

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving - PWGSC / Réception des soumissions
- TPSGC
11 Laurier St. / 11, rue Laurier
Place du Portage , Phase III
Core 0A1 / Noyau 0A1
Gatineau, Québec K1A 0S5
Bid Fax: (819) 997-9776

SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Ship Refits and Conversions / Radoubss et
modifications de navires and / et
11 Laurier St. / 11, rue Laurier
6C2, Place du Portage
Gatineau, Québec K1A 0S5

Title - Sujet CCGS MARTHA L. BLACK DRYDOCKING	
Solicitation No. - N° de l'invitation F3012-13R469/A	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client F3012-13R469	Date 2013-05-23
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-018-23749	
File No. - N° de dossier 018md.F3012-13R469	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2013-06-05	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Vandal, Paul	Buyer Id - Id de l'acheteur 018md
Telephone No. - N° de téléphone (819) 956-0645 ()	FAX No. - N° de FAX (819) 956-0897
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

QUESTIONS & ANSWERS

Question 3

The index list spec **H.D.-4 Hull Painting and Cleaning**

Page 18 is titled HD-5 Hull Above Waterline, however the sub paragraphs are numbered 3.9 (continued) and 4.1 to 4.4. The wording refers to underwater coatings.

Are pages 18 to 21 for HD-4 and pages 22 to 24 for HD-5?

Answer 3

Page 18-21 HD-4

Page 22-25 HD-5

Question 4

Item H.D.-9 Ballast Water Tanks and Void Spaces

Para 4.1 states " 40 % of each.....tank must be prepared " however the lists on page 31 and 32 give different percentages for each tank.

Please clarify which Percentages are to be used?

Answer 4

Please make use of the graphs in article 9.7 for the correct surface areas to be used.

Question 5

Item H.D.-9 Ballast Water Tanks and Void Spaces

Gives percentages of surface areas to be painted but does not give the surface area of the tank.

Please provide the surface areas of the tanks?

Answer 5

IMPORTANCE NOTICE:

The Crown will not provide the surface areas relative to Item H.D.-7, H.D.-9 and H.D.-10.

These surfaces shall be deducted from the drawings according to percentages mentioned therein.

Question 6**Item HD-10 Fuel Tanks**

Para 10.2 requires a hydrostatic test to the satisfaction of the Ship Safety Surveyor.
Is an air test acceptable if approved by the Ship Safety Surveyor?

Answer 6

An air test may be used if accepted by the ship safety surveyor.

Question 7**Item H.D.-10 Fuel Tanks**

Please confirm that the contractor is to price only the initial tank test and that any repair required to achieve the test and subsequent tests will be the subject of 1379 action?

Answer 7

Correct, contractor price is for the initial hydrostatic tank test only. Consequent tests following necessary repairs shall be negotiated by the PWGSC representative on a PWGSC 1379 form.

Question 8**Item H.D.-10 Fuel Tanks**

Refers to Drawings 65-10-01_01 and 65-10-01_02, these drawings are not part of Att 1
Please provide a copy of the referenced drawings.

Answer 8

Drawings attached

Question 9**Item H-1 Notice To The Shipyard Bidders Concerning The Painting Products**

Para 1 States " International Paint shall be replaced by....."

Please confirm that Ameron Marine Coating products MUST be used for all painting, except for Item H.D.-4 Underwater Hull?

Answer 9

International paint products specified herein may be replaced by an equivalent Amercoat Product. No substitute will be allowed for the INERTA products.

Question 10**Item H.D.-2 Services**

Para 2.14 defines the requirement for vessel security.

Can the Crown confirm if these is a manned or unmanned refit, and if manned does this paragraph still apply?

Answer 10

This will be considered an unmanned refit, with only 4 or 5 ships engineers to oversee work done.

Question 11**Item H.D.-3 Inspection and Additional Work**

Para 3.1 states " Work will be completed and inspected to the F&O /CG Technical Support Branch representative's entire satisfaction, when non available, will be substituted by the ships Chief Engineer."

Please define what " entire satisfaction " means and what National Standard does it fall under.

Answer 11

Entire satisfaction, as our CCG technical authority, the Chief engineer will decide if work done is completely and sufficiently well done.

Question 12**Item HD-5 Hull Above Waterline** page 20 para 4.10

Para 4.10 requires the yard to supply and install a temporary shelter covering the entire ships hull. Since the work is being carried out in July and August can this requirement be deleted?

Answer 12

No, the article will remain.

Question 13**Item H.D.-5 Hull Above Waterline** Page 20 para 4.10

Though titled Hull Above Waterline the text refers to the Inerta 160 only.

Answer 13

Any and all points identified under item 4 should be under HD-4, HULL PAINTING AND CLEANING.

Question 14

Can the Crown please clarify if the reference shelter goes to the upper deck or only above the line defining the Inerta 160.

Answer 14

The shelter is to be installed up to and including the bulwarks, the top of the bulwarks and the accommodation ladder locations.

Question 15**Item HD-5 Hull Above Waterline**

Para 4.1 calls for the entire hull to be coated with Coast Guard Red

Para 4.5 calls for the areas below 4m to be Coast Guard Black

Which colour is to be used?

Answer 15**H.D.-4 HULL PAINTING AND CLEANING**

Please make reference to drawing '108 H-00SP Shell expansion Surface de peinture M.Black'

4.2 keel to 7m load line - Inerta 160

4.4 7m to 4m load line - coast guard red Inerta 160

4.5 4m load line to keel - black Inerta 160

Question 16

Item HD-23 Hull, Void Space and Tank Survey

Question 16.1

Attached is a copy of the proposal from Lloyds in response to our enquiry to perform the work as detailed in HD-23.

This proposal varies in several areas from the requirement, typical examples are

3.1.1 (1) Lloyds wish to survey typical Lube Oil, Grey Water, Black Water and Fresh Water tanks none of which are listed for opening for examination in HD-7,9 Or 10.

3.1.2 (2) Lloyds require Thickness measurements on all exposed decks. No deck thickness measurements are requested in HD-23 in these areas.

3.1.2 (4) Lloyds require thickness measurements of exposed superstructure decks. No thickness measurements are requested in HD-23 in these areas.

5 Information to be Provided by the Coast Guard List Of Plans. The list of plans includes plans not provided to the bidders.

Can the crown please confirm if the attached Lloyds proposal is acceptable to meet the intent of the specification and that thickness readings require over and above those required by Item HD-18 and Hd-23 para 3.3.1 (Shell Only) we be an extra subject to 1379 action?

Question 16.2

Para 3.2.7 Requires Lloyds to develop an estimate of costs.

Lloyds do not provide that service, can the crown please delete this requirement?

Question 16.3

Para 3.2.6 States " Canadian Coast Guard will arrange thickness measurements....."

Para 3.3.1 States " The contractor shall provide the services of a firm specializing in NDT (ultrasonic thickness testing)

Which paragraph is correct?

Question 16.4

Para 3.3.2 requires the contractor to provide staging

What size, configuration and duration is required?

Question 16.5

Para 4.1.6 States " all components have been inspected by Lloyds Registers QA Department for correct installation and fit"

Can the Crown please define what components are to inspected?

Question 16.6

Para 4.2 Requires a project schedule to be provided with the bid

Is this over and above the required Preliminary Work Schedule require by Section 6.7 of the ITT and is it specific to HD-23 or project wide?

Solicitation No. - N° de l'invitation

F3012-13R469/A

Client Ref. No. - N° de réf. du client

F3012-13R469

Amd. No. - N° de la modif.

003

File No. - N° du dossier

018mdF3012-13R469

Buyer ID - Id de l'acheteur

018md

CCC No./N° CCC - FMS No/ N° VME

Question 16.7

Para 3.3.1 requires the bidder to " include travel expences from the NDT testing company....."

Can this be an allowance to be adjusted by 1379 action?

Answer 16

See Attached HD-23

**Radoub du NGCC Martha L. Black 2013
TPSGC Dossier F3012-13GR469/A
Conference des soumissionnaires
Notes de discussion**

**CCGS Martha L. Black Refit 2013
PWGSC FILE No. F3012-13GR469/A
Bidder's Conference
Record of Decision**

Une conférence des soumissionnaire pour le Radoub du NGCC Martha L. Black a été tenu mardi le 14 mai, 2013 a bord du navire NGCC Martha L. Black dans le salon des officiers a Sandy Beach Gaspé, Québec. La conférence a débutée a 09:00 hrs.

A Bidder's Conference for the refit of CCGS Martha L. Black was held on Tuesday May. 14, 2013 on board of the CCGS Martha L. Black in the Officer's Mess at Sandy Beach Gaspé, Québec . The Conference started at 09:00

Les personnes présentes sont:
In attendance were:

NOM/NAME	POSITION	REPRESENTANT
Serge Desrosiers	Directeur général	Verreault Navigation Inc.
Jean-Pierre Landry	Estimateur	Verreault Navigation Inc.
Joe D'Achille	Directeur de projet	Heddle Marine Services Inc.
Yves Sauvageau	Chef mécanicien	NGCC Martha L. Black
Christopher Broemeling	Autorité technique	CCG
Paul Vandal	Contracting Authority	PWGSC

1) OPENING REMARKS

The Chairperson welcomed all attendees to the Conference.

1) MOT D'OUVERTURE

Le président souhaite la bienvenue aux personnes réunies.

2) DOCUMENTATION TO BIDDERS

General Arrangement will be provided

2) DOCUMENTS À L'INTENTION DES SOUMISSIONNAIRES

Les dessins d'arrangement general vont etre fournis

3) REVUE DE L'APPEL D'OFFRE PARTIE UN TERMES ET CONDITIONS

(Présidé par l'autorité contractante)

3) REVIEW OF THE INVITATION TO TENDER PART ONE TERMS AND CONDITIONS

(Chaired by Contracting Authority)

PART 1 – GENERAL INFORMATION

No Comment

PARTIE 1 - RENSEIGNEMENTS GÉNÉRAUX

Pas de commentaire

PART 2 – BIDDER INSTRUCTION

2.4 Applicable Laws

Note:

Bidder's may substitute the applicables laws of a canadian province or territory of their choice.

PARTIE 2 - INSTRUCTIONS À L'INTENTION DES SOUMISSIONNAIRES

2.4 Lois applicables

Note:

Les soumissionnaires peuvent indiquer les lois applicables d'une province ou d'un territoire canadien de leur choix.

PART 3 – BID PREPARATION INSTRUCTION

See revised ANNEX « G »

PARTIE 3 - INSTRUCTIONS POUR LA PRÉPARATION DES SOUMISSIONS

Voir l'annexe "G" révisé

PART 4 – EVALUATION PROCEDURES AND BASIC OF SELECTION

No Comment

PARTIE 4 - PROCÉDURES D'ÉVALUATION ET MÉTHODE DE SÉLECTION

Pas de commentaire

PART 5 – CERTIFICATIONS

No Comment

PARTIE 5 - ATTESTATIONS

Pas de commentaire

PART 6 – SECURITY, FINANCIAL AND OTHER REQUIREMENTS

6.3 Vessel Transfer Costs

See attached revised vessel transfer costs

PARTIE 6 - EXIGENCES FINANCIÈRES ET AUTRES EXIGENCES

6.3 Frais de transfert du navire

Voir ci-attaché la liste révisée et les frais applicables

PART 7 – RESULTING CONTRACT CLAUSES

No Comment

PARTIE 7 - CLAUSES DU CONTRAT SUBSÉQUENT

Pas de commentaire

ANNEX A - TECHNICAL SPECIFICATION

ANNEXE “A” - BESOIN

ANNEX B – BASIS OF PAYMENT FIRM PRICE

No Comment

ANNEXE “B” - BASE DE PAIEMENT

Pas de commentaire

ANNEX C – INSURANCE REQUIREMENTS

No Comment

ANNEXE “C” - EXIGENCES RELATIVES AUX ASSURANCES

Pas de commentaire

ANNEX D – INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL

No Comment

ANNEXE “D” - INSPECTION/CONTRÔLE DE LA QUALITÉ

Pas de commentaire

ANNEX E - WARRANTY

No Comment

ANNEXE “E” – GARANTIE

Pas de commentaire

ANNEX F – PROJECT MANAGEMENT SERVICES

No Comment

ANNEXE “F” – PROJECT MANAGEMENT SERVICES

Pas de commentaire

ANNEX G - PROCEDURE FOR PROCESSING UNSCHEDULED WORK

No Comment

ANNEXE “G” - PROCÉDURE DE TRAITEMENT DES TRAVAUX IMPRÉVUS

Pas de commentaire

ANNEX H – FINANCIAL BID PREPARATION SHEET

No Comment

ANNEX “H” - FEUILLE DE PRÉSENTATION DE LA SOUMISSION FINANCIÈRE

Pas de commentaire

REVUE DE L'APPEL D'OFFRE

PARTIE DEUX – CAHIER DE CHARGES DU RADOUB NGCC MARTHA L. BLACK

(Présidé par l'autorité technique)

REVIEW OF THE INVITATION TO TENDER

PART TWO - CCGS MARTHA L. BLACK REFIT SPECIFICATION

(Chaired by Technical Authority)

H.D.-1 HALAGE, ATTINAGE ET NUMÉROTAGE
Voir ci-joint

H.D.-1 DRYDOCKING AND NUMBERING
See Attached

H.D.-2 SERVICES
Voir ci-joint

H.D.-2 SERVICES
See Attached

H.D.-3 INSPECTION ET TRAVAUX SUPPLEMENTAIRES
Voir ci-joint

H.D.-3 INSPECTION AND ADDITIONAL WORK
See Attached

H.D.-4 NETTOYAGE ET PEINTURE DE LA CARÈNE
Voir ci-joint

H.D.-4 HULL PAINTING AND CLEANING
See Attached

H.D.-5	BORDÉ AU-DESSUS DE LA FLOTTAISON Pas de commentaire
H.D.-5	HULL ABOVE WATERLINE No Comment
H.D.-6	MARQUAGE – FRANC BORD TIRANT D'EAU – SYMBOLISATION Pas de commentaire
H.D.-6	MARKING FREEBOARD DRAFT SIGNAGE No Comment
H.D.-7	CAISSONS EXTERNES ET INTERNES Pas de commentaire
H.D.-7	EXTERNAL AND INTERNAL SEA CHESTS No Comment
H.D.-8	ESSAI D'ÉPAISSEUR ULTRASONIQUE SUR TUYAUTERIE D'EAU DE MER Voir ci-joint
H.D.-8	ULTRASONIC THICKNESS TEST (SEA WATER PIPING) See Attached
H.D.-9	RÉSERVOIRS D'EAU DE BALLAST Voir ci-joint
H.D.-9	BALLAST WATER TANKS See Attached
H.D.-10	RÉSERVOIRS DE COMBUSTIBLE Pas de commentaire
H.D.-10	FUEL TANKS No Comment
H.D.-11	CHANGEMENT D'HUILE ET VÉRIFICATION DU PROPULSEUR D'ÉTRAVE Voir ci-joint
H.D.-11	OIL CHANGE AND VERIFICATION OF BOW THRUSTER See Attached

H.D.-12	HÉLICES Pas de commentaire
H.D.-12	PROPELLERS No Comment
H.D.-13	REMPLACEMENT DE TÔLES SUR BORDÉ Voir ci-joint
H.D.-13	HULL REPAIRS See Attached
H.D.-14	ANCRES ET CHÂÎNES Pas de commentaire
H.D.-14	ANCHORS AND CHAINS No Comment
H.D.-15	PUITS AUX CHÂÎNES Pas de commentaire
H.D.-15	CHAIN LOCKER No Comment
H.D.-16	SOUDURE JOINTS DE BORDÉ Pas de commentaire
H.D.-16	PLATING WELDED SEAMS No Comment
H.D.-17	TRAVAUX SUR Puits DE Dérive Des Transducteurs Voir ci-joint
H.D.-17	CENTERBOARD TRUNK WORK See Attached
H.D.-18	ESSAIS D'ÉPAISSEUR ULTRASONIQUE DANS LES RÉSERVOIRS DE BALLAST Pas de commentaire
H.D.-18	ULTRASONIC THICKNESS TEST (FOR FRAMING IN BALLAST TANK) No Comment

H.D.-19	NETTOYAGE ET PEINTURE DES BOUCHAINS ET PLAFONDS DE BALLAST DE LA SALLE DES MACHINES Voir ci-joint
H.D.-19	CLEANING AND PAINTING OF BILGE AND BALLAST TOP TANK IN ENGINE ROOMS See Attached
H.D.-20	DÉCHARGE PAR-DESSUS BORD Voir ci-joint
H.D.-20	OVERBOARD DISCHARGE VALVES See Attached
H.D.-21	TRAVAUX DE DÉSAMANTAGE Annulé
H.D.-21	ASBESTOS ABATEMENT Cancelled
H.D.-22	GARNITURES MÉCANIQUE DES ARBRES PORTE HÉLICE Voir ci-joint
H.D.-22	TAILSHAFT MECHANICAL SEALS See Attached
H.D.-23	INSPECTION DE LA COQUE, DES REMARQUES ESPACES MORTS ET DES CITERNES Voir ci-joint
H.D.-23	HULL, VOID SPACES AND TANK SURVEY See Attached
H.1	AVIS AUX ENTREPRENEURS CONCERNANT LES PRODUITS DE PEINTURE Pas de commentaire
H.1	NOTICE TO THE SHIPYARD BIDDER'S CONCERNING THE PAINTING PRODUCTS No Comment

CLOSING COMMENTS
MOT DE CLÔTURE

The chairperson thanked all attendees for their participation. As there was no further business the Bidders' Conference ended at 12:15

Le président souhaite remercier tous les participants. Au terme des travaux, la réunion des soumissionnaires s'est terminée à 12 :15 h.

Paul Vandal
Contracting Authority
14 May, 2013

Paul Vandal
Autorité contractante
14 mai 2013

PART 6 – SECURITY, FINANCIAL AND OTHER REQUIREMENTS

Delete:

6.3 Vessel Transfer Costs

Vessel Transfer Costs will apply to the evaluation price of this solicitation.

1. The evaluation price must include the cost for transferring the vessel from its home port to the shipyard/ship repair facility where the Work will be performed and the cost of transferring the vessel to its home port following completion of the Work, in accordance with the following:

(a) The Bidder must provide the location of the shipyard/ship repair facility where it proposes to perform the Work together with the applicable vessel transfer cost from the list provided under paragraph 2 of this clause shall be entered into Table G1:

(b) If the list in paragraph 2 of this clause does not provide the shipyard/ship repair location where the Bidder intends to perform the Work, then the Bidder must advise the Contracting Authority, in writing, at least **10 calendar days** before the bid closing date, of its proposed location for performing the Work. The Contracting Authority will confirm to the Bidder, in writing, at least **5 calendar days** before the bid closing date, the location of the shipyard/ship repair and the applicable vessel transfer cost.

A bid that specifies a location for executing the Work which is not on the list of paragraph 2 of this clause, and for which a notification in writing has not been received by the Contracting Authority as required above, will be considered non-responsive.

2. List of shipyard/ship repair facilities and applicable vessel transfer costs

Vessel:	CCGS Martha L. Black
Home port:	Québec, QC

Transfer costs in the case of vessels transferred using a government delivery crew include the fuel cost at the vessel's most economical speed of transit and for unmanned refits only, crew transportation costs for the delivery crew based on the location of the vessel's home port and the shipyard/ship repair facility. Crew transportation costs do not include any members of the delivery crew who remain at the shipyard/ship repair facility in order to discharge project responsibilities related to the vessel being transferred.

Transfer costs in the case of vessels transferred unmanned by either commercial towing, railway, highway or other suitable means of transportation must be:

- (i) included as part of the Bidder's financial bid in the case where the Bidder is responsible for the transfer; or
- (ii) identified as the applicable vessel transfer cost, as given in the list below, in the case when Canada is responsible for the transfer.

Shipyard/ship repair facility**Applicable vessel transfer cost**

Company	City	Transfer Cost Manned
Davie Industries inc.	Québec, QC	C\$0.00
Halifax shipyard	Halifax , NS	C\$47,207.00
Heddle Marine	Hamilton ON	C\$28,411.00
Kiewit Offshore	Marystown, NL	C\$53,014.00
Newdock Dockyard	St-Jonh's, NL	C\$61,944.00
Seaway marine Industries	St. Catharines, ON	C\$26,913.00
Shelburne Marine	Shelburne, NS	C\$53,514.00
Verreault Navigation inc.	Les Méchins QC	C\$58,384.00

Proposed Drydocking Location : _____

Refer to Annex "H1" for Deliverables/Certifications.

Insert:

6.3 Vessel Transfer Costs

Vessel Transfer Costs will apply to the evaluation price of this solicitation.

1. The evaluation price must include the cost for transferring the vessel from its home port to the shipyard/ship repair facility where the Work will be performed and the cost of transferring the vessel to its home port following completion of the Work, in accordance with the following:

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A bid that specifies a location for executing the Work which is not on the list of paragraph 2 of this clause, and for which a notification in writing has not been received by the Contracting Authority as required above, will be considered non-responsive.

2. List of shipyard/ship repair facilities and applicable vessel transfer costs

Vessel: CCGS Martha L. Black
Home port: Québec, QC

Transfer costs in the case of vessels transferred using a government delivery crew include the fuel cost at the vessel's most economical speed of transit and for unmanned refits only, crew transportation costs for the delivery crew based on the location of the vessel's home port and the shipyard/ship repair facility. Crew transportation costs do not include any members of the delivery crew who remain at the shipyard/ship repair facility in order to discharge project responsibilities related to the vessel being transferred.

Transfer costs in the case of vessels transferred unmanned by either commercial towing, railway, highway or other suitable means of transportation must be:

- (i) included as part of the Bidder's financial bid in the case where the Bidder is responsible for the transfer; or
- (ii) identified as the applicable vessel transfer cost, as given in the list below, in the case when Canada is responsible for the transfer.

Shipyard/ship repair facility

Applicable vessel transfer cost

Company	City	Transfer Cost Manned
Davie Industries inc.	Québec, QC	C\$0.00
Halifax shipyard	Halifax , NS	C\$66,147.00
Heddle Marine	Hamilton ON	C\$39,810.00
Kiewit Offshore	Marystown, NL	C\$74,284.00
Newdock Dockyard	St-Jonh's, NL	C\$86,096.00
Seaway marine Industries	St. Catharines, ON	C\$37,711.00
Shelburne Marine	Shelburne,NS	C\$74,984.00
Verreault Navigation inc.	Les Méchins QC	C\$19,774.00

Proposed Drydocking Location : _____

Refer to Annex "H1" for Deliverables/Certifications.

PARTIE 6 - EXIGENCES FINANCIÈRES ET AUTRES EXIGENCES

Delete:

6.3 Frais de transfert du navire

Les frais de transfert du navire s'appliqueront au prix d'évaluation pour cette demande de soumissions.

1. Le prix d'évaluation doit inclure les frais de transfert du navire du port d'attache jusqu'au chantier naval ou à l'installation de radoub où les travaux seront exécutés, et de son retour au port d'attache une fois les travaux terminés, conformément à ce qui suit :

(a) Le soumissionnaire doit fournir l'emplacement du chantier naval ou de l'installation de radoub où il propose d'exécuter les travaux ainsi que les frais applicables de transfert du navire, à partir de la liste fournie au paragraphe 2 de cette clause qui doit être insérée dans la table G1.

(b) Si l'emplacement du chantier naval ou de l'installation de radoub où le soumissionnaire a l'intention d'exécuter les travaux n'apparaît pas sur la liste fournie au paragraphe 2 de cette clause, le soumissionnaire doit, au moins **10 jours civils** avant la date de clôture des soumissions, aviser par écrit l'autorité contractante de l'emplacement proposé pour l'exécution des travaux. L'autorité contractante confirmera par écrit au soumissionnaire, au moins **5 jours civils** avant la date de clôture des soumissions, l'emplacement du chantier naval ou de l'installation de radoub et les frais applicables de transfert du navire.

Toute soumission précisant un emplacement pour l'exécution des travaux qui ne figure pas sur la liste au paragraphe 2 de cette clause et pour laquelle un avis écrit n'a pas été reçu par l'autorité contractante comme cela est indiqué ci-dessus, sera déclarée non recevable.

2. Liste des chantiers navals ou des installations de radoub ainsi que des frais applicables de transfert du navire :

Navire : NGCC Martha L. Black
Port d'attache : Québec, QC

Dans le cas des navires transférés avec un équipage du gouvernement, les frais de transfert incluent le coût du carburant à la vitesse de transit du navire la plus économique et le coût des travaux de radoub sans équipage seulement, ainsi que les frais de transport de l'équipage responsable de la livraison, basés sur le port d'attache du navire et du chantier naval ou de l'installation de radoub. Les frais de transport de l'équipage n'incluent pas les frais pour les membres de l'équipage de livraison qui demeurent au chantier naval ou à l'installation de radoub afin d'exécuter les tâches du projet liées au transfert du navire.

Dans le cas des navires transférés sans équipage par remorquage commercial, par chemin de fer, par route ou tout autre moyen de transport convenable, les frais de transfert doivent :

- (i) faire partie de la soumission financière du soumissionnaire lorsque celui-ci est responsable du transfert; ou
- (ii) être identifiés en tant que frais applicables de transfert du navire, selon la liste ci-dessous, lorsque le Canada est responsable du transfert.

Chantier naval ou installations de carénage**Frais applicables de transfert du navire**

Entreprise	Ville	Radoub du navire avec équipage
Davie Industries inc.	Québec, QC	C\$0.00
Halifax shipyard	Halifax , NS	C\$47,207.00
Heddle Marine	Hamilton ON	C\$28,411.00
Kiewit Offshore	Marystown, NL	C\$53,014.00
Newdock Dockyard	St-John's, NL	C\$61,944.00
Seaway marine Industries	St. Catharines, ON	C\$26,913.00
Shelburne Marine	Shelburne,NS	C\$53,514.00
Verreault Navigation inc.	Les Méchins QC	C\$58,384.00

Proposed Drydocking Location: _____

Se reporter à l'annexe H1 pour consulter les livrables/attestations.

Insert:

6.3 Frais de transfert du navire

Les frais de transfert du navire s'appliqueront au prix d'évaluation pour cette demande de soumissions.

1. Le prix d'évaluation doit inclure les frais de transfert du navire du port d'attache jusqu'au chantier naval ou à l'installation de radoub où les travaux seront exécutés, et de son retour au port d'attache une fois les travaux terminés, conformément à ce qui suit :

(a) Le soumissionnaire doit fournir l'emplacement du chantier naval ou de l'installation de radoub où il propose d'exécuter les travaux ainsi que les frais applicables de transfert du navire, à partir de la liste fournie au paragraphe 2 de cette clause qui doit être insérée dans la table G1.

(b) Si l'emplacement du chantier naval ou de l'installation de radoub où le soumissionnaire a l'intention d'exécuter les travaux n'apparaît pas sur la liste fournie au paragraphe 2 de cette clause, le soumissionnaire doit, au moins **10 jours civils** avant la date de clôture des soumissions, aviser par écrit l'autorité contractante de l'emplacement proposé pour l'exécution des travaux. L'autorité contractante confirmera par écrit au soumissionnaire, au moins **5 jours civils** avant la date de clôture des soumissions, l'emplacement du chantier naval ou de l'installation de radoub et les frais applicables de transfert du navire.

Toute soumission précisant un emplacement pour l'exécution des travaux qui ne figure pas sur la liste au paragraphe 2 de cette clause et pour laquelle un avis écrit n'a pas été reçu par l'autorité contractante comme cela est indiqué ci-dessus, sera déclarée non recevable.

2. Liste des chantiers navals ou des installations de radoub ainsi que des frais applicables de transfert du navire :

Navire : NGCC Martha L. Black
Port d'attache : Québec, QC

Dans le cas des navires transférés avec un équipage du gouvernement, les frais de transfert incluent le coût du carburant à la vitesse de transit du navire la plus économique et le coût des travaux de radoub sans équipage seulement, ainsi que les frais de transport de l'équipage responsable de la livraison, basés sur le port d'attache du navire et du chantier naval ou de l'installation de radoub. Les frais de transport de l'équipage n'incluent pas les frais pour les membres de l'équipage de livraison qui demeurent au chantier naval ou à l'installation de radoub afin d'exécuter les tâches du projet liées au transfert du navire.

Dans le cas des navires transférés sans équipage par remorquage commercial, par chemin de fer, par route ou tout autre moyen de transport convenable, les frais de transfert doivent :

- (i) faire partie de la soumission financière du soumissionnaire lorsque celui-ci est responsable du transfert; ou
- (ii) être identifiés en tant que frais applicables de transfert du navire, selon la liste ci-dessous, lorsque le Canada est responsable du transfert.

Chantier naval ou installations de carénage

Frais applicables de transfert du navire

Entreprise	Ville	Radoub du navire avec équipage
Davie Industries inc.	Québec, QC	C\$0.00
Halifax shipyard	Halifax , NS	C\$66,147.00
Heddle Marine	Hamilton ON	C\$39,810.00
Kiewit Offshore	Marystown, NL	C\$74,284.00
Newdock Dockyard	St-Jonh's, NL	C\$86,096.00
Seaway marine Industries	St. Catharines, ON	C\$37,711.00
Shelburne Marine	Shelburne,NS	C\$74,984.00
Verreault Navigation inc.	Les Méchins QC	C\$19,774.00

Proposed Drydocking Location: _____

Se reporter à l'annexe H1 pour consulter les livrables/attestations.

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ITEM H.-XX	Corrections	REMARKS
	<u>Corrections following the bidders conference</u>	
1.5	The shipyard will supply labour, material and equipment required to dock, tow and float the ship, including lay days throughout the dry docking period, to perform the work described hereunder, in regards of obtaining the seaworthiness certificate renewal. The dry-dock will operate the ship's mooring winches for entries and departures of the vessel into and from the dry-dock. The CCG with supply no personnel for this work. In the case of a floating dry-dock, the ship will be delivered onto the platform by the ship's crew.	
1.10		
NOTE 1:	During dry docking, please consider the ships fore section hull over thickness of 12,5mm between frames 148 and 174. Blocks will have to be adjusted to meet this special feature. Still researching for a detailed plan.	
* 2.3	Telephone Lines	
	(*) Supply two (2) telephone lines to the ship. One line will be connected to the ships existing system (existing system), and the other line will be connected to the chief engineer's office, supplied with an independent telephone. Supply a high speed internet connection to the chief engineer's acquisition office, room 203.	
	Supply two (2) offices, one for the CCG representative and one for the TPSGC representative. Each office will be supplied with one telephone line including the telephone, and one high speed internet connexion. Supply a printer with integrated fax, including 8-1/2" X 11" paper for the whole contract period. All phone and internet lines will be kept in service 24hr per day, assuring exterior communication at all times.	

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ITEM H.-XX	Corrections	REMARKS
* 2.5 Electrical Power		
	The Contractor shall be responsible for supplying 600 VAC, 3 Ph, 400 300 amp (minimum) service electrical power for the duration of the Contract.	
2.11 Compressed Air Supply	The Contractor shall quote on supplying compressed air at a daily rate through a reducing station set to deliver 150 psig, (36 CFM) of air at a constant pressure. This air supply shall be connected to the ship's service air system. The Contractor shall quote on a unit price for compressed air supply.	
2.14 Vessel Security	<ul style="list-style-type: none">• The Contractor shall be fully responsible for the security of the vessel whilst it is at his facilities and when attached to the adjacent work if work is being effectuated. As a result, the Contractor shall be responsible for providing and maintaining security to the vessel during the quiet hours during the course of this Contract. Security patrols will be required to travel throughout the vessel's interior and exterior at a minimum of every hour, 24 hours a day, 7 days a week. three (3) from 1900 hours to 0700 hours the following morning, Monday through to Fridays, and for the full 24 hours period on Saturday, Sunday and holidays.	
3.5	The shipyard is also responsible for calling in with the ship's chief Engineer and the ship safety surveyors for the work required	

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ITEM H.-XX	Corrections	REMARKS
	inspections. A sum of \$10 000 will be put towards certification with TC, and will be adjusted by 1379 at the end of the work period.	
4.10	The shipyard must supply and install a temporary shelter covering the ship's hull entire area that is to be painted. This shelter is to be ventilated and heated. No combustion gasses exhausted from the heaters are allowed in the shelter. The shelter must be dismantled only after the paint work is completed, and only after the recommended drying time is reached. This item is to be kept in the specification	
8.1	Provide the services of a specialized firm and certified level 2 by the Ship safety to carry out the ultrasonic testing thickness of the sea water piping as enumerated on the list in addendum which supplied by the CCG representative.	
9.3	Clean with a high pressure water jet (5000 to 10000 to 15000 PSI). Clean and remove all debris ashore. Dry tank.	
11.1	Référence dessin # D8101810-A Fig. 5.1, Modèle 900 TT Reference drawing: # B8201913 General arrangement Reference drawing: # B8201926 Propeller assembly Reference drawing: # B8201972 Tunnel Thruster Installation Reference drawing: # B8201981 Shipping instruction Reference drawing: # D8201921 Lower unit assembly	
11.2	The bow thruster grids on ship's hull housing side of the bow thruster must be removed on (Propeller side). The grid is welded.	

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ITEM H.-XX	Corrections	REMARKS
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13.1 Reference "shell expansion Drawing", # 108-H-0001

The following plates will have to be replaced:

Plate	Location	Dimentional
Strake No 2	Port F97-116	8' x 25' 8"
Strake No. 3	Port F106.5-116.5	7' 7" x 13' 2"
Strake No. 4	Port F69.5 - 95.5	4' 5" x 34'
Strake No 4	Starboard M 94 - 86	6' x 10'
Strake No 2	Starboard M 106-118	6' x 15'

17.1 Once the paint system has been applied to the ship's hull, remove the transducer trunks according to the procedure established by the ship. The contractor is to seize the centerboard using a crane sling. In coordination with the ship's crew, withdraw the centerboard from the trunk and place it ~~on the ship's fore deck~~ in the dry-dock.

17.3 On all bare metal surfaces of the transducer trunk and scientific derive, approximately 30%, the contractor is to remove all traces of oxidation using mechanical tools or sandblasting before applying the following paint system:

- supply and apply two (2) coats of INTERSHIELD 300 paint from International Paint. Each coat is to be 0.006" thick;
- supply and apply one (1) coat of anti-fouling INTERSPEED BRA 640 paint from International Paint over the entire internal trunk and scientific derive surface. Coat is to be 0.005" thick.

19.1 Surface are involved

IDENTIFICATION

FRAME

SURFACE AREA

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ITEM H.-XX	Corrections	REMARKS
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- | | | | |
|----|-----------------------|-----------------------------|------------------------------|
| A) | Engine Room | F 96 76 to F 106 | 1500 700 sq. feet |
| B) | Propulsion motor Room | F 30 to F 54 | 1300 sq. feet |
| C) | Sewage compartment | F 12.5 to F 30 | 150 sq. feet |

19.2 All equipment and identification in way of surface area to paint shall be protected **for the duration of** in the process of cleaning, preparing and paint applying and must be removed after inspection by DFO/CCG representative at the end of work.

20.2 Include in your quotation, the cost, material and labour for the installation of one (1) transit pipe of 1" inch diameter, flanged and of 6 **21**" in length. Transit pipes will be schedule 160 pipe, the assembly will be hot dipped galvanized before installation on hull, welded full penetration to the satisfaction of Marine Safety expert. Supply and apply two (2) coats of cold galvanize to damage area by welding. This line will be used by the reverse osmoses system in order to permit the utilisation of both the reverse osmoses and evaporator at the same time. The transit will be installed between frames 85 and ~~86~~ **89 and 90** starboard side, as indicated on supplied plan.

20.4

		TYPE	DIA.	Position	Frame
69	Forward Peak	globe	4"	Port	175
55	Boiler	3-voies	1"	Stbd	71

~~Boiler overboard discharge valves #55, 3 way, one (1) inch starboard, frame 71~~

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	<p>The valve seats and discs are to be lapped together. In the case where valve grinding is not sufficient to correct a seat defect, repairs will be negotiated on a GSC 1379 form.</p> <p>The bonnets, spindles and threads are to be cleaned and reassembled. Moving parts are to be coated with anti-seize lubricating compound, supplied by the shipyard. All valves to be replaced will be installed using new grade 5, zinc plated bolts, nuts and washers, that will be coated with anti seize compound before assembly.</p>	
20.5	Installation of a butterfly valve, Norrisseal, series R200, situated on the fire main system foam canon system. This valve is to be replaced by a new valve supplied by the CCG. The contractor shall supply all gaskets, Victaulic coupling seals, bolts and nuts for the installation.	
20.6	Following inspection, all valves are to be reassembled and checked for water tightness.	
20.7	The plates, grids, floor plating and supports that will have been removed to gain access to valves will be properly reassembled and secured. The piping sections that were removed for the same purpose are to be reassembled with new shipyard supplied gaskets.	
22.7	All the additional work that are not described specification and resulting from any inspection, will be negotiated by the PWGSC representative on a PWGSC 1379 form.	

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ITEM H.D.-23	HULL, VOID SPACE & TANK SURVEY	REMARKS
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H.D.-23 HULL, VOID SPACE & TANK SURVEY
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The Government Of Canada has the right to cancel partly or entirely any item of this specification in the case where inspection isn't needed due to the ship's components good condition

The H.D.-23 is an option, and a specific price is required for this ITEM

~~The Contractor shall arrange for Lloyd's Register to attend the vessel and carry out the following work~~^[NPH1]

H.D.-23 Part 1: SCOPE:

- 1.1 The intent of this specification item shall be for the contractor to provide access to various parts of the hull and internal tanks to allow a vessel hull condition survey. ~~In conjunction with the work identified in specification items HD-07, HD-08 (?), HD-09 and HD-10, the contractor is to ensure The work will involve~~ the opening-up of void spaces, fuel and water ballast tanks and the provision of scaffolding or certified man-lift for the inspection of the exterior hull and for taking of Ultrasonic Thickness (UT) measurements. ~~The location of the UT measurements will be determined by a Classification Society arranged using separate contract by the Technical Authority. The specific locations of the UT measurements will be determined by the Classification Society Surveyor in accordance with section 3.1.2 of the "Proposal for Condition Assessment Survey" (References item 2.1).~~
- 1.2 The vessel hull condition survey description will detail the condition of the vessel's hull and adjacent spaces at the present time, identify discrepancies from regulatory and class requirements and prepare recommendations on the required work to maintain the vessel in a reliable service for a period of an additional 20 years.
- 1.3 This delivered document shall include a description of the deficiencies in the existing hull system, a list of recommended repairs, a cost estimate to conduct the work and a time line of when these repairs will be required to be conducted to maintain the vessels certification and reliable operational service.
- 1.4 This document will be used to develop a hull integrity control system for the vessel. The description must be of sufficient detail for the Coast Guard to use as a base document for planning purposes and to ensure

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HULL, VOID SPACE & TANK SURVEY

REMARKS

that future steel replacement will be sufficient for regulatory purposes and to maintain the vessels reliability for up to 20 years of additional service.

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H.D.-23 Part 2: REFERENCES:

2.1

Work

~~Requirements~~ as directed by the Classification Society Inspector.

~~CCGS Sir William Alexander~~

~~LR8320470~~

~~Proposal for Condition Assessment Survey~~

~~Author: Colin Clark~~

~~Business Development Manager, Atlantic Canada~~

~~Lloyd's Register Canada Ltd.~~

~~Date: 14 May 2012~~

2.24

Guidance Documents

Canadian Coast Guard (CCG) vessel hull and tank drawings.

2.32

Standards

2.23.1 Coast Guard ISM Safety Procedures for tank entry and hot work

2.23.2 Lloyds Rules (Vessel was constructed to the Lloyds rules in place at that date)

2.43

Regulations

2.3.1 Transport Canada Marine Safety, Hull Regulations

2.54

Quality Assurance Standards

2.4.1 Lloyds Register shall have in place a quality assurance system that meets the elements of ISO 9001 required for a project of this nature.

H.D.-23 Part 3: TECHNICAL DESCRIPTION:

3.1

Classification Society General

3.1.1 The contractor is to provide for the services of Lloyd's Register Canada Ltd to perform the examination of the CCGS Martha L Black in accordance with the proposal identified in References 2.1. The representative of Lloyd's Register will be identified as the Surveyor.

The Contractor shall include an allowance of \$10,000 to cover the travel of the surveyor. Travel and living expenses shall be billed at cost without added overhead or profit. The \$10,000 allowance shall form part of the overall bid, and shall be adjusted by PWGSC 1379 action upon receipt of the final FSR invoice supported by copies of all related documentation to verify actual expenses.

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3.1.~~42~~ Prior to commencement of work ~~the surveyor Lloyds Register~~ shall review the vessel's current drawings and documentation in relation to the vessel to determine their currency and accuracy. This review shall include a review of the recorded plate thicknesses recorded for regulatory purposes.

3.1.~~23~~ Prior to the commencement of any and all work on the ship, ~~the surveyor Lloyds Register~~ shall ensure the Coast Guard all ISM Safety standards have been reviewed by the surveyors and the directions have been implemented. The Technical Authority shall arrange to assist ~~the surveyor Lloyds Register~~ in establishing the required procedures and arrange required cleaning and safety certification. It shall be ~~the surveyor's Lloyds Register's~~ responsibility to verify all standards are met prior to commencing work.

3.1.~~34~~ All materials, and equipment required for the survey and documentation development shall be contractor supply.

3.1.~~54~~ ~~The surveyor Lloyds Register~~ shall provide the chief engineer forty eight hour notification of any requirement to access enclosed spaces for measurement purposes. The operation of any of the vessel's equipment will be by the ship's crew only.

3.1.~~65~~ ~~The surveyor Lloyds Register~~ shall submit any developed documentation to the Technical Authority for its review and comment. ~~The surveyor Lloyds Register~~ shall make applicable modifications to the documents resulting from this review. The new modified documents shall be submitted to the Technical Authority.

~~3.2 — Developing the documentation~~

3.2.1 ~~3.1.7 The surveyor Lloyds Register~~ shall survey the vessel's hull adjacent spaces and carry out any required ~~inspection test~~ to obtain the knowledge required to develop the documentation.

3.2.2 ~~3.1.8~~ The extent of the survey shall comply with Class requirements appropriate for the ship's classification type and age.

~~3.1.9~~ As a Minimum the following items shall be surveyed:

a) Tanks where corrosion is considered likely:

- All ballast spaces
- Indicative fuel oil tanks / fuel oil/ballast combination tanks
- Fore and aft peak tanks

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ITEM H.D.-23

HULL, VOID SPACE & TANK SURVEY

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b) Side shell and steel abutting side shell where abrasion/damage is considered likely due to ice interaction. These shall as a minimum include:

- Wind and water strakes of the side shell (ice belt)
- Bottom shell plating
- Bow area
- Forefoot /ice skeg area

c) Areas with step changes in hull modulus, or in areas experiencing high sheer due to icebreaking.

These shall as a minimum include:

- i) Accommodation block deck connection
- ii) Area above the forefoot /ice skeg.

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ITEM H.D.-23 HULL, VOID SPACE & TANK SURVEY REMARKS

3.2.3 3.1.10 During the survey the surveyor Lloyds Register shall record and assess the condition of the following items in accordance with the section 3 (Scope of Services) in the proposal identified in Reference 2.1:

- a) Actual or latent defects, the presence of deficiencies relating to structural damage, fractures, buckling and ice damage and corrosion and weld grooving.
- b) Coating condition, both breakdown and representative measurements of remaining thickness.
- c) Condition of other protective systems, anodes etc.

3.2.43.1.11 The surveyor Lloyds Register shall notify the Technical Authority Canadian Coast Guard immediately of any findings which in their estimation requires immediate remediation for the safety of the vessel.

3.2.5 3.1.12 The surveyor Lloyds Register shall develop a schematic drawing showing all components of the hull that require work. Each component shall be identified and its location on the ship shown on a supplied hull expansion, general arrangement or tank arrangement drawing.

3.2.6 3.1.13 The surveyor Lloyds Register shall develop a narrative description of the required remediation work and a time line for when each work package will be required to maintain vessel reliability, certification and safe operation. As part of the docking contract, Canadian Coast Guard will arrange thickness measurements for all relevant structural members in accordance with Class/Regulatory requirements for a vessel of this age. Lloyds Register shall recommend UTM requirements for a vessel of this age.

3.2.7 Lloyds Register shall develop an estimate of the cost of each identified work package based on the repairs being conducted in a Canadian ship yard in 2013.

3.2.8 Lloyds Register shall develop a recommended hull integrity plan showing the recommended steel work on the vessel for each of the vessel's upcoming dry dockings, an estimate of the time required to conduct the work and the estimated cost of each work package.

The plan shall include the requirements for preparing the ship to a state whereby the vessel could be considered for acceptance into class (AIC).

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ITEM H.D.-23 HULL, VOID SPACE & TANK SURVEY REMARKS

3.3 **3.2 Contractor:**

- 3.3.1 **3.2.1** The contractor shall provide the services a firm specializing in NDT (ultrasonic thickness testing) to determine the shell plating and structural thickness as indicated by the ~~surveyor~~ Classification Society. The specialist firm is to be an approved independent contractor using methods and equipment acceptable to the surveyor. The Contractor shall bid on 1000 shots (including proper surface preparation). These 1000 shots shall be divided, 500 interior, and 500 hull for bidding purposes. Shots shall be taken in locations that are accessible in a many cases as possible. The contractor is to provide, with a unit cost for each additional shot to be adjusted up or down by PWGSC 1379 action, which includes travel expenses from the NDT testing company. This cost will be adjusted by PWGSC 1379 action.
- 3.3.2 **3.2.2** The Contractor shall include an allowance of \$10,000 to cover the travel or the specialist. Travel and living expenses shall be billed at cost without added overhead or profit. The \$10,000 allowance shall form part of the overall bid, and shall be adjusted by PWGSC 1379 action upon receipt of the final FSR invoice supported by copies of all related documentation to verify actual expenses.
- 3.3.3 **3.2.3** The contractor shall provide any staging or certified man-lifts required to enable the ~~surveyor~~ Classification Society to perform a detailed examination and inspection of the hull and internal structure and for the ultrasonic thickness testing. The contractor shall quote on the provision of a certified man-lift including operator for a period of 100 hours and provide unit cost per hour for the use of the man-lift and operator to be adjusted up or down. ~~This cost will be adjusted by PWGSC 1379 action.~~
- 3.3.4 **3.2.4** The ~~surveyor~~ Classification Society Inspector will direct where the UT shots and inspections will take place.

At a minimum these will be:

- Side shell and steel abutting side shell where abrasion/damage is considered likely due to ice interaction.
- Wind and water strikes of the side shell (ice belt)
- Bottom shell plating
- Bow area
- Forefoot /ice skeg area
- Areas with step changes in hull modulus, or in areas experiencing high sheer due to icebreaking.
- Accommodation block deck connection
- Area above the forefoot /ice skeg

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ITEM H.D.-23

HULL, VOID SPACE & TANK SURVEY

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3.2.5 The contractor is to ensure the following tanks and spaces are suitable for examination by the surveyor.

VOID Spaces

(Already identified for opening, cleaning and survey in spec #H.D.-9[NPH2] Void Spaces)

<u>Compartment</u>	<u>Location</u>	<u>TC inspection Item</u>
Empty lateral compartment No. 1.	Port F 117-126	3L011
" No. 1	Starboard, F 117-126	3L012
" No. 2	Port F 106-117	3L013
" No. 2	Starboard F 106-117	3L014
" Double bottom	Port F 102-206	3L015
" Double bottom	Starboard F 102-106	3L016
Empty lateral compartment No. 3	Port F 54-70	3L017
" No. 3	Starboard F 54-70	3L018
" No. 4	Port F 30-54	3L019
" No. 4	Starboard F 30-54	3L020
" No. 5	Port F 13-30	3L021
" No. 5	Starboard F 13-30	3L022
" aft	F11-13	3L023
Cofferdam, helicopter fuel tank	F5-13	3L044
Port echo sounder compartment	F126-130	3L046
Stbd echo sounder compartment	F126-130	3L047
Fore center piping tunnel	F102-163	3L048
Aft center piping tunnel	F51-94	3L049
Port lateral empty compartment double bottom	F53-54	
Starboard cofferdam for centerboard trunk transducer	F123-126	3L068

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ITEM H.D.-23 HULL, VOID SPACE & TANK SURVEY REMARKS

Ballast Tanks

(Already identified for opening, cleaning and survey as part of spec item HD-9[NPH3] – Ballast Tanks)

<u>Tanks</u>	<u>Location</u>	<u>Capacity</u>	<u>TC inspection Item</u>
No 2 Port D.F.	F 126-152	49.9 m ³	3L006
No 2 D.F. starboard	F 126-152	49.9 m³	3L007
*FWD. Starboard Wing	F 163-175	43.4 m ³	3L003
*FWD. Port Wing	F 163-175	43.4 m ³	3L002
*Port Wing	F 152-163	51.4 m ³	3L004
*Starboard Wing	F 152-163	51.4 m ³	3L005
No 3 D.F. port	F 54-70	43.5 m ³ (oily waters)	3L008
No 4 D.F. starboard	F 54-70	43.4 m ³	3L009
*Fore peak	175-front F	85.5 m ³	3L001
After peak	F 1-13	112. m ³	3L010

List of external and internal sea chests

(Already identified for opening, cleaning and survey as part of spec item HD-7 – Ballast Tanks)

<u>Description</u>	<u>Side</u>	<u>Frames</u>	<u>TC inspection Item</u>
<u>Propulsion motor room</u>			
External sea chest, Submersible pump	Port	51-53	3L056
External sea chest stern tube pump	C	37-39	3L057
<u>Generator room</u>			
External, lower sea chest	Port	96-106	3L054
External, lower sea chest	Stbd	96-106	3L055
External, upper sea chest	Port	96-106	3L052
External, upper sea chest	Stbd	96-106	3L053
External sea chest, evaporator	Stbd	102-106	3L051
Internal sea chest	C	96-102	3L051

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ITEM H.D.-23

HULL, VOID SPACE & TANK SURVEY

REMARKS

Fuel tanks

(Already identified for opening and survey as part of spec item H.D.-10 – Fuel tanks.

<u>Tanks</u>	<u>Location</u>	<u>Capacity</u>	<u>TC inspection Item</u>
* Fuel tank No 1 port	F 163-175	55.4 m ³	3L024
* Fuel tank No 2 starboard	F 163-175	55.4 m ³	3L025
* Fuel tank No 3 port	F 152-163	117.7 m ³	3L026
* Fuel tank No 4 starboard	F 152-163	111.7 m ³	3L027
* Fuel tank No 5 port	F 106-121	118.6 m ³	3L028
* Fuel tank No 6 starboard	F 106-121	118.6 m ³	3L029
* Double bottom No 7 port	F 106-126	51.8 m ³	3L030
* Double bottom No 8 stbd	F 110-126	41.5 m ³	3L031
* Double bottom No 9 port	F 70-96	79.7 m ³	3L032
* Double bottom No 10	F 70-96	79.7 m ³	3L033
* Overflow tank	F 106-110	8.5 m ³	3L036
Fuel drain tank	F 94-96	1.9 m ³	3L037
Oily water tank	F 55-64	1.6 m ³	3L040
Port used oil tank	F 30-37	6.5 m ³	3L041
Starboard oily water tank	F 30-37	6.5 m ³	3L042
Helicopter fuel tank	F 5-11	22.8 m ³	3L043
* lower Flume tank	M117-126	116.3 m ³	3L035
* Upper Flume tank	M117-126	118.3 m ³	3L034
Renovated oil tank	F54-57	13.8 m ³	
Day tank	F64-70	27.8 m ³	3L038
Settling tank	F57-64	32.5 m ³	3L039
Emergency generator tank	F 67-69	1.9 m ³	

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HULL, VOID SPACE & TANK SURVEY

REMARKS

H.D.-23 PART 4: DELIVERABLES

- 4 Upon completion of all UT and inspection points, the Contractor and the ~~Technical Authority Owner's representative (or designate)~~ shall conduct a final inspection and ensure all tanks, covers, have been returned to operating conditions and the ~~surveyor attending Classification Society Inspector~~ has completed all inspections.
- 4.1 Drawings/Reports
- 4.1.1 The contractor shall supply the CCG Technical Authority with the data package for all UT measurements taken including the location by frame space, compartment and component as a minimum.
- 4.1.1 ~~The surveyor Lloyds Register~~ shall supply the CCG Technical Authority with four (4) typewritten copies and one digital of the hull survey report with recommendations and remedial work description.
- 4.1.2 ~~The surveyor Lloyds Register~~ shall supply the CCG Technical Authority with four (4) hard copies and one electronic copy, AUTOCAD 2008 format, of all drawings and sketches produced as part of the contract.
- 4.1.3 ~~The surveyor Lloyds Register~~ shall supply the CCG Technical Authority with four (4) typewritten copies and one digital of the individual close-up survey report forms for each location complete with photographs and inspection notes. estimate.
- ~~4.1.4 Lloyds Register shall supply the CCG Technical Authority with four (4) typewritten copies and one digital of the proposed time line.~~
- ~~4.1.5 Lloyds Register shall supply the CCG Technical Authority with four (4) typewritten copies and one digital of the recommended hull integrity plan.~~
- ~~4.1.6 Lloyds Register shall provide the CCG Technical Authority four (4) hard copies and one electronic copy of a Quality Assurance (QA) report indicating that all components have been inspected by Lloyds Register's QA Department for correct installation and fit.~~
- 4.2 Project Schedule – The contractor shall provide a project schedule with its proposal and after award of the contract bi-weekly updates of the schedule showing progress. This schedule shall include all work associated with the contract including all on ship survey requirements. Schedule shall be provided electronic format compatible with Microsoft project 2007 or later.

H.D.-23 Part 5: PROOF OF PERFORMANCE:

C.C.G.S. MARTHA L BLACK (SUMMER 2013)

ITEM H.D.-23	HULL, VOID SPACE & TANK SURVEY	REMARKS
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5.1.1	The Contractor is to be responsible for all inspections and UT shots required by the surveyor Classification Society Inspector to determine an inspection schedule. A; at each inspection point, the Contractor is to advise the Technical Authority Owner's representative , in advance, to allow his/her attendance.	
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C.C.G.S. MARTHA L BLACK (SUMMER 2013)

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HULL, VOID SPACE & TANK SURVEY

REMARKS

5.1.2 [advance, to allow his/her attendance.](#)

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C.C.G.S. MARTHA L BLACK (SUMMER 2013)

<u>ITEM H.-XX</u>	<u>Corrections</u>	<u>REMARKS</u>
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C.C.G.S. MARTHA L BLACK (SUMMER 2013)

<u>ITEM H.D.-23</u>	<u>HULL, VOID SPACE & TANK SURVEY</u>	<u>REMARKS</u>
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<u>14.4</u>	<u>Change the swivel shackle, kenter shackle as well as any other parts out of tolerance, with parts supplied by the CCG</u>	
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<u>10.5</u>	<u>Installation of a Winel tank vent check valve, 100 mm, former type A, Type RM-1-PN10, DN100, standard type, butt weld end, Galvanised steel, with flame screen and PE float ball. The vent will replace the present installation for the fuel reservoir #2.</u>	
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