jaumière	# 109-13
Location of speed log transducer	#05508-04

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ITEM H.D.-1

TOWING, BLOCKING AND LAUNCHING

COMMENTS

1.1 **Ship's particulars:**

Length overall:	60 ft 8 in
Breadth moulded:	20 ft 0 in
Breadth moulded (each hull):	7 ft 0 in
Distance between hulls:	6 ft 0 in
Depth moulded:	6 ft 9 in
Maximum draught (freshwater):	5 ft 11 in
Deadweight tonnage:	75 M.T.

1.2 The shipyard is responsible for mooring the vessel to the wharf adjacent to the refit installations which will be used for its dry docking, including the installation and removal of a gangway (supplied by the shipyard). The shipyard is also responsible for moving the ship from the wharf adjacent to the refit installations and for returning the ship to the same wharf upon completion of work.

1.3 The shipyard is to provide labour, material and equipment required for mooring, docking and undocking the vessel, including lay days throughout the dry docking period.
Height must be sufficient to allow for removal of propeller shafts and rudders.

1.4 Avoid resting the four (4) echo sounder transducer plates located between frames 9 and 10, port and starboard, and the two (2) echo sounder transducer plates located between frames 6 and 7, port and starboard, on blocks.

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ITEM H.D.-1

TOWING, BLOCKING AND
LAUNCHING

COMMENTS

- 1.6 Relocation of incorrectly set blocks will be carried out at shipyard's expenses.
- 1.7 Immediately after dry docking, install four (4) support structures to hold the stern of both (2) ship hulls.
- 1.8 Four (4) hour sea trials must be carried out once all work pertaining to this refit specification has been completed and the ship has been launched. These trials will be carried out at full speed, for two (2) full hours. Two (2) people (plus one supervisor) are required for sea trials. The shipyard must also provide linesmen.

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ITEM H.D.-2	SERVICES	COMMENTS
2.1	The following services, for which a flat price must be submitted, are to be provided to the ship throughout the entire dry docking period. The price will cover the entire dry docking period.	
2.2	Supply labour and services for the installation and removal of a gangway, handling of lines and ropes, and installation of a safety net under the gangway, during dry dock. The gangway is to be supplied by the shipyard.	
2.3	Throughout the duration of work on shipyard premises, in and out of dry dock, supply material and labour to connect and disconnect one (1) electric cable connecting the ship to a 600 volt alternating current source with 25 kVA capacity. Energy costs will be established according to the reading taken on the installed meter and will be paid at the end using a PWGSC-TPSGC 1379 form. (Provide a unit cost per kilowatt/hour.)	
2.4	Supply material and labour to install required connections and supply fresh water for services hereafter, and this throughout entire dry docking period. Disconnect upon completion of work.	
2.4.1	Provide the installation of a fire hose of required length. This hose must not be under pressure, but ready to be used at any time.	
2.4.2	Provide fresh water supply for the needs of the ship while in dry dock (water fountains). Fresh water costs must be included in the proposal.	

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ITEM H.D.-2

SERVICES

COMMENTS

- 2.5 Provide a sanitary container to be located near the ship for disposal of ship wastes. This container must be emptied every day.
- 2.6 The shipyard to which this contract is awarded will allow CCG personnel to work on board the ship.
- 2.7 Once all work is completed, the ship is to be delivered as clean as it was when it first arrived at the shipyard.

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ITEM H.D.-3	INSPECTION AND ADDITIONAL WORK	COMMENTS
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- 3.1 The work will be inspected and carried out to the entire satisfaction of the CCG ITS representative who, when unavailable, will be replaced by the ship's Chief Engineer.
- 3.2 Upon completion of each specification item, the CCG representative will be notified so that he can inspect work prior to final completion of the specification items.
- 3.3 Failure to inform the CCG representative does not absolve the shipyard of the responsibility of providing the opportunity to inspect any completed item.
- 3.4 Inspection of any item by the CCG representative shall not substitute for any inspection required by Ship Safety or PWGSC.
- 3.5 The shipyard is responsible for calling in the Ship Safety representatives, when and as necessary, in connection with any survey items.
- 3.6 The shipyard shall provide the ship's Chief Engineer with four (4) complete logs as well as a soft copy of all measurements and readings taken throughout the duration of specification work, as well as of all additional work resulting from the inspection of the hull and its components. A new docking plan will be provided by the shipyard for paint work purposes.

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ITEM H.D.-3

INSPECTION AND ADDITIONAL
WORK

COMMENTS

- 3.7 All additional work not described in this specification is to be negotiated on a PWGSC-TPSGC 1379 form. The description of work to be achieved will be drafted by the CCG representative and negotiations will be undertaken by the PWGSC representative in order to obtain a reasonable firm price before work is carried out.
- 3.8 The shipyard must comply with the Canadian Labour Code.

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ITEM H.D.-6	PROPELLERS AND PROPELLER SHAFTS	COMMENTS
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6.1 Supply necessary material and labour to dismantle port and starboard propellers and shafts.

6.2 Remove port and starboard shaft/V drive bolts. Support the propeller shaft close to the V drive coupling while measurements are being taken.

Proceed with the cleaning of the coupling bolts and nuts that will have been numbered and adjusted.

6.3 When the ship is in dry dock, disassemble the propellers using the wrench supplied by the shipyard, and remove propellers of the tapered end of the shafts.

NOTE: It will be necessary to take wear down measurements of each shaft at the end of the stern tubes, on each shaft bracket close to the front of the propellers and close to each propeller before dismantling the propellers.

6.5 Remove both shafts and replace the four (4) port and starboard , fwd. and aft. Marine Cutlass bearings.

These sleeves must be machined to the dimensions recommended by the manufacturer and wedged on the propeller brackets by dipping them in liquid nitrogen to stimulate contraction.

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ITEM H.D.-6

PROPELLERS AND PROPELLER SHAFTS

COMMENTS

6.6. Each propeller shaft must be taken to the shop to verify concentricity.

Verify dimensions and concentricity of each shaft. Record the readings in the measurement log. Verify the keyways and shafts using Magnaflux or any other approved method and provide a report.

The Stbd shaft must be straightened to a maximum straightness of .005" using a hydraulic press.

6.7 Reinstall the propeller shafts in their respective stern tube.

6.8 The contractor will have to carry out twelve (12) blue dye propeller fits on each propeller, for a total of twenty-four (24). A price must be provided in addendum for each adjustment. The adjustments can be done on site or in the workshop, at the discretion of the contractor, and in the presence of the PWGSC, CCG and Ship Safety representatives.

6.9 Reinstall propellers and nuts and lock them in place.

6.10 Repack the stuffing box of each stern tube with five (5) layers of 7/16" packing (Teflon or an equivalent product) supplied by the shipyard.

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ITEM H.D.-8

MAIN DECK CLEANING AND PAINTING

COMMENTS

- 8.1 Supply necessary material and labour to dismantle, drain, clean and grind the ship's sea valves from black water system (globe valve 2 inches) , both propulsions diesel sea water cooling inlet. (globe valves 3 inches).