



Materiel and Procurement Services
200 Kent Street, Station 9W067
Ottawa, Ontario
K1A 0E6

FP802-140006

September 11, 2014

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

ADDENDUM NO. 5

Further to the above mentioned Request for Proposal documentation previously posted on the Government Electronic Tendering Site (GETS) Addendum (#5) is hereby issued.

Question 1:

Q1. For clarity could you define what is 230 tons empty weight, is this the dead weight of the vessel, if not what is the dead weight of the vessel.

Answer 1:

The lightship displacement (no water, fuel, provisions or crew) of a Mid-Shore Patrol Vessel from the builder is 222.762 metric tons (tonnes), but with the Canadian Coast Guard operational equipment installed, the lightship displacement has become closer to 230.0 metric tons (tonnes). The full operating displacement with full fuel, water, provisions and crew is 265.8 or 266 metric tons (tonnes), but the MSPVs will not be shipped in this full condition.

Question 2:

Will the Canadian Coast Guard (probably through Irving) lend instructions as to the proper placement of the slings prior to the lift?

Answer 2:

The Canadian Coast Guard will only provide a Docking Plan from the builder of the Mid-Shore Patrol Vessels. Potential Contractors are expected to calculate whether their vessels, including lifting appliances and lifting gear, are capable of undertaking this heavy-lift transport project and are also expected to gather information about the CCG vessels, such as where any lifting slings would be best positioned, so as not to cause damage. The CCG will not be providing or commenting on any other documentation.



Question 3:

In carefully checking the tender document again, I notice that the tender RFP document reads that

"The winning bidder will be responsible for the arranging and payment of insurance for the new Canadian Coast Guard vessels throughout the voyage"

In your Addendum 2 - Question 4, today you answered that the cost of the MSPV is CAD 25,000,000 (replacement value would be greater).

What is the declared insured value of each boat?

Answer 3:

The declared replacement value of each Mid-Shore Patrol Vessel is \$25 Million Canadian dollars. Insurance coverage of the carrier must be sufficient to replace this vessel in case of total loss.

Question 4:

What is the maximum deductible amount for each boat?

Answer 4:

This would depend on the type of policy or coverage the carrier has, which is a contract between the insuring company and the carrier. The Canadian Coast Guard has no comment about this deductible, since it is part of a private business deal.

Question 5:

Do you require War Risk Insurance as well?

Answer 5:

If the carrier proposes to travel close to countries in military conflict, or through a war-zone, then the carrier must have sufficient coverage to replace each CCG vessel and repair any damage, howsoever caused, while the CCG vessels are in the care of the carrier.

Question 6:

Will you allow a waiver of subrogation and joint assured (to the Carrier/Shipowner etc.)?

Answer 6:

No, the Canadian Coast Guard will not waive one of the rights of insurance.

Note: normally the insurance value is based on the replacement cost plus the cost of transport plus a certain percentage (usually 10%). We presume, which kindly indicate, All Risk Insurance.



Question 7:

If the boats are discharged in the Puget Sound (as we have done in the past with CCG boats) will the insurance cease upon placing the vessels into the water and upon disconnecting the ship's gear OR will the insurance coverage have to continue for the voyage (operated by CCG personnel) from Puget Sound (for example Port Townsend, Port Angeles or Anacortes) to Victoria/Esquimalt, BC?

If no CCG personnel is available, we are able to supply the crewing for the final leg as well, as again, we have done in the past but in reverse.

Answer 7:

The insurance coverage will be allowed to lapse when the carrier proposes to turn over the custody of the two CCG vessels to CCG personnel and the Canadian Coast Guard accepts custody; acceptance on condition that the two CCG vessels are undamaged.

Question 8:

Please identify the location of the centre of gravity of the vessels?

Answer 8:

The Longitudinal Centre of Gravity (LCG) is 16.15 Metres forward of Frame Zero (the stern) for each MSPV. The Vertical Centre of Gravity is 3.08 Metres above the baseline (keel).

Question 9:

For the securement and lashing for voyage, will welding and fastening to the MSPVs be allowed?

Answer 9:

No welding to the 4 mm thick steel hull is allowed in any case.

Question 10:

Are there any specifications on rigging requirements or methods that are available to view? Our concern relates to the structural integrity of the MSPVs for lifting methods.

Answer 10:

The Canadian Coast Guard will only provide a Docking Plan from the builder of the Mid-Shore Patrol Vessels. Potential Contractors are expected to calculate whether their vessels, including lifting appliances and lifting gear, are capable of undertaking this heavy-lift transport project and are also expected to gather information about the CCG vessels, such as where any lifting slings would be best positioned, so as not to cause damage. . The CCG will not be providing or commenting on any other documentation.



Question 11:

Are we limited to the number of saddles identified in the docking plan? Is it possible to change the positions and number of saddles used for shipment of the MSPVs? What are the limitations of the saddles in regards to quantity, width, size, etc?

Answer 11:

The number and position of the supports/saddles/chocks specified in the builder's Docking Plan should be regarded as a minimum. Changing the position and number of the supports/saddles/chocks to an arrangement which is contrary to the supplied Docking Plan is at the carrier's own risk and it must be shown that the carrier's insurance will cover any damage resulting from this.

Question 12:

Who is responsible in determining the structural integrity of the MSPV in regards to the transport and rigging methods?

Answer 12:

The winning heavy-lift Contractor will be expected to calculate all loads and deal safely with them as a first step toward a successful heavy-lift transport. The abilities of the Contractor's cranes, lifting appliances, rigging, any straps, saddles, supports or cradles to support load should all have been included into the Contractor's planning cycle, before the bid.

Question 13:

Is it permissible to ship other cargo (non project related) along with the MSPVs? If so, is it permissible for other cargo to be delivered to other international ports during the voyage of the MSPVs. Is there any trade limitations that we need to be aware of for these types of activities?

Answer 13:

Yes, it is permissible to ship other cargoes with the CCG Mid-Shore Patrol Vessels.

Question 14:

What is the desired delivery date of the vessels?

Answer 14:

The delivery date for this one-way heavy-lift transport of two Canadian Coast Guard vessels from Halifax, Nova Scotia, on the Atlantic coast of Canada, to the destination port, Victoria, British Columbia, on the Pacific coast of Canada, will be as soon as possible after the readiness date of November 1, 2014 and before the deadline date of September 30, 2015.

Question 15:

Will we have up to 2 days of access to the pier at CCG Base Victoria for conducting MSPV discharge operation? If no CCG Base pier access will be arranged, will CCG contractually



accept delivery of the MSPV by one of the Victoria based CCG vessels at a dock or pier location in Victoria's Inner Harbour or Outer Harbour area?

Answer 15:

Yes, delivery to another location in B.C., close to the desired destination of Victoria, B.C. is possible.

Question 16:

I'm still confused on the weight of this patrol vessel and it's absolutely imperative that I get this right, it's got everything to do with choosing the right ship. In the various Q & A's the following question and answer appeared:

What is the value of the patrol boats?

Answer 16:

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 17:

I have already asked what empty tons means and am waiting for an answer. Sometime ago I had come across a document describing the patrol boats specifics which is attached. As you can see it details the weight of the vessel as 75 net tons. If I understand the term net tons correctly it is the weight of the vessel without fuel, water etc. In order to lift something that is 75 tons I need a certain type of crane (ships gear), in order to lift something that is 230 tons I need a completely different type of crane (ships gear). Please clarify what will be the weight of the vessel when it comes time to lift it.

Answer 17:

The Gross Tonnage of each Mid-Shore Patrol Vessel is 253 and the Net Tonnage is 75. These Tonnage numbers are not representative of the weight/ displacement of each vessel, they are calculated amounts of volume, supposedly showing the theoretical cargo-carrying capability of each vessel.

The lightship displacement (no water, fuel, provisions or crew) of a Mid-Shore Patrol Vessel from the builder is 222.762 metric tons (tonnes), but with the Canadian Coast Guard operational equipment installed, the lightship displacement has become closer to 230.0 metric tons (tonnes). The full operating displacement with full fuel, water, provisions and crew is 265.8 or 266 metric tons (tonnes), but the MSPVs will not be shipped in this full condition.



Question 18:
re above Tender please advise;

(A) Shipping dates

Has the readiness date for transportation of the 2 patrol boats been defined versus "late fall".

(B) Craddles

Kindly advise contact details @ Irving Shipbuilding in case it is deemed required to discuss design of craddles for these boats.

(C) Flag Waiver

Please confirm if awarded to a foreign flag ship/owner that the Department of Fisheries and Oceans will be responsible in arranging the flag waiver.

Answer 18A:

From Aug.22 Q7 above: The delivery date for this one-way heavy-lift transport of two Canadian Coast Guard vessels from Halifax, Nova Scotia, on the Atlantic coast of Canada, to the destination port, Victoria, British Columbia, on the Pacific coast of Canada, will be as soon as possible after the readiness date of November 1, 2014 and before the deadline date of September 30, 2015.

Answer 18B:

Bidders are expected to make their own contacts at Irving Shipbuilding, if that is deemed necessary.

Answer 18C:

Bidders are expected to collect all fees and tariffs into their bid price, including fees for obtaining and holding a Coasting Trade Licence themselves. The Department of Fisheries and Oceans will not be responsible for arranging any necessary licences for Canadian waters.

All other Terms and Conditions for this requirement remain unchanged.

Yours truly,

Natasha Blackstein
Contracting Officer,
Materiel and Procurement Services