Public Works and Government Services Canada

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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

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Title - Sujet Amundsen automne 2013	
Solicitation No. - N° de l'invitation F3756-13N198/A	**Amendment No. - N° modif.** 002
Client Reference No. - N° de référence du client F3756-13-N198	**Date** 2013-10-30
GETS Reference No. - N° de référence de SEAG PW-$$MD-018-24079	
File No. - N° de dossier 018md.F3756-13N198	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2013-10-31**	**Time Zone** **Fuseau horaire** Eastern Standard Time EST
F.O.B. - F.A.B. **Plant-Usine:** ☐ **Destination:** ☑ **Other-Autre:** ☐	
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

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Canada

Minutes
Bidders' conference
Fall 2013 refit
CCGS Amundsen
Bid Solicitation No. F3756-13N98/A
23/10/2013

1) Introduction

A bidder's conference was held at 0900 A.M, on October 23, 2013, aboard the *CCGS Amundsen,* currently moored at the wharf 25 in Québec Port .

The purpose of this meeting was to review the Coast Guard technical specifications in order to view the work to be done and clarify any points requiring explanation.

2) Attendance/Introductions and roles of participants

The following people attended the meeting:

Nom /Name	Company/department
Claude Fradette	IND. Samson
Guy Pelchat	IND. Samson
Philip Burn-O'brien	Babcock Canada
Laurie Larue	Davie
Andrew Marsinski	Davie
Vincent Grondin	Garde côtière canadienne
Gaël Therrien	Garde côtière canadienne
Marc Rochette	Garde côtière canadienne
Steve Quirion	Garde côtière canadienne

3) Review of the bid solicitation document

The bid solicitation closing date is **October 31, 2013 1400**

The work period will be between November 6 and December 5, 2013

The ship will be moored at wharf 25 of the port of Québec city during the period of work.

4) Review of technical specifications

GR General requirements of the contract

3. **Workplace Hazardous Materials Information System (WHIMS)**

The hazardous material booklet will be provided in attached document

22. Washrooms and Working Hours

ADD:

22.1 One toilet will be available for contractor onboard that one must be cleaned at the end of the work period

22.2 Hours of work for CCG personnel working on board the vessel are ~~from 0800 hours to 2000 hours~~0600 to 1800 hours,seven (7) days a week, excluding statutory holidays. Permission to work on the vessel outside these hours must be obtained from the TA.

E-1 Removal of old ventilation crankcase pipe

The piping of the crankcase ventilation pipe pass through a engine room ventilation compartment that is use for exhaust the air from the engine room, two steels insert will be need to be install where the pipe was installed. Protective panel will need to be installed on those pipes to avoid anything to fall in.

E-2 Hydraulic ram repair on Steering gear

The hydraulic are empty

E-3 Helicopter hangar – Drive shaft repair

The lips seal and the bearing of each gear box will be need to be renew, those parts will be a extra to the contract.

E-4 Pulley block repair on Hepburn crane

Supply man power to dismantle, inspect and repair a pulley block McKissick 8T from the forward starboard side crane. The pulley block will be removed from the crane by the crew. During the inspection check the shaft wear, clean, grease and change all the greased nipple and put back together the bloc. Investigate the reason why pulley is touching the block and submit a solution. After the repair, a test on a charge of 200 % of WLL must be done . A report of the work done must be supplied and a test certificate.

L-1 Transformer replacement – shore power

The following section have been corrected for translation

1.1 CONTEXT

The shore power transformer is currently at the end of its life cycle and must be replaced to meet the vessel's power supply needs when berthed.

1.2 OBJECTIVE

Replace the existing transformer with three new transformers and increase the system's capacity in order to supply the capacity required by the vessel.

1.3 SCOPE OF WORK

General note

1.3.1 ~~Ground current~~ *Shore power* shutdowns will have to be coordinated; a schedule must be provided.

Disassembly

1.3.2 The ~~current~~ *actual* transformer must be disconnected and transferred to the flight deck.

1.3.3 Supply the material and labour to replace the 600/440 volt ~~ground current~~ shore power transformer with a group of three single-phase transformers. The transformer support will be removed and the remaining soldered joints will be grinded. This transformer will be returned to the Coast Guard in service condition.

1.3.4 The aft starboard side deep fuel tank must be ~~cleaned of~~ *gas free* before welding of the transformer rack. A certificate confirming that access to the tank is gas-free shall be issued daily. The Contractor shall supply the firefighter and portable fire extinguishing equipment. The Contractor shall keep the area ventilated and protected. The capacity of the tank is 104.7 metric cube.

Add: The fuel tank is already empty but you must consider amount of 2000 liters of waste fuel to pump out

Fabrication of the base

1.3.5 Fabricate a base to support the 3 transformers (1145 lbs each) and ~~mount~~ *mount* them as high as possible in order to leave sufficient space in which to easily slide a 205-litre barrel. The design drawing of this base shall be approved by a naval architect and the drawing must be supply to the CCG in PDF and autocad version . This base must be welded directly to the floor in room 704 and shall be 24 inches from the drinking water tanks and as close as possible to the bulkhead at frame 30. The transformers must be side by side in order to keep the ventilation screen clear. (See overview photos)

Laying of electrical wiring and modification of the ~~ground current~~ shore power box

1.3.6 The Contractor must connect electrical cables to the new transformers in accordance with the configuration specifications requested by the Client and in accordance with the standards TP 127 and IEEE45. Each of the parallel cables shall be the same length and gauge.

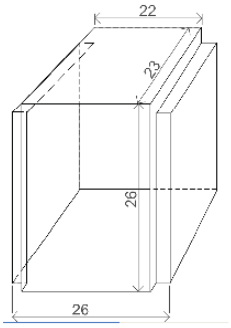
1.3.7 The new installation will now have a capacity of 300 amps per circuit breaker. The Contractor shall run ~~four~~ *new* other #2/0 AWG gauge marine cables, 3 conductors (two parallel cables per circuit breaker) from the outside shore power panel~~ground current~~ box ~~outside~~ to room 704 to the ~~new~~ primaries of the *new* transformers. The new cables will run along the same cabletroughs as the existing ones. The approximate length is 30 metres. The old cables that need to be remove will be given to the vessel.

1.3.8 The new cables shall run through at least four ~~sealed~~ bulkhead transit ~~adapters~~. The actual transits ~~can~~ *must* be used or new one must be installed in accordance with the actual standard of the ship compartments The position of the cable and the transit will be determined during the bidder's conference on board of the vessel . If cable laying requires the installation of new bulkhead transit ~~adapters~~, the location and quantity will be determined when bidders visit the vessel. The transits shall be TSB brand to adhere to onboard standards.

1.3.9 The contractor is responsible to determine the length of cable required and the amount of transit. The technical sheet of the cable and equipment must be provided.

1.3.10 ~~Four power cables of a gauge thickness of #4/0 AWG must be run from the secondaries of the transformers. Three conductors must be run between the new transformers and the main switchboard located in the engine room control room.~~ *Four, 3 conductors, 4/0AWG power cable,must be run from the secondary of the transformer to the main switch board located in the engine room control room*.The four new cables shall follow the same path as the existing cables and must pass through two bulkheads. Since the existing cables will be replaced, the Contractor shall reuse the existing bulkhead adapters and ensure they are sealed with an approved material. The cables will be approximately 35 m in length each. If it is impossible to use the existing bulkhead adapters, two new bulkhead adapters must be installed on the vessel.

1.3.11 The Phase Changeover Switch located on the main switchboard of the ground current section shall be replaced because it no longer has sufficient capacity, given that we are increasing the electrical input capacity. The Phase Changeover Switch shall have a capacity of 800 Amperes. All wiring ~~touching~~ related to this switch shall be replaced so that the installation can operate at full capacity.



Space available on the main switchboard:

Electrical

connection and installation:

1.3.12 Check the polarity of the primary and secondary before making final connections.

1.3.13 The existing ground current box shall be kept and the entire new control installation shall be done inside this same ~~box~~ *panel.* If, during the bidders' visit, it is determined that the ~~box~~ panel is not large enough to incorporate all of the material required for this installation, indicate a price for replacement.

1.3.14 The exterior box must be reinforced with steel plate where the ~~grommets~~ *gland* will be installed.

1.3.15 These transformers shall be interconnected using conductors of a gauge specific to the load at the primary and secondary, and using the required hardware. All compression terminals used for this installation shall be ANSI/UL 486A-1997 compliant or equivalent dual-rated tinned copper compression terminals.

1.3.16 The connection configuration of the new transformers shall be Delta on the primary and Delta on the secondary. One hundred and sixty six (166) metres of #4/0 AWG Gecsol cables will be supplied for these connections.

1.3.17 The rack of each transformer shall be grounded using a #2 gauge AWG conductor.

1.3.18 All cable terminals or couplings shall be done using dual compression thimbles with a dedicated hydraulic clamp and with the specific compression at the terminal.

1.3.19 New sealed bulkhead adapters shall be anticipated for the laying of new cables.

1.3.20 All thimble fastening bolts shall be made of zinc-coated corrosion-resistant steel.

1.3.21 The power cables on the secondary side of the transformer are supplied by the CCG. These cables must be connected from the transformers' secondary to the main switchboard in the section of the existing ground current circuit breaker. The connection shall be made on the bus bars of the main switchboard to the ~~section~~ shore power of the ~~ground current~~ *section* and to the secondaries of the new transformers.

1.3.22 If the existing cables are too short, new cables will have to be run for the transformers' secondaries. The CCG currently has 166 meters of #4/0 AWG cable that will be used for the secondary connection of the transformers, i.e. from the transformers to the main switchboard on the ~~ground current~~ *shore* circuit breaker section.

1.3.23 The power cables, when supported by channelling, shall be attached in the cabletroughs with stainless steels clips at a maximum interval of 36 inches.

1.3.24 Cables shall be identified using the existing nomenclature found on plan #222-901-1. Secondary cables will be numbered as follows: P0404-1, P0404-2, P0404-3, P0404-4. The primary cables will be identified as follows: P0501-A, P0501-B cable #1 and # 2 circuit breaker #1 and P0502-A, P0502-B, cable #1 and #2, circuit breaker #2.

1.3.25 The identifiers shall be stainless steel with embossed identification and attached to the cable with a stainless steel Ty-Rap clip. Each cable shall be identified on either side of each bulkhead.

1.5 Control

- All control devices shall be installed in the exterior breaker box. As regards the control installations in the box, the Contractor must supply all the control materials and all hardware necessary to complete the requested work. Material exposed to bad weather must have a minimum protection index of IP66, and all copper terminals shall be tin-coated to prevent premature oxidization:

- Exterior box changeover switch
- Checking relays
- 600/120V control transformers
- LED lights for the presence of available voltage
- A voltmeter shall be installed on the box.
- The additional 300 Amp circuit breaker (supplied by the CCG).
- A phase sequence indicator
- Others equipments required in accordance to the drawing

- The control plans will be provided ~~by the~~ *to the* Contractor (see attached).
- The Contractor shall be responsible ~~for having the ground current circuit breaker~~ (52-S) *to recalibrated the shore power breaker* to its new capacity. A testing report shall be provided. ADD: TC must do inspection on the breaker

ADD: A protective steel plate recover with epoxy coating shall be installed at the front of the breaker and the change overswitch

1.6 Testing

- A 1000V Megger insulation test must be conducted on the three transformers in the presence of the project officer and a Transport Canada inspector. The data must be recorded in the final report. (primary vs. ground, secondary vs. ground and primary vs. secondary)
- Load transformers with the maximum load that the vessel can add and, using a thermal camera, check all the connection points both on the transformers and on the phase inverter of the main switchboard. The data shall be included in a report.

1.7 EQUIPMENT SUPPLIED BY THE COAST GUARD

Note: The Contractor is responsible for handling the equipment supplied on the flight deck inside the vessel.

- 3 transformers (Height: 52 inches; Width: 36.5 inches; Depth: 35 inches), 200Kva 600V/480V
- A 300-amp circuit breaker with under voltage
- 166 m of cable between transformer and main switchboard (#4/0 gecsol)
- changeover switch for Exterior box

1.8 APPLICABLE DOCUMENTS

Plans and documentation provided:

- Photos of the exterior box
- Photo of transformer to be removed
- Photo of new transformer
- Sketch of new transformer rack
- *Pierre Radisson* control connection plan
- General connection sketch

1.9 APPLICABLE STANDARDS

See section GR

1.10 LIMITATIONS

The Contractor must submit a clear action plan indicating the period when the vessel will be without power.

1.11 CONFIDENTIALITY

The Contractor agrees to keep confidential and not disclose any information obtained through assignments or any knowledge related to pending assignments. The sole exception is that confidential information received by the Contractor may be disclosed to its employees if, and only if, disclosure of such information is necessary for the performance of the tasks directly related to the work under contract.

1.12 APPROVAL AND ACCEPTANCE

The Coast Guard project manager will be the person in charge of accepting work. The Contractor must notify TC for the final inspection.

1.13 TRAVEL

The Contractor's travel must be included in the price.

L-2 Installation of LED navigation lights

No comments

6) Adjournment

There being no further business, the meeting was adjourned at 1230 pm

Gaël Therrien
Technical Authority
CCG

The English document contains the complete section L-1 because some major English translation errors were done. The modified paragraph is now in accordance with French specification. The mistake has been crossed off and added in Italic.