



Material and Procurement Services
200 Kent Street, Station 9W071
Ottawa, Ontario
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FP802-140006

August 18, 2014

**Subject: REQUEST FOR PROPOSAL: FP802-140006
HEAVY LIFT TRANSPORT OF TWO MID-SHORE PATRON VESSELS TO THE
PACIFIC COAST**

ADDENDUM NO. 2

Further to the above mentioned Request for Proposal documentation previously posted on the Government Electronic Tendering Site (GETS) Addendum (#2) is hereby issued.

Question 1:

For loading will the MSPV's be positioned in the water at time of lift to load or dry docked landside?

Answer 1:

The MSPVs will be in the water when delivered to the winning Contractor, for loading in Halifax Harbour.

Question 2:

For discharge, will the MSPV's be lifted to set in water or landside?

Answer 2:

The Canadian Coast Guard (CCG) requires that the two MSPVs are returned to the CCG in water, at Victoria, B.C.

Question 3:

In the past year we have moved 6 "corvette" type vessels for the US Navy, in addition a few years ago we also moved the "Chicoutimi" submarine from Scotland to Canada for the Canadian Navy. In all cases we elected to use a semi-submersible type vessel however we are aware this is not the only approved mode of transport, there is for instance heavy lift vessels such as the type outlined in your RFQ. In addition to heavy lift vessels there is also the option to use an ocean going barge, this is a tried and true method. Would the CG entertain such a mode of transport for their 2 patrol vessels, please bear in mind that in such a configuration the barge is not usually "classed" only the tug. Having said this we would still offer complete marine insurance and we would handle arrange shore cranes for the loading and off loading. We believe this option could prove cost effective.

Answer 3:

CCG requires the vessels to be transported without damage, a proposition for the lifting of the vessels upon departure and arrival would have to be proven technically feasible as to guarantee the structural integrity of vessel during that key operation.

Of note; those vessels are lightly built as they are fast patrol vessels and in such a context weight was kept down to a minimum, flex/damage is likely to occur if the vessel is improperly lifted.

Also I am not certain of what the Panama Canal authority requires for the passage of a tug and barge in the canal (additional requirement such as an additional tug)



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Question 4:

What is the value of the patrol boats?

Answer 4:

The Mid-shore Patrol Vessel is a 43 meter long ship that weighs approximately 230 t (empty weight) it cost \$25,000,000.00 each (replacement value would be greater).

Question 5:

Will the CG supply cradles for the patrol boats?

Answer 5:

The Canadian Coast Guard will not be providing any cradles, cradle material or packing. The winning Contractor will be expected to design and construct suitable cradles for the two MSPVs, strong enough for the sea-voyage and all ocean weather conditions which may be encountered.

All other Terms and Conditions for this requirement remain unchanged.

Yours truly,

Jianna-Lee Zomer

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