

**RETURN BIDS TO:**  
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Bid Receiving - PWGSC / Réception des soumissions  
- TPSGC  
11 Laurier St. / 11, rue Laurier  
Place du Portage, Phase III  
Core 0B2 / Noyau 0B2  
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> LEONARD J COWLEY VLE REFIT- 2015	
<b>Solicitation No. - N° de l'invitation</b> F7049-140286/A	<b>Amendment No. - N° modif.</b> 005
<b>Client Reference No. - N° de référence du client</b> F7049-140286	<b>Date</b> 2015-01-22
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MD-021-24828	
<b>File No. - N° de dossier</b> 021md.F7049-140286	<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 2015-02-03</b>	
<b>Time Zone</b> Fuseau horaire 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> Byron, Dan	<b>Buyer Id - Id de l'acheteur</b> 021md
<b>Telephone No. - N° de téléphone</b> (819) 956-0691 ( )	<b>FAX No. - N° de FAX</b> (819) 956-7725
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

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> Raison sociale et adresse du fournisseur/de l'entrepreneur	
<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>

Solicitation No. - N° de l'invitation

F7049-140286/A

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

F7049-140286

Amd. No. - N° de la modif.

005

File No. - N° du dossier

021mdF7049-140286

Buyer ID - Id de l'acheteur

021md

CCC No./N° CCC - FMS No/ N° VME

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**Solicitation Amendment #5 is issued to:1) Replace specification E-04: Lifeboats and Davits Quinndrinnal in the technical specification package included in the Invitation to Tender, 2) Include the following drawings to the drawing package (for Annex A, Statement of Work, specification HD-15: Bilge Keels).**

**1) Replace specification E-04: Lifeboats and Davits Quinndrinnal in the technical specification package included in the Invitation to Tender.**

**DELETE:** specification E-04 from CCGS Leonard J. Cowley VLE Refit 2015 (Rev 7) in its entirety.

**INSERT:** specification E-04 (rev 1) into the technical specifications, Annex A - Statement of Work

**2) Include the following drawings to the drawing package (for Annex A, Statement of Work, specification HD-15: Bilge Keels)**

**ADD:**

- Drawing 87536-1 rev1

**End of Solicitation Amendment #5**

<b>Spec item #: E-04</b>	<b>SPECIFICATION</b>	<b>LLOYDS #</b>
<b>(M/E)</b>	<b>E-04 : Lifeboats and Davits Quinndrinnal Rev 1</b>	

**Part 1: SCOPE:**

- 1.1 The intent of this specification is to carry out the Quinndrinnal ~~annual~~ inspection and testing of the Port and Stbd lifeboats, davits and winch systems.
- 1.2 Inspection shall include: the boat fiberglass structure, hydrostatic release mechanisms ~~and hooks~~ ( inspection on existing hooks not required because we are replacing with new hooks), davit structure and all associated equipment, davit sheaves, pins and bushings, winches including all internal components and brake assemblies.
- ~~1.3 Contractor to remove both lifeboat winches for full stripdown to facilitate inspection and installation of all new seals & barrel hubs with bearings and seals~~
- ~~1.4 Davit arms to be removed, blasted, NDT carried out, primed and painted.~~
- ~~1.5 Lowering blocks on both stations to be removed, blasted, NDT and painted as directed by **Harding FSR and NACE inspector**~~
- ~~1.6 Contractor to carry out 1.1 dynamic load test of davit system either using method as below in a. or b. as approved by Lloyds inspector~~
  - ~~a. Water bags w/load cells~~
  - ~~b. or Lifeboat w/ water bags inside.~~
- 1.7
- 1.8 An Authorized Harding Technician shall perform the Quinndrinnal ~~annual~~ inspection on the lifeboats and davit winches. Contractor in the work description below refers to the Harding Technician.
- 1.9 All defects found shall be reported to the Chief Engineer as soon as possible when discovered.
- 1.10 The systems shall be thoroughly examined and serviced by an Authorized Harding Technician.
- 1.11 All work carried out in this specification shall be inspected by the Chief Engineer and Lloyd's. The same parties mentioned herein shall witness all tests and trials.
- 1.12 Contractor shall bid on allowance of \$60,000 for Harding Safety Canada Inc FSR to be adjusted on proof of invoice by PWGSC 1379 action.
- 1.13 Contact is **Glenn Francis** Service Coordinator, **Harding Safety Canada Inc**, **Office** +604 530 0814 | **Fax** + 604 530 0812 , [glenn.francis@harding.no](mailto:glenn.francis@harding.no) .
- 1.14 Contractor to bid on allowance of 200hrs to be adjusted by PWGSC 1379 action to assist Harding Safety Canada FSR over and above the work stated for contractor to complete in this specification.

**Part 2: REFERENCES:**

**2.1 Guidance Drawings/Nameplate Data**

**2.1.1. LIFEBOAT DETAILS**

- i. Schat – Harding

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- ii. Model :KISS 700 (Dry Cargo)
- iii. Davit Model No. NT / KISS 700
- iv. Davit Winch: BE 4.5

**2.2 Standards**

**2.2.1**

**2.3 Regulations**

**2.3.1.**

**2.4 Owner Furnished Equipment**

**2.4.1** Owner will supply a total of 4 lifeboat hooks.

**2.4.2** The contractor shall supply all materials, equipment, and parts required to perform the specified work unless otherwise stated.

**2.4.2.1** Harding to remove old and install the new hooks with the lifting assistance as needed supplied by contractor. The contractor to block each boat onshore as required by Harding FSR in covered heated location. Contractor to supply facilities for any additional drilling needed plus access to work platform at each end Fwd and aft plus at the access entry to each boat.

**2.4.2.2** Contractor to provide additional Glass repair person (GRP) maybe required after the removal of each hook/ prior to installation of the new hooks. Minimum of two x 110 volt power supplies at each boat for power tools.

**2.4.2.3** For strip down of winches contractor to supply lifting equipment and assistance as needed.

**2.4.2.4** Contractor to supply a set of Lifeboat wire falls and davit foundation nuts bolts and washers for Port and Stbd lifeboats from Harding Safety Canada.

**Part 3: TECHNICAL DESCRIPTION:**

**3.1 General**

**3.1.1.** Prior to commencement of work the Harding shall inform the Chief Engineer so equipment lock outs can be conducted.

**3.1.2.** Contractor ~~Vessel's crew~~ shall secure Lifeboat(s) to prevent accidental lowering. Life boats must be taken off the vessel for installation of new hooks.

~~**3.1.3.** Harding shall renew hydrostatic release diaphragm c/w cover retaining screws with a vessel supplied diaphragm. This is replaced/included with new hook system install.~~

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- 3.1.4. Harding shall with the assistance of contractor replace fwd and aft lifeboat hooks (owner supplied) on both lifeboats. The Harding FSR ~~contractor~~ will re-hook the lifeboats with owner supplied KH 6.5 hooks. ~~under direction of harding FSR. Contractor responsible for cutting hooks to correct length as directed by Harding FSR~~ (cutting of these hooks should not be required). Any fiberglass repair and gel coat repairs as a result of the replacements will be under the direction of the FSR and the contractors responsibility. Any defects uncovered during inspections of lifeboats to be covered by 1379 action. Contractor responsible for providing covered structure to allow for fiberglass and gel coat repair if needed. Covered facility required for hook installation Harding does not supervise others to install hooks contractor would provide assistance as needed for lifting / removal of hooks.
- 3.1.5. Stbd Lifeboat has water in the flotation area of the skeg/keel which is supposed to be watertight this would have to be drilled, drained and flotation thoroughly dried. Further inspection would be required to ensure integrity of the flotation material this will be done by Harding Safety Canada assisted by Contractor.
- 3.1.6. ~~After~~ Inspection of lifeboats, davits and winch by the Harding FSR shall complete Quinndrinnal ~~annual~~ maintenance of the lifeboat davit winches. This and following sections would be part of the strip down in the shop after removal of winches from the vessel.
- 3.1.7. Contractor to remove both lifeboat winches for full strip down to facilitate inspection and installation of all new seals & barrel hubs with bearings and seals. Winch strip down with Harding FSR with assistance from the contractor. Harding with the assistance of the contractor shall drain oil from winch gear case and remove gear case cover. Harding shall prove the gear case vent is free. Harding shall inspect the gear case for wear and damage. Harding shall measure and record all backlash with respect to gearing of the winch.
- 3.1.8. The contractor ~~ships crew~~ shall flush the gear case and refill crank case to the correct operating level with ship supplied oil. Harding shall install and secure the gear case cover with correct cover seal.
- 3.1.9. Harding shall dismantle the winch brake assembly for component wear inspection. This will include dismounting the brake and centrifugal assembly from its shaft. Brake linings and centrifugal brake pads to be inspected for wear and damage. Brake lining retaining screws shall be inspected. Centrifugal brake springs shall be inspected for wear and damage. Wear measurements of the brake linings shall be recorded and

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compared to manufactures specifications, if measurements are below specifications Harding FSR shall renew brake linings.

- 3.1.10. Harding FSR shall clean all parts including any brake dust from brake housing and de-glaze the brake running surface.
- 3.1.11. Harding FSR shall re-assemble brake and centrifugal assembly. After re-assembly the brakes shall be adjusted to correct setting.
- 3.1.12. Harding FSR shall remove four ~~two~~ sheave, pin and bushing ~~assembly~~ assemblies for inspection to get a general idea of the condition of wear. Access to the davit head is required and to be supplied by yard unless davit arms are removed from the ship, then inspection after removal if needed.
- 3.1.13. Harding FSR shall prove grease fittings, grease channels and holes are clear.
- 3.1.14. Contractor shall include in their bid unit cost per sheave, pin and bushing removal, inspection and re-installation. Price for removal cost is not practical due to potential access problems. Removal can be by yard providing they number / map each sheave and pin and Harding inspects on removal. Visual Inspection of steelwork around the sheaves should be done by Harding FSR and if need be then with NDT in selected areas.
- 3.1.15. Harding shall inspect for damage and wear all davit mounting hardware, davit arms, falls, ~~falls wires~~ (to be supplied, replaced and disposal of by contractor as per provincial regulations), turnbuckles, shackles and foundation
- 3.1.16. Harding shall inspect for damage to the Fiberglass reinforced laminate (FRP) both inside and out. All hull penetrations and steering mechanisms shall be inspected for wear and correct operation.
- 3.1.17. Harding shall carry out an inspection of the Port and Stbd lifeboat davit falls and ~~wires~~ (to be replaced) including all associated equipment.
- 3.1.18. Harding shall inspect and check for correct operation the operation of the hand crank, limit switches and davit arm track rollers.
- 3.1.19. Harding to change out all bolts on barrel drum flanges as recommended by Harding ~~Sehatt~~ from last inspection.
- 3.1.20. Contractor to remove Port and Stbd lifeboat Davit arms to be removed under the supervision of Harding FSR contractor must not under no

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circumstances cut any section of the track. The davits must be grit blasted to SSPC-SP10; NDT carried out, primed and painted. Note Harding FSR has to visually inspect all steel work prior to coating. No repairs are allowed unless approved by Harding FSR.

- 3.1.21. Lowering blocks on both stations to be removed, blasted, NDT and painted as directed by Harding FSR and NACE inspector
- 3.1.22. Contractor to carry out 1.1 dynamic load test of davit system either using method as below in a. or b. as approved by Lloyds inspector
  - i. Water bags w/load cells
  - ii. or Lifeboat w/ water bags inside.

**3.2 Location**

3.2.1. N/A

**3.3 Interferences**

3.3.1 N/A

**Part 4: PROOF OF PERFORMANCE:**

**4.1 Inspection**

4.1.1. All work to be completed to satisfaction of the Chief Engineer.

**4.2 Testing**

- 4.2.1. Harding with the vessel's crew in attendance shall carry out an operational test on both lifeboats and davits to prove the correct operation of the davit, winch, brakes, sheaves, limit switches and hydrostatic release mechanism. The life boats shall be lowered to prove the hydrostatic interlock operation. Harding shall determine if these tests shall be first conducted under load condition or with out the boat.
- 4.2.2. The hooks shall be reset and the lifeboats lifted out of the water to reset the hydrostatic interlock and then re-lowered to the water to prove the correct operation of the hydrostatic interlock.
- 4.2.3. After all tests and trials are proven satisfactory, Harding with the vessel's crew shall conduct a launch of each boat for the Lloyd's attending surveyor.
- 4.2.4. Contractor to megger test electrical motor.

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**4.3 Certification**  
N/A

**Part 5: DELIVERABLES:**

**5.1 Drawings/Reports**

**5.1.1** Harding to supply three typed copies of report to Chief Engineer.

**5.2 Spares N/A**

**5.3 Training N/A**

**5.4 Manuals N/A**

