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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

Title - Sujet LEONARD J COWLEY VLE REFIT- 2015	
Solicitation No. - N° de l'invitation F7049-140286/A	Amendment No. - N° modif. 011
Client Reference No. - N° de référence du client F7049-140286	Date 2015-01-30
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-021-24828	
File No. - N° de dossier 021md.F7049-140286	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-02-09	
Time Zone Fuseau horaire Eastern Standard Time EST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Byron, Dan	Buyer Id - Id de l'acheteur 021md
Telephone No. - N° de téléphone (819) 956-0691 ()	FAX No. - N° de FAX (819) 956-7725
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

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F7049-140286

Amd. No. - N° de la modif.

011

File No. - N° du dossier

021mdF7049-140286

Buyer ID - Id de l'acheteur

021md

CCC No./N° CCC - FMS No/ N° VME

Solicitation Amendment # 11 is issued to:

- 1) Correct information presented in question number 26, and 27 the Q and A document included in solicitation amendment # 7**
- 2) Correct information presented in question number 44 the Q and A document included in solicitation amendment # 7**
- 3) Correct information presented in question number 68 the Q and A document included in solicitation amendment # 10**
- 4) Amend H-10, section 3.3.3.1**
- 5) Amend H-10, section 3.4.6**
- 6) Amend H-15, section 3.3.6**
- 7) Amend ED-08, section 3.1.4**
- 8) Amend ED-08, section 3.1.9**
- 9) Amend ED-08, section 3.1.10**
- 10) Amend L-06, section 3.1.26**
- 11) Insert Q and A into the solicitation**

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1) Correct information presented in question number 26, and 27 the Q and A document included in solicitation amendment # 7

DELETE: Question number 26 and 27 from Q and A document included in Solicitation Amendment # 7

ADD: Question numbers 26, and 27

26	H-12, 3.1.2: What does the "no substitution" refer to?	It refers to what is stated must be supplied.
27	H-12, 3.1.11.7: Should the "add" be "and"	Yes this should be "and" not "add"

2) Correct information presented in question number 44 the Q and A document included in solicitation amendment # 7

DELETE: Question number 44 from Q and A document included in Solicitation Amendment # 7

ADD: Question number 44

44	<p>We have questions in regards with insurance requested in the ITT. We are looking to bring the ship at our dry-dock and the ship need to have a marine insurance which it's not requested in the spec. We understand that while the ship is in transit between the dry-dock and the outfitting quay, the insurance responsibility remain to Canada. The tugs insurance never cover the ship while on tow or in manoeuver in port. Can you confirm that your ship is still insured when the ship is under tow by you normal marine insurance?</p>	<p>Insurance responsibility is not with Canada. The ship is under the care and custody of yard during the refit. It is the responsibility of the yard to provide any additional insurance that is needed. As per clause 7.11 in the solicitation, "The contractor is responsible for deciding if additional insurance coverage is necessary to fulfil its obligation under the Contract and insure compliance with any applicable law. Any additional insurance coverage is at the Contractor's expense, and for its own benefit."</p>
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3) Correct information presented in question number 68 the Q and A document included in solicitation amendment # 10

DELETE: Question 68 from the Q and A document included in solicitation amendment # 10

ADD: Question 68 from the Q and A document included in solicitation amendment # 10

68	. I want to know the characteristics of the Sensor wire needed for Item H-10 (Sewage treatment Replacement) Doc H-10, and if the fiber cable originally asked for in Item L-06 Sec 3.1.26 is changed has highlighted in the document L-06. Could you let me know when you get the chance.	<p>For H10, see the response for the cable. As well I noticed that the location should not be to the MCR console but instead the LUB panel in the engine room. Please note that existing cables from the sewage system already go to the 2 channels in LUB. We may be able to reuse the old cabling.</p> <p>3.4.6 should read:</p> <p>3.4.6The Contractor shall allow for the supply and installation of two (2) runs of sensor wire, each of approximately 20 meters in length with transits .All wire shall be run in existing cable ways and transits and be secured with approved cable ties at intervals of 1.0 meter. The wire to be supplied shall be as per the installation requirements dictated by the manufacturer. Cable runs shall be terminated beneath the console in the MCR. Cable is to be twisted shielded pair #16 guage minimum and is to be routed to Alarm panel LUB located in the main engine room to terminals for old wiring.</p> <p>For L-06:</p> <p>Replace cable specified from Drake Series S611T (S611T50H)</p>
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		50 µm multimode fibre, to Drake series S611T (S611T62.5) 62.5 µm multimode fibre 6 core.
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4) Amend H-10, section 3.3.3.1

DELETE: H-10, section 3.3.3.1 (in its entirety)

ADD: H-10, section 3.3.3.1

3.3.3.1 Contractor to supply and install the new super trident ST2A CR (complete with ~~two~~ **one** ejector pumps and two discharge pump units). Sewage Treatment Plants.

5) Amend H-10, section 3.4.6

DELETE: H-10, section 3.1.10 (in its entirety)

ADD: H-10, section 3.1.10

3.4.6 The Contractor shall allow for the supply and installation of two (2) runs of sensor wire, each of approximately 20 meters in length with transits. All wire shall be run in existing cable ways and transits and be secured with approved cable ties at intervals of 1.0 meter. The wire to be supplied shall be as per the installation requirements dictated by the manufacturer. ~~Cable runs shall be terminated beneath the console in the MCR.~~ **Cable is to be twisted shielded pair #16 guage minimum and is to be routed to Alarm panel LUB located in the main engine room to terminals for old wiring.**

6) Amend H-15, section 3.3.6

DELETE: H-10, section 3.3.6 (in its entirety)

ADD: DELETE: H-10, section 3.1.10 (in its entirety)

3.3.6 Centre console unit (officers Lounges) as per existing unit or supplied drawings.
Approximate size **3660 mm** long x 838 mm wide x 914 mm high

7) Amend ED-08, section 3.1.4

DELETE: ED-08, section 3.1.4 (in its entirety)

ADD: ED-08, section 3.1.4

3.1.4 The existing Rolls Royce bow thruster controls to be removed as directed by the FSR. **The contractor is to note that only the main controls are being removed and NOT the main starter panel or associated wiring. Only the controls to start/stop the main motor panel and control the thruster servo will be replaced. Contractor is to contact Rolls Royce to determine actual wiring requirements.**

8) Amend ED-08, section 3.1.9

DELETE: Amend ED-08, section 3.1.9 (in its entirety)

ADD: ED-08, section 3.1.9

3.1.9 Contractor to run a 24vdc control feed consisting of one 40 meter cable with 8 cable penetrations to an as yet unknown 24vdc distribution panel. Contractor to give a cost per meter for cable and unit cost for cable penetrations. Contractor responsible to contact FSR for actual cable requirements including construction, conductor numbers and bulkhead penetrations requirements. **Contractor is to use a length of 50 meters for their estimate with 10 transits for the 24vdc feed. Actual run will be adjusted by 1379 action.**

9) Amend ED-08, section 3.1.10

DELETE: Amend ED-08, section 3.1.10 (in its entirety)

ADD: ED-08, section 3.1.10

3.1.10 All new wiring, controls and cabinets to be installed under direction of Rolls Royce FSR. **The contractor is to bid on 150 hours of assist time for 1 dockyard person to assist FSR with placement of materials . Time to be adjusted by proof of time sheet and adjusted as needed by 1379. This is extra to the contractor personnel used for running of cables.**

10) Amend L-06, section 3.1.26

DELETE: Amend L-06 section 3.1.26 (in its entirety)

ADD: Amend L-06 section 3.1.26

3.1.26 Contractor shall supply and install 100m (2 runs) of fiber optic cable for the interconnection of the two main ICP nodes. The fiber cable shall be ran from Node #1 in the electronics equipment room frame 46 port on the navigating bridge to upper deck frame 81 stbd. ~~Fiber Cable shall be the Drake series S611T (S611T50H) 50um multimode fiber.~~ **Fiber Cable shall be the Drake series S611T (S611T62.5) 62.5um multimode fiber 6 core.**

The contractor shall supply and install two Almond 3 duplex port fiber drop boxes complete with 3 LCD (duplex) couplers to be mounted at the back of each node.

For the purpose of adjustment, the contractor shall include a unit cost for the supply and install for 10 meters of this cable type.

The contractor shall supply and install (2) 1m LC to LC fiber patch cord between the fiber drop boxes and the nodes.

11) insert the following Q and A into the solicitation

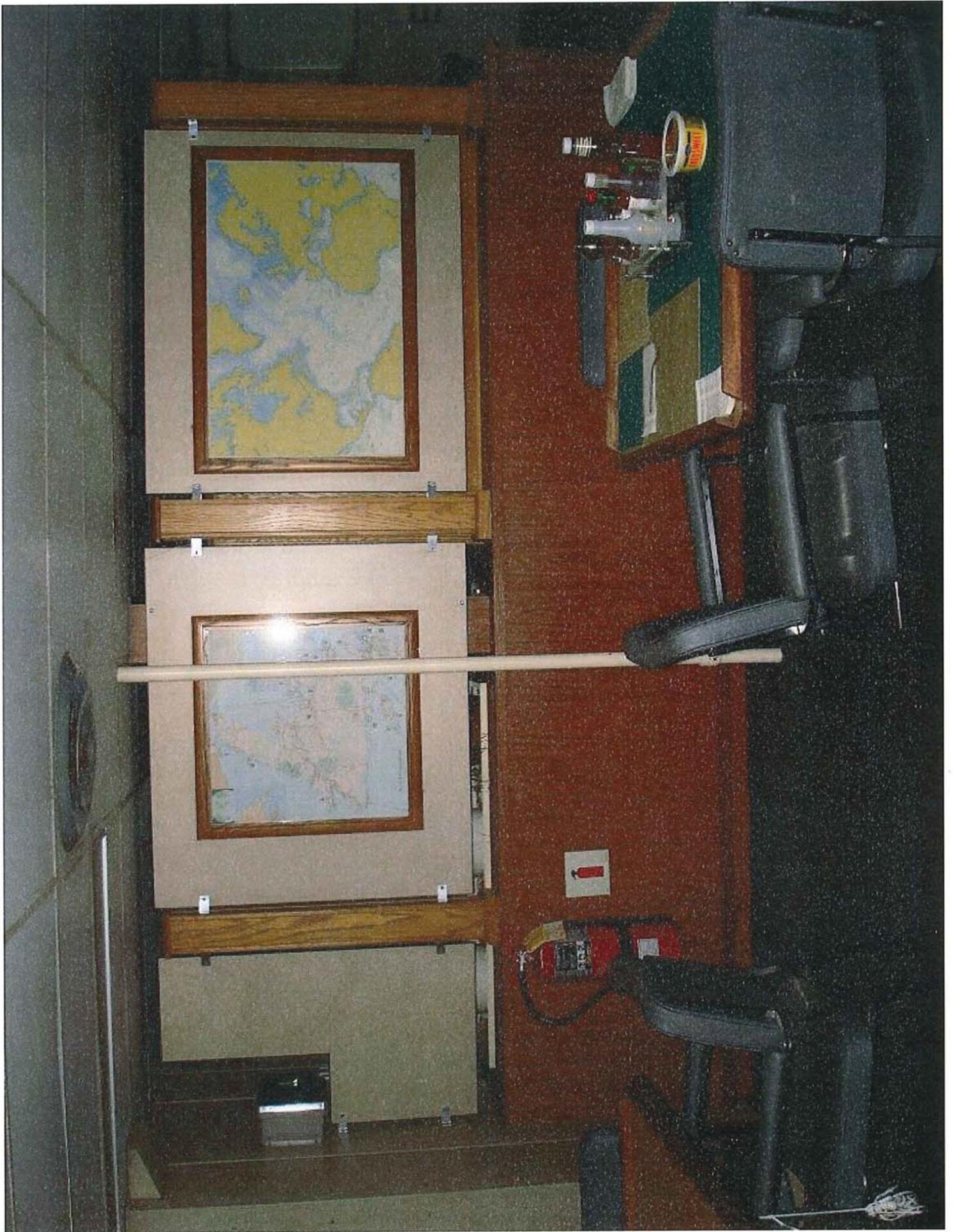
ADD:

QUESTION NUMBER	QUESTION	ANSWER
70	We will need to acquire a maritime insurance in order to complete the bid. On the ITT, you ask for \$10,000,000 ship repairer insurance. Do we need to take the same value for the maritime insurance? If not, can you tell us which value is required for the maritime insurance?	The coverage should follow the Contractor Liability in the Contract. \$ 10 million per occurrence, to a maximum of \$20 million per year
71	Given there is no drawing for the E-05 can the Crown supply quantity of pipe that is required for the job for bidding purposes.	<ol style="list-style-type: none"> 1. Piping Diameter is not indicated in the specification it gives a brief descriptions in section 3.1.6 the inside diameter is 50mm, outside diameter is 60mm. 2. Piping in Engine Room (Aft of Frame 44) approximate length of piping for bidding purpose 4.5 meters. 3. Note in spec there is a correction required for frame number for the Forward tunnel bulkhead in spec it says 78 in sections 3.3.2., 3.3.6, 3.4.3, 3.4.4., 3.4.5. and 3.4.6. it should read frame 75. 4. Piping in Pipe Tunnel from frame 44 to frame 75 approximate length to replace is 19.5 meters. 5. Piping Forward of frame 75 in Forward Machinery Compartment approximate length is 6 meters. 6. For piping route reference drawings 590-36 Bilge, Ballast & Fire Systems the Reverse Osmosis piping takes a similar route from engine room sea suction to Forward Machinery Room.
72	The bid closing for this requirement is scheduled for 2 pm 3 February 2015 or 6 working days from now. The record of the bidder's conference held on 15 January 2015 has not yet been published on the Buy & Sell website. This record could have a significant effect on the prices submitted by bidders. Once the record is published, bidders will have to review their bids and possibly seek amended quotes from sub-contractors. In addition, once pricing is finalized, corporate management approvals must be sought. As such, we request that the bid closing date be extended by 10 working days to 18 February 2015, allowing for the Family Day statutory holiday in Ontario.	Bid closing moved to Feb 9, 2015
73	Is the ship asbestos free?	yes

74	L-02 : Is it possible to clarify what Woodward FSR will do? Do we need to do the modification in the switchboard + remove the old cable and reinstall the new one? If yes, can we have the new equipment's diagram?	<p>Yard does not have to modify switchboard, this will be done by FSR with assistance of yard person covered under the 340hr allowance as detailed below. Yard is responsible for removal of old cabling and install new cabling. Included in Woodward kit is 30 meters of cable so details on size of cable should be from Woodward FSR. The same applies for the connection diagram , contactor should contact Woodward FSR listed in spec for details. Yard to be responsible for routing all cables from engine control room to each of three generators sets as detailed by Woodward FSR and vessel C/E. All bulkhead penetrations to be completed by yard . Woodward FSR's to complete terminations and final wiring at terminal strips, controls or enclosures.</p> <p>Cables included by FSR (per genset) : 30 meter length approximate included in kit. Contractor to bid on 25 meter install per cable to be adjusted by 1379. Cable runs out lined below are per generator:</p> <ul style="list-style-type: none"> • 2 x shielded cables 14 gauge, • 2 x canbus cables • 2 x multiconductor cable (8 conductor) <p>Contractor to attach enclosure mounting bracket to each engine skid as directed by Woodward FSR. Contractor to mount enclosure to engine as required by Woodward FSR</p> <p>Cables for Gensets 1 & 2 will pass through one (1) bulkhead, existing transit may be re-used but contractor to bid on installing new to be adjusted by 1379</p> <p>Cables for harbour genset pass through two (2) bulkheads, existing transit may be re-used but contractor to bid on installing new to be adjusted by 1379</p> <ul style="list-style-type: none"> • Contractor to bid on 340 hours of assist time for 1 dockyard person. Time to be adjusted by proof of time sheet and adjusted as needed by 1379. This is extra to the contractor personnel used for running of cables.
75	L-02 : Is it possible to have the installation drawing and the cable plan in order to be able to evaluate the number and cable and the size required?	As detailed above highlighted in yellow, the cabling requirements are listed. Details on actual cable diameters would have to be from Woodward FSR as listed in spec. Cables are included as part of the upgrade kit, so cable is install only with FSR doing all terminations in panels.
76	H-15 – 3.5.5.2 – please provide drawings as indicated for the Crew's lounge and officer's lounge entertainment units	no drawings available.

77	In light of the volume of material contained in the specification, and the questions that have yet to be addressed by the Crown, it would be very beneficial to have additional time to prepare our bid.	Bid closing extended to Feb 9 2015
78	H-15: Would it be possible to have a picture sent of these 2 items (as per question 74)?	photos of areas will be provided.

H-15 : Photo's of the Officers Lounge/Mess





H-15 : Photo of the Fwd Crew Mess



End of Solicitation Amendment # 11