

Corrections to VLE Specification

CORRECTIONS AND COMMENTS:

1.2 Under principle dimensions, remove the existing info and replace with:

Length	69.7 meters
Breadth, molded	14.4 meters
Loaded Draft	5.2 meters
Displacement	2700 tonnes
Keel Blocking Length	47.7 meters (fr.6-fr.43)
Avg Block Loading	56.6 tonnes per meter

1.5.4 Clarification, it is three (3) parking spaces.

10.3.2 Santasalo Moventas is now simply Santasalo for industrial gearboxes. Contact information remains the same.

Appendix A, Section 1A.3: The ANSUL R 102 system the range system is being replaced by a CORE fire system is going in, section 34, with installation by certified technicians. Certification of the ANSUL R system will not be required.

Appendix A, Section 12A.2 Remove “(references?)”

Appendix A, Section 13A.1 Should read: “The contractor is to supply and replace forty-six (46) 10 kilogram zinc anodes. The work in this section must be coordinated with the work in Section 15A C-2000 System Anodes and Section 22A Underwater Hull Coatings.”

Appendix A, Section 15A Contractor shall note: The C-2000 system was removed in 2011 and replaced with an Anfomatic Anti-fouling system. Anodes are the same, control system has changed. Manual and drawings will still be available.

Appendix A, Section 16A.5 Should read “Work is to be carried out to the satisfaction of the TA and TCMS.”

Appendix A, Section 19A: Note table correct:

Position	Vent Name	Size	Frame	Colour	Type
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Item		in Inches	Location		
1.	Main Fuel Vent Port Tanks - (Port Fuelling Bay)	5	24	White	W2T1B, 30 mesh
2.	Main Fuel Vent Stbd Tanks - (Stbd Fuelling Bay)	5	24	White	W2T1B, 30 mesh

Appendix A, Section 19A.5 Remove GSM and insert Contractor . ANSI 5 inch flanges shall be Contractor supplied, not GSM.

Appendix A, Section 19A.8 should read: “Contractor shall now repeat steps 19A.3 to 19A.7 for the Starboard Main Fuel vent head located at Frame 24 of the Starboard Fuelling Bay.”

Appendix A, Section 22A.5 Should read: “Painting is to be carried out only after any tank repairs (Section 23A), Bow thruster installation (Section 24.0), hull anodes (Section 13A), hull identity markings (Section 12A) and hull inspections (Section 11A) are complete.”

Appendix B, Section 2.3.1.2 It is the port and starboard #3 water ballast tanks.

Appendix B, Section 2.3.5, Castor Oil shall be replaced with Glycoshell or Carix Premium G48 (or equivalent), 0.5L of antifreeze to 1L of water. (Availability of Carix can be found at www.kemetyl.com).

13.4.2.3 Add line: “The Contractor must protect this opening from the ingress of water into the ship during inclement weather conditions.”

15.3.2.2 Remove “with the Owner supplied parts” from the first line.

Page 150 – Table should be 15-1 not 13-1

16.3.5.7 Should Read: “The Contractor must supply new hydraulic control valves as per the OEM bill of materials for these gearboxes, positions 163, 166, 168, 296, 180/1, 180/2, 181/1, 181/2, 182/2, 183/1, 183/2, 184/1, 184/2 drawing 5K036-3641 Instrumentation Scheme. The Contractor must test and adjust the hydraulic control valves to correct operating pressures.”

Page 168 table should be 17-1 not 15-1

Replace Section 18.4.1.2 with the following:

18.4.1.2 The CPP Pitch mechanism axial stroke of the propeller hub cylinder must be correlated with the OD box mechanical feedback scale and the remote control system pitch system indicators in the control room and on the bridge readouts after reassembly.

21.3.1.3 Add “and Section 12.1.4 of the VLE Supplemental Electronic Equipment Specification (Appendix B)” to the end of the paragraph.

21.1.3 Add “Contractor to supply tank washdown services to remove all rust preservative coating prior to work commencing in the Port and Stbd Cofferdams and the Aft Void compartment.”

22.3.2.4 Should Read “The panel has 15 breakers in total to be replaced. The 15A incinerator breaker (breaker 10) will be replaced with a 20 A breaker for the sewage plant transfer sump pump, and should be indicated as such on the panel Talley plate.”

- a) 2 x 15A
- b) 6x 20A
- c) 2 x 30A
- d) 1 x 50A
- e) 1 x 90A
- f) 1 x 100A
- g) 1 x 125A
- h) 1 x 200A

22.3.1.4 The panel has 11 breakers in total to be replaced:

- a) 2 x 30A One is a Spare
- b) 1 x 40A
- c) 2 x 60A
- d) 2 x 90A
- e) 2 x 100A
- f) 1 x 125A
- g) 1 x 150A

22.3.6.2: Present wording of “Any relays that no longer have manufacturer support must be replaced with the latest version.” shall now read “Any relays that no longer have manufacturer support must be replaced with the latest version by submitting a PWGSC Form 1379.”

Specification Section 22: Add

22.3.13 SG13 Breaker Replacement

22.3.13.1 Breaker SG13 is to be removed and replaced with a suitable alternative. The new unit will be an Eaton product as Eaton is now the OEM for Klockner Moller equipment. The contractor will be required to provide any bus work modifications necessary to complete the breaker connections to the system.

22.3.13.2 Bus connections must be bolted with non-ferrous material or of steel rendered corrosion resistant bolts and conical spring washers. The new bus must be tin plated copper.

22.3.13.3 Upon completion of the installation the contractor must measure, using a 1000 megger, the insulation resistance of the new circuit breaker from phase to phase and phase to ground for one minute each at a minimum test voltage of 1000VDC; minimum acceptable value for insulation resistance is 1 megohms. All data must be recorded and verified.

22.3.13.4 The contractor must demonstrate the operation of the breaker to the TA on completion of the work. Any auxiliaries connected to the breakers will also be demonstrated at the same time.

22.3.13.5 The contractor must provide the TA with all new product documentation.

22.3.13.6 New breaker installation must meet or exceed TP127E section 33.

22.3.13.7 Note: Main Switchboard Short Circuit Rating / Device Min. Isc Rating 50 kAIC at 600v AC.

24.3.2.5 c) Add in line: "Power cables from the shaft generator breaker to the MCC in the bow thruster space can be left and reused. Prior to using existing cabling, the Contractor must ensure the existing cabling meets all the shielding, size and type of conductors required by the new system design, and conduct testing of the cable to determine its suitability for future use.

Replace Section 24.3.3 with the following:

24.3.3 Emergency Fire Pump Temporary Removal

24.3.3.1 The Contractor must isolate and remove the Emergency Fire pump from its mount and reserve it as Category B property to prevent damage during the removal and installation of the bow thruster components.

24.3.3.2 The Contractor must cap the existing piping in such a way as to allow the use of the fire main during any emergency. During the removal and installation process, the Contractor must ensure that adequate measures are taken to ensure the vessel is fully protected in the case of fire.

24.3.3.3 When the Contractor is satisfied that the fire pump will no longer interfere with the installation of the new bow thruster components, the Contractor must remount the Emergency Fire pump to the pump mount and reconnect the pump and motor.

24.3.3.4 The work in this section must be coordinated with the work in Section 21.0 Ship's Side Valves and Spool Pieces.

24.3.3.5 Upon completion of the dry dock portion of the VLE, the Emergency Fire pump must be tested in the presence of the attending TCMS inspector in order to gain survey credit for the pump.

24.3.11.1 Should read: "The Contractor must supply, install, arrange, test...."

26.0: "Table 26-1: ICS GFE" - remove the "GFE" from the title, as it is to be Contractor supplied materials.

28.0: TC approved package has been provided. Contractor to note one small addition to the installation package, requiring the relocation of the crane cab access ladder.

31.3.2.1.5 Add line: "The Contractor must protect this opening from the ingress of water into the ship during inclement weather conditions."

33.4.3.6 Should Read "Contractor must remove the structural insulation attached to the ship's side to a height of 300 mm above the current A-60 decking structure. This bottom section of insulation must be removed along the full length of the hull or deckhouse that has been opened as described in 33.4.3.1."

33.4.4.1 Should Read "The Contractor must remove all existing Isolamin floating floor, vinyl floor tiles, baseboards, carpet and leveling cement and epoxy one piece flooring located in the areas noted in Section 33.4.1.1. Disposal of these materials will be as Category "C" property.

All traces of the existing decking material must be removed to expose the main deck steel deck plating.”

35.3.3.5 Should read: “ The Contractor must supply all Thordon bearing materials, and all materials necessary to machine and fit the stainless sleeves and the Thordon bearing material.”

37.3.2 Remove the last line of this paragraph: “ The work in this section must be done in conjunction with Section 18.”

38.3.4 Should read “**1st Engineering Officer’s Cabin**”

38.3.6 Should Read “**Engineering Office**”. Remove items e), f), and g) and insert them under “38.3.7 **Logistic Office**”.

42.3.1.7 Information for tank level sensor required:

PSM Marine 1000 Series iCT Level and Temperature
Transmitter, model 1060/C/S1/12/S/F/**
Analogue & Digital Outputs Enabled
Analogue Signal Output 4 to 20 mA
Digital Output RS485/Modbus
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Qty PC Description Unit Price Ext. Price
Power supply 12 to 30Vdc
Nominal Range 10 mWG
Tank Fixing Clamp
Heavy duty cable. Length 12 metres
Non IS Version
Factory Configuration included (Calibrated Range: 0-624.92 cm H2O)
Tag: Port Fresh Water Tank - Frame 27-32

