

**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

<b>Title - Sujet</b> CCGS Private Robertson Dry Docking		
<b>Solicitation No. - N° de l'invitation</b> F2599-140083/A		<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> F2599-140083		<b>Date</b> 2014-11-17
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$\$MD-030-24759		
<b>File No. - N° de dossier</b> 030md.F2599-140083	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2014-11-21</b>		<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>		
<b>Address Enquiries to: - Adresser toutes questions à:</b> Cook, Kristin		<b>Buyer Id - Id de l'acheteur</b> 030md
<b>Telephone No. - N° de téléphone</b> (819) 956-1397 ( )		<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> CCGS Private Roberston V.C. Canadian Coast Guard		

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

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**The following changes in the bid documents are effective immediately. This amendment will form part of the contract documents. All other terms and conditions of the solicitation remain unchanged.**

Amendment 004 includes the following:

- A) Basis of Payment**
  - B) Bidders' Conference Meeting minutes**
  - C) ANNEX H - Financial Bid Presentation Sheet**
  - D) Addendum No. 3**
- 

- A) Basis of Payment and Annex H2 - H7**

**BIDDERS TAKE NOTE:** The Basis of Payment and Annex H2 to H7 illustrate in detail ALL COSTS that are to be included as required, in the Known Work price, located at H1 - Price for Evaluation.

All applicable costs that are identified in the Basis of Payment and Annex H2 to H7 will be required to be in the Known Work lump sum cost.

- B)** Please find the **Bidders' Conference Meeting minutes** dated November 6, 2014, attached.

- C) ANNEX H - Financial Bid Presentation Sheet**

**DELETE** the following:

ANNEX H - FINANCIAL BID PRESENTATION SHEET, in it's entirety;

And **REPLACE** with:

**REVISED 1 - ANNEX H - FINANCIAL BID PRESENTATION SHEET**, *attached*.

- D)** Please see Addendum 3, attached

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## **B) Bidders' Conference Meeting minutes**

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## **BIDDER'S CONFERENCE MINUTES**

A Bidder's Conference for the DRY DOCKING REFIT of the CCGS Private Robertson was held on November 6, 2014 at the Port Colborne Dock, Port Colborne, Ontario, Dock 18.1. The Conference commenced at 10:3am.

In attendance were:

NOM (Majuscule) / NAME (Capital)	POSTE / POSITION	REPRÉSENTENT / REPRESENTING
Kristin Cook	PWGSC Contracting Authority	PWGSC
Mehm Ko Ko Tun	CCG Technical Authority	CCG
David Williams		Heddle Marine Services Inc.
Joseph D'Achille		Heddle Marine Services Inc.
Harold Rink	Chief Engineer	CCG
Jason Rimmer	Captain	CCG

The conference followed a predetermined agenda.

### **1 Opening remarks**

The PWGSC Contracting Authority (CA) chaired the conference. The solicitation document called for a vessel site visit commencing at 09h00, the Bidder's Conference to commence directly afterward. The conference began at 10:30. The CA welcomed all attendees to the Conference and introductions were made. The purpose of the Conference was to review all documents issued to date with respect to the CCGS Private Robertson V.C. Drydocking refit and to discuss any contractual and technical issues related to it. The followings record summarizes the issues and discussions held during the conference.

CA advised bidders that based on request from Industry for additional details, an extension of bid closing date is likely.

### **2 Documentation issued to Bidders**

The Bidders confirmed that they have the following documents in their possession:

The Invitation to Tender (ITT) No. F2599-140083/A dated October 29, 2014.  
The Solicitation Amendments No. 1 and 2, both dated November 5, 2014.

### **3 Reminder on the Procurement Process**

For the benefit of attendees, the Chair explained and provided additional information on the actual procurement process that is the ITT.

By filling out and signing the ITT documents, Bidders accept to deliver the Work on the delivery date indicated in the ITT, for the price submitted and agree to all of the clauses and conditions of the ITT and the resulting contract.

At the closing time and date, the ITT includes all questions and answers (Q&A), clarifications, minutes of the bidder's conference and all solicitation amendments.

Bidders shall not add comments, notes or conditions to the ITT. Adding comments, notes or conditions to the ITT will result in the bid being non-responsive.

The ITT is also used to qualify Bidders. Accordingly, Bidders shall provide all of the mandatory deliverables listed in and ensure that they meet the requirements. Not providing a mandatory deliverable or providing a document that does not meet the mandatory deliverable requirement will render the bid non-compliant.

The Solicitation Period is the only time at which Bidders can request clarifications/changes to the ITT to the PWGSC CA. Only the PWGSC CA can amend the ITT.

#### **4 Review of the ITT**

Pursuant to discussions held and comments received during the ITT review, the following answers, clarifications and decisions were made by the CA to the items concerned only.

##### ITT

#### **PART 1 - GENERAL INFORMATION**

Closing date

Bidders requested that the closing date be extended. Canada agreed to extend the Solicitation closing date from November 14, 2014 at 2pm to November 21, 2014 at 2pm.

#### **PART 2 – BIDDER INSTRUCTIONS**

##### **2.6 Optional Site Visit – Vessel**

The CA confirmed that no additional viewing period will occur for this Solicitation

##### **2.8 Work Period – Marine**

Bidders advised the work period is very tight, will be working 9 hr shifts x 2 back to back, no overtime required at this time to complete the work. This is in part due to constraints with where the work is located.

Canada confirmed that the working period will not be changed and on the recommendation of the TA, the actual working period provides sufficient time to do the work.

Canada will endeavour to award a Contract by November 28, 2014.

#### **PART 3 - BID - PREPARATION INSTRUCTIONS**

No comments

#### **PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION**

No comments

**PART 5 – CERTIFICATIONS**

No comments

**PART 6 - FINANCIAL AND OTHER REQUIREMENTS**

No comments

**PART 7 - RESULTING CONTRACT CLAUSES**

No comments

**ANNEX B - BASIS OF PAYMENT – FIRM PRICE**

No comments

**ANNEX C – FEDERAL CONTRACTORS PROGRAM FOR EMPLOYMENT EQUITY - CERTIFICATION**

No comments

**ANNEX D – INSURANCE REQUIREMENTS**

No comments

**ANNEX E - WARRANTY**

No comments

**ANNEX F – PROCEDURE FOR PROCESSING UNSCHEDULED WORK**

No comments

**ANNEX G – QUALITY CONTROL/INSPECTION**

No comments

**ANNEX H – FINANCIAL BID PRESENTATION SHEET**

Financial Bid Presentation Sheet; H1 will be amended to add price requests for the following options:  
Tug service to aid in docking and departing as required (ie: wind)  
Ice Breaker service to aid in delivery back to home port upon completion of the Work.

**ANNEX I – VESSEL CUSTODY**

No comments

**ANNEX J – DELIVERABLES/CERTIFICATIONS**

No comments

**5 Review of technical specification**

The TA reviewed the requirements of this solicitation.

**ANNEX A – STATEMENT OF WORK**

Specification No. 781.14 Rev 1

**SECTION 1.0 – GENERAL NOTES**

No comments

**SECTION 2.0 – VESSEL PARTICULARS**

No comments

**SECTION 3.0 - SERVICE**

3.6 – Add details on the requirement to pressurize the fire main but not charge it.

**SECTION 4.0 – DRY DOCKING**

No comments

**SECTION 5.0 – UNDERWATER HULL INSPECTION**

## 5.3 – Technical

- Delivery of Lloyd's Certificate – Bidder advised they would not be in receipt of the Lloyd's documentation as it will be sent directly to the owner of the vessel. Bidder will have inspection sheet for IA, TA and Lloyd's and will have all required signatures as needed.

**SECTION 6.0 – ANODES**

- 6.3.2 – cost for removing sea bay grids for potential anode work – CA to add to pricing data sheet – per sea chest removal and re-installation (3 in total)
- Bolted versus welded – answered through Amendment 002
- The Contractor to supply a Transport Canada Marine Survey credit report to CCG.

**SECTION 7.0 – STORM VALVES & SEA CONNECTIONS**

No comments

**SECTION 8.0 – RUDDERS & BEARINGS INSPECTION**

No comments.

**SECTION 9.0 – ANCHOR AND CHAIN INSPECTION**

No comments

**SECTION 10.0 – PROPELLER SHAFT SEALS AND SHAFT CLEARANCES**

No comments

**SECTION 11.0 – VESSEL PORT AND STARBOARD QUARTER DAMAGE REPAIR**

Bidder asked if work would be required on the starboard fender as it is damaged in the corner – advised this would not be part of the work package

**6 Review of Drawings**

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Stern repair reference drawing 1 and 3 – Bidder advised that 4mm steel difficult to match. Requested if imperial could be used in this instance. TA advised that this would be acceptable for this item as long as the imperial measurement was never smaller than the metric requirement counterpart.

Fender arrangement drawing will be issued by Amendment

## **7 Closing comments**

The CA thanked all attendees for their participation and their interest in the project and wished them all good luck. As all items on the agenda were addressed, the Bidder's Conference ended at 11:30.

Kristin Cook

DMPS / PWGSC

Contracting Authority for the CCGS Private Robertson

November 6, 2014

Time: 11:30am



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## **C) ANNEX H - Financial Bid Presentation Sheet**

**REVISED 1 - ANNEX H****FINANCIAL BID PRESENTATION SHEET****H1 Price for Evaluation:**

<b>A)</b>	<b>Known Work</b>  For work as stated in Part 1 Clause 1.2, specified in Annex A – Statement of Work and detailed in the attached Pricing Data Sheets Appendix 1 of Annex H, for a FIRM PRICE of:	\$ _____
<b>B)</b>	<b>Unscheduled Work – Contractor labour cost</b>  Estimated labour hours at a firm charge out labour rate including overhead and profit for evaluation purposes only:  100 person hours x \$ _____ per hour for a PRICE of: See Article H2.1 and H2.2 below.  Overtime premium for time and one half: Estimated hours for evaluation purposes only: 10 person hours x \$ _____ per hour for a PRICE of: See Article H3 below.  Overtime premium for double time: Estimated hours for evaluation purposes only: 10 person hours x \$ _____ per hour for a PRICE of: See Article H3 below.	\$ _____  \$ _____  \$ _____
<b>C)</b>	<b>Daily Service Fees</b>  For evaluation purpose only as per Clause H4: Five (5) working days x \$ _____ firm daily service fee Two (2) non-working days x \$ _____ firm daily service fee	\$ _____ \$ _____
<b>D)</b>	<b>Vessel Transfer Cost</b>  For evaluation purpose only as per Clause H6: Proposed shipyard/ship repair facility \$ _____	\$ _____
<b>E)</b>	<b>OPTION : Tugboat Docking and Departure</b> For evaluation purpose as per Clause H7: Eight (8) Hours (all inclusive) x \$ _____/hour	\$ _____
<b>F)</b>	<b>OPTION : Ice Breaker Ship Services</b>  For evaluation purposes as per Clause H7: Eight (8) hours (all inclusive) x \$ _____/hour	\$ _____
<b>G)</b>	<b>EVALUATION PRICE</b>  [A + B + C + D] for an EVALUATION PRICE (applicable taxes excluded) of:	\$ _____

## H2      **Unscheduled Work**

The Contractor will be paid for unscheduled work arising as authorized by Canada. The authorized unscheduled work will be calculated as follows:

Number of hours (to be negotiated) x \$ \_\_\_\_\_ for the Contractor's firm hourly charge-out labour rate. This rate is to include consumables, overhead and profit. The net laid-down cost of materials which may include a mark-up of ten (10) percent plus applicable taxes. The firm hourly charge-out labour rate and the material mark-up will remain firm for the duration of the Contract including any subsequent amendments.

**H2.1:** Notwithstanding definitions or usage elsewhere in the Contract or in the Contractor's Cost Management System, when negotiating hours for unscheduled work PWGSC will consider only those hours of labour directly involved in the production of the subject work package.

**H2.2:** Allowance for related labour costs such as management, all supervision, purchasing and material handling, quality assurance and reporting, first aid, gas free certification inspecting and reporting and estimating and preparing unscheduled work submissions will be included as overhead for the purposes of determining the charge-out labour rate as entered in H2 above.

**H2.3:** The ten (10) percent mark-up rate for material will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowable in the charge out labour rate. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

## H3      **Overtime**

The Contractor must not perform any overtime under the Contract unless authorized in advance in writing by the Contracting Authority. There will be no overtime payment for Known Work. Any request for payment must be accompanied by a copy of the overtime authorization and a report containing the overtime performed pursuant to the written authorization. Payment for authorized overtime will be calculated as follows:

For unscheduled work the Contractor will be paid the authorized overtime hours at the quoted charge out labour rate plus the following premium rates:

For time and one half:      \$ \_\_\_\_\_ per hour; or

For double time:              \$ \_\_\_\_\_ per hour

The above premiums will be calculated by taking the average hourly direct labour rate premiums plus certified fringe benefit, profit on labour premium and fringe benefits. These rates will remain firm for the duration of the Contract including all amendments and are subject to audit if required by Canada.

#### H4 Daily Services Fees

In the event of a delay in the performance of the Work and if such delay is recognized and agreed upon by the Contracting Authority as being attributable to Canada, Canada agrees to pay the Contractor the daily service fee described below for each day the Work is delayed. This fee shall be the sole liability of Canada to the Contractor for the delay.

The firm daily services fee is:

- a. For a working day: \$ \_\_\_\_\_
- b. For a non-working day: \$ \_\_\_\_\_

The above fees shall include but not be limited to all aspects of the following costs: project management services, administrative support, production services, quality assurance, material support, planned maintenance and ship services and all other resources and direct costs required to maintain the vessel at the Contractor's facility. These fees are firm and not subject to any additional charges for mark up or profit.

#### H5 Vessel, Refit, Repair or Docking Costs

The following costs must be included in the price:

1. Ship services: include all costs for ship services such as water, steam, electricity etc. that are required for vessel maintenance for the duration of the Contract.
2. Docking and undocking includes:
  - a. all costs resulting from dry docking, wharfage, security, shoring, shifting and/or moving of the vessel within the successful Bidder's facility;
  - b. the cost of services to tie up the vessel alongside and to cast off.

Unless specified otherwise, the vessel will be delivered by Canada to the successful Bidder's facility alongside a mutually agreed safe transfer point, afloat and upright, and the successful Bidder will do the same when the Work is completed. The cost of services to tie up the vessel alongside and to cast of must be included in the evaluation price.

3. Field services representatives/supervisory services: consist of the costs for field service representatives and/or supervisory services including manufacturers' representatives, engineers, etc.

These services must not be an extra charge except where unscheduled work requiring these services is added to the Contract.

4. Removals: include all costs for removals necessary to carry out the Work and will be the responsibility of the successful Bidder regardless if they are identified in the specification, except those removals not apparent when viewing the vessel or examining the drawings. The successful Bidder will also be responsible for safe storage of removed items and reinstallation

of all items on completion of the Work. The successful Bidder will be responsible for renewal of components damaged while in their custody including during removal or reinstallation.

5. Sheltering, staging, cramage and transportation: include the cost of all sheltering, staging including handrails, carnage and transportation to carry out the Work as specified.

The successful Bidder will be responsible for the cost of any necessary modification of these facilities in order to meet applicable safety regulations.

## H6 Vessel Transfer Costs

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 (two) 2 of this clause, which shall be entered into Table H1;
  - b. If the list in paragraph (two) 2 of this clause does not provide the shipyard/ship repair location where the Bidder intends to perform the Work, the Bidder must advise the Contracting Authority of its proposed location for performing the Work in writing at least five (5) calendar days prior to bid closing date.

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

2. Vessel information and list of shipyard/ship repair facilities and applicable vessel transfer costs

Vessel: CCGS Private Robertson V.C.

Home Port: Burlington, Ontario

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 responsibility related to the vessel being transferred.

Transfer costs in the case of the 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**  
**Unmanned only: CCGS Private Robertson V.C.**

**Applicable vessel transfer cost**  
**(All CAD)**

Company	City/Province	Unmanned Transfer Cost
Caraquet Marine Industry Ltd.	Caraquet, NB	\$21,974.00
Oceans Industries Inc.	Saint-Bernard-Sur-Mer, QC	\$11,693.00
Chantier Forillon	Gaspe, QC	\$19,598.00
Chantier Matane	Matane, QC	\$15,410.00
Davie Industries Inc.	Levis, QC	\$10,728.00
Heddle Marine	Hamilton, ON	\$212.00
Hike Metal Products Ltd	Wheatley, ON	\$5,717.00
MetalCraft Marine Inc.	Kingston, ON	\$3,882.00
Verreault Navigation Inc.	Les Mechins, QC	\$15,975.00

## **H7 Optional costs**

### **H7.1 Tugboat services - Docking and Departure**

The evaluation price must include the hourly cost for employing the services of a tugboat and any and all inclusions required to assist in the docking and departure of the Vessel. In the event that Canada requires these services and if the requirement for these services is recognized and agreed upon by the Contracting Authority as being attributable to Canada, Canada agrees to pay the Contractor for the number of hours agreed upon prior to commencement of the Work. The Contractor will not be entitled to a separate labour component for these services.

The firm hourly rate is:

- a. Eight hours (all inclusive) x \$\_\_\_\_\_per hour.

All costs associated with H5 Vessel, Refit, Repair or Docking costs, will not be included in the hourly rate for tugboat services.

### **H7.2 Ice Breaker Vessel Services**

The evaluation price must include the hourly cost for employing the services of an ice breaking vessel and any and all inclusions required to assist in the escorting of the Vessel. In the event that Canada requires these services and if the requirement for these services is recognized and agreed upon by the Contracting Authority as being attributable to Canada, Canada agrees to pay the Contractor for the number of hours agreed upon prior to commencement of the Work. The Contractor will not be entitled to a separate labour component for these services.

The firm hourly rate is:

- a. Eight hours (all inclusive) x \$\_\_\_\_\_per hour.

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All costs associated with H5 Vessel, Refit, Repair or Docking costs, will not be included in the hourly rate for ice breaker services.

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**REVISED 1 - REVISED 1 - ANNEX H - Appendix 1**  
**PRICING DATA SHEET – Revised 1**

Ref #	Spec #	Description	Total Hours	Total Labour Cost (\$)	Total Material Cost (\$)	Total FSR & Sub-Contractor cost	Total Firm Price (\$)	Unit Cost (\$)
<b>3.0</b>		<b>SERVICES</b>		\$	\$	\$	\$	
	3.5.5	Unit Rate/Kw Hr for consumption						\$
	3.7.1	Unit Rate/Hr for Crane Supply						\$
<b>4.0</b>		<b>DRY-DOCKING</b>		\$	\$	\$	\$	
<b>5.0</b>		<b>UNDERWATER HULL INSPECTION</b>		\$	\$	\$	\$	
	5.3.1.6	Unit Rate/m <sup>2</sup> painting services						\$
	5.3.1.6	50 m <sup>2</sup> painting services		\$	\$	\$	\$	
	5.3.1.9	Bead/m Welding services						\$
	5.3.1.9	50 m welding services		\$	\$	\$	\$	
<b>6.0</b>		<b>ANODES</b>		\$	\$	\$	\$	
	6.3.1.3	Unit rate/bolted anode replacement						\$
	6.3.1.3	Unit rate/ welded anode replacement						\$
	6.3.1.2	Replacement of (ten) 10 anodes		\$	\$	\$	\$	
	6.3.2	Per sea chest removal and replacement (total of three (3))						\$
	6.3.2.2	Replacement of seven (7) type MME26AA hull anodes		\$	\$	\$	\$	



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	6.3.2.3	Replacement of five (5) type MME28AB disk anodes		\$	\$	\$	\$	
	6.3.3.1	Replacement of four (4) type MME26AA tunnel anodes		\$	\$	\$	\$	
<b>7.0</b>		<b>STORM VALVES AND SEA CONNECTIONS INSPECTION</b>		\$	\$	\$	\$	
<b>8.0</b>		<b>RUDDERS &amp; BEARINGS INSPECTION</b>		\$	\$	\$	\$	
<b>9.0</b>		<b>ANCHOR AND CHAIN INSPECTION</b>		\$	\$	\$	\$	
<b>10.0</b>		<b>PROPELLER SHAFT SEALS AND SHAFT CLEARANCES</b>		\$	\$	\$	\$	
<b>11.0</b>		<b>VESSEL PORT AND STARBOARD DAMAGE REPAIR</b>		\$	\$	\$	\$	
		<u><b>TOTAL</b></u>		\$	\$	\$	\$	

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## **D) Addendum No. 3**

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**The following changes in the tender documents are effective immediately. This addendum will form part of the contract documents.**

**ANNEX A - Statement of Work Specification No. 781.14**

**1. Section 3.6 Fire Main Charging Service**

.1 a) **DELETE** 3.6.1 in its entirety;

And **REPLACE** with the following;

110 3.6.1 Due to the cold weather conditions the contractor shall connect but not pressurize the fire line to the vessel. Pressurization shall be supplied at 80 to psig and must be available without delay whenever required.

END