

**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
Réception des soumissions - TPSGC / Bid Receiving  
- PWGSC  
1550, Avenue d'Estimauville  
1550, D'Estimauville Avenue  
Québec  
Québec  
G1J 0C7

## 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  
TPSGC/PWGSC  
601-1550, Avenue d'Estimauville  
Québec  
Québec  
G1J 0C7

<b>Title - Sujet</b> MARTHA L. BLACK - DRY DOCKING	
<b>Solicitation No. - N° de l'invitation</b> F3012-15N832/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> F3012-15N832	<b>Date</b> 2015-06-03
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$QCL-036-16430	
<b>File No. - N° de dossier</b> QCL-5-38018 (036)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-06-16</b>	<b>Time Zone</b> Fuseau horaire Heure Avancée de l'Est HAE
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Gagnon, Mathieu	<b>Buyer Id - Id de l'acheteur</b> qcl036
<b>Telephone No. - N° de téléphone</b> (418) 649-2883 ( )	<b>FAX No. - N° de FAX</b> (418) 648-2209
<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> <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 (type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Solicitation No. - N° de l'invitation

F3012-15N832/A

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

F3012-15N832

Amd. No. - N° de la modif.

002

File No. - N° du dossier

QCL-5-38018

Buyer ID - Id de l'acheteur

qc1036

CCC No./N° CCC - FMS No/ N° VME

---

See next pages.

---

**Please amend the above mentioned bidding solicitation with the changes below:**

**Item / Question 1:**

In H.D.18 -Appendix 3 Main deck insulation wall and floor

- Section 1

1.1- As indicated here there are 7 sets of 2 cabins with 7 adjoining washrooms and 1 single cabin with a private washroom. Are we to bid this section on the 15 cabins and 8 washrooms or just cabins #134 and #128 and the adjoining washroom?

**Answer 1:**

Yes, the proposal must cover fifteen (15) cabins and eight (8) bathrooms. The description given was the example for two (2) staterooms and their bathrooms because all other cabins have a similar arrangement.

**Item / Question 2:**

In reference to Specification Item H.D.-12 " Tailshafts"

Spec. item 12.1.5 refers to a "Spark" test be performed to verify material integrity.

Can you provide additional information for this test?

At what voltage would this test be performed?

Can you provide names of recommended testing facilities who have performed this test on this vessel or similar vessel?

**Answer 2:**

The 'Spark' test is verify the water tightness of the membrane with the shaft to ensure that there is no water leakage between the shaft and the membrane. The required voltage is to be established by the manufacturer of the membrane and must provide a conclusive result.

**Item / Question 3:**

Reference to Specification H.D.10 section 10.3.2

The crown is asking for a float coat of Magnakote Plus from Drew Chemical.

Can the contractor use an alternative coating like Sea Guard A Float Coat?

**Answer 3:**

No, for compatibility reasons the contractor must use the product Magnakote plus.

**Item / Question 4:**

Invitation To Tender cover sheet page 1 of 2 at top left hand corner.

Return Bids To: I have noticed no Fax Number is available on the cover sheet.

Can PWGSC provide a fax number so the contractor can fax the tender? Other than mailing to provide maximum time to prepare the tender package.

**Answer 4:**

The fax number to use is (418) 648-2209.

**Item 5:**

**Item 4.1.31**

**Eliminate item 4.1.31 of the specification and replace with the following :**

4.1.31 Clean anchors using light sandblast and apply two (2) coats of black Intergard paint, 0.005" when dry, and one (1) coat of finishing Interlac No. 2, 0.002" when dry. The port anchor and the replacement stored in the forward hatch, must be removed and repaired, and paint. These are stockless anchors, the contractor must dismantle, repair the anchor shackle, its axis and the opening of the shaft that have excessive play. Check working play on the axis of the shaft, and the opening diameters of the shaft and the arm. The procedures for repairs, and the work must be approved by an inspector of a classification society or TC / MS.

**Also, add the following technical document:**

No. (E) Ancre Black

**Item 6:**

**Add the following technical documents:**

No. Alco MI 11000 (E)  
No. ALCO MI-11000 (F)

**Item 7:**

**I6 - Vessel Transfer Fees**

**Eliminate the table in item I6, paragraph 3. of Annex I Financial Bid Presentation Sheet of the Invitation to Tender and replace with the following:**

Company	Installations	City	Transfer Cost
Chantiers Davie Inc.		Lévis QC	0.00
Heddle Marine Service Inc.		Hamilton ON	\$35,739.00 CAN
Irving Shipbuilding Inc. (Halifax Shipyard)		Halifax NS	\$58,366.00 CAN
NewDock- St-John's Dockyard Ltd.		St. John's NF	\$74,909.00 CAN
Pictou Industries		Pictou NS	\$49,032.00 CAN
Port Weller		Port Weller ON	\$47,798.00 CAN
Verreault Navigation Inc.		Les Méchins QC	\$34 081.00 CAN

**All other clauses and conditions from the bidding solicitation remain the same.**



## ENGINE FINAL INSPECTION PRE-RUN AND BREAK-IN

### GENERAL INSTRUCTIONS

Prior to starting a new or factory rebuilt engine, an overhauled engine, or an engine which has been out of service for an extended period of time, the following inspection pre-run and break-in procedure should be followed. If the proper precautions are not taken, engine parts, especially the bearings and crankshaft, may be extensively damaged during the first few minutes of engine operation.

When engine lubricating oil, fuel oil, governor oil and cooling water systems are factory treated to prevent corrosion during shipment and storage, the preservatives remain effective from six to eight months and are soluble in their respective systems. Flushing to remove the preservative, therefore, is not necessary.

The following instructions supplement and do not replace the inspections or preparations performed by Alco while assembling, preparing for testing and testing a new or rebuilt engine.

### FINAL INSPECTION AND PRE-RUN

The following instructions apply to all engines.

#### PRELIMINARY

1. Before engine crankshaft is rotated, any possible internal or external obstructions to engine operation must be observed and corrected. Obstructions can be detected by removing all cylinder head compression plugs (or opening all indicator cocks) and barring engine crankshaft manually at least two revolutions.

2. Engine and all engine driven equipment must be properly aligned, coupled and secured to their foundations. Engine crankshaft must not be rotated more than necessary to couple engine driven equipment.

3. All external equipment and lubricating oil, cooling water, fuel oil, air intake and exhaust piping must be thoroughly cleaned internally and connected.

4. Rust preventative and protective slushing compound must be removed from external surfaces of engine and other equipment with a petroleum solvent.

5. All electrical connections, including alarm and protective devices, must be securely made and verified.

#### PROCEDURE

1. Check crankshaft deflection according to instructions in engine maintenance manual.

2. Fill engine cooling water system with clean, treated water. Treated water must be used at all times. Using untreated water will cause corrosion or cavitation erosion to begin immediately and progress rapidly. For recommended water treatment (see "Water Treatment" publication).

3. Fill fuel tank (see "Fuel Oil Specifications" publication) and prime system. If fuel is supplied by a separately driven pump, set external fuel pressure regulating valve to maintain 40-45 psi on the fuel injection pump headers. If fuel is supplied by an



engine driven pump, make this setting after engine is started.

4. Drain, flush and fill engine governor to operating mark with governor oil.

5. Drain the crankcase sump and, if no pre-lube pump is built into system, connect the suction of a portable lubricating oil pump, with a magnetic trap, to drain connection. Connect discharge of portable pump at a convenient location after engine lubricating oil pump, but at point which will completely flush entire external lubricating oil system.

6. Strainer must be equipped with a clean 120 mesh basket except for installation using the duplex type. Duplex type to be equipped with 150 mesh baskets. (See page 3 for catalog listings) Following break in, and after thorough cleaning, baskets should be reapplied for regular operation.

7. Remove all piping between main bearing caps and main bearing oil header so that flushing oil does not reach crankshaft bearings but returns directly to engine sump.

8. Disconnect external oil piping that feeds right and left bank valve levers, fuel pump levers, turbocharger and camshaft from main bearing oil header and then plug header.

9. Flush system at approximately 15 gpm (oil temperature at least 100°F) until all foreign material is removed. Run-in strainer basket should be removed periodically until no more foreign material accumulates in it.

10. Clean out magnetic trap on pre-lube pump. Remove paper filter and apply new paper filter to lube oil filter tank.

11. Connect all main bearing oil pipes at header and caps. Connect all external oil

piping feeding valve levers, fuel pump levers, turbocharger and camshaft.

12. Remove all valve lever casings (rocker box covers) circulate lubricating oil with portable pump for an additional ten minutes for complete pre-lubrication. During pre-lubrication period bar engine crankshaft. Inspect oil flow at cooling oil drain of each piston, all main and connecting rod bearings, gear train sprays, valve mechanisms and turbocharger drains. Check all internal and external pipes for tightness.

13. Replace crankcase inspection covers, valve lever casings and all compression plugs (or close indicator cocks). Disengage engine turning device and lock in running position.

14. If portable pre-lube pump is used, disconnect pump suction and discharge. Drain and discard flushing oil from engine sump. Replace sump drain plug and plug in discharge line. Fill crankcase sump, to bayonet gauge high mark, with clean lubricating oil (see "Lubricating Oils" publication). Make certain all cooling water and lubricating oil system drain valves are closed. Set all external valves in their correct running position.

15. Check lubricating oil, governor oil, cooling water and fuel oil levels. Start engine according to standard starting procedure and recheck lubricating oil, governor oil and cooling water levels. Check lube oil, fuel oil and cooling water pressures and temperatures.

#### BREAK-IN OR OPERATIONAL TEST

After final inspection and pre-run is completed and engine started, run an operational test on new or rebuilt engine, or



break-in test on overhauled engine. During test, inspect external lubricating oil filters and run-in strainer; clean or renew as necessary.

The following is a suggested operational or break-in schedule:

1. Run no-load tests at idle engine speed for two (2) minutes, five (5) minutes, ten (10) minutes and then until engine water temperature reaches 120°F. After each time interval, shut engine down, bar engine crankshaft, inspect all piston skirts and liners and check temperature of bearings.

2. Check speed control by bringing engine up to rated RPM. Check overspeed RPM.

3. Run engine at loads and for time intervals listed in following table:

Load	Time	
	Operational Test	Break-In Test
25% of Rated	30 Minutes	1 Hour
50% of Rated	30 Minutes	1 Hour
75% of Rated	1 Hour	2 Hours
100% of Rated	1 Hour	2 Hours Min.

After completing above tests, again check filters and strainer. If they are still picking up foreign material, continue to operate engine until filters and run-in strainer are no longer removing foreign material.

When lube oil system is clean and before engine is placed in regular service tighten all connections, replace run-in strainer with standard strainer basket and install new filter elements.

#### \*PARTS INFORMATION

Catalog Number				
	Model 244 Engine	Model 251 Engine	Model 251 Inline Engine	Model 539 Engine
*Portable Lubricating Oil Pump -----	2470811-1	2470811-1	2470811-1	2470811-1
Magnetic Trap -----	2470821	2470821	2470821	2470821
Strainer Basket-120 Mesh -----	1601492-2	1601492-2	1601492-2	-----
Strainer Basket-150 Mesh -----	-----	2392111	-----	-----

**\*NOTE:** The above listed catalog numbers are for identification purposes and should not be used for ordering parts. For parts ordering information, consult the Renewal Parts section of the Maintenance Manual.



## EXPLANATION OF TERMS

FREE END - The turbocharger end of engine.

GENERATOR END - The power take-off end of the engine.

RIGHT AND LEFT SIDE - The right or left side of the engine is determined by viewing the engine from the power take-off end.

CYLINDER LOCATION - The engine cylinders are numbered from the free end. No. 1 right and left cylinders are the cylinders nearest the turbocharger.

CRANKSHAFT ROTATION - During engine operation the crankshaft rotates counter-clockwise as viewed from the power take-off end or clockwise as viewed from the free end.

## APPROXIMATE WEIGHTS FOR LIFTING

	Pounds			
	8 Cyl.	12 Cyl.	16 Cyl.	18 Cyl.
Diesel Engine (Dry) - - - - -	25,670	32,300	40,300	49,000
Governor - - - - -	130	130	130	150
Turbosupercharger - - - - -	948	1,100	1,200	*1,350
Turbosupercharger Support - - - - -	660	590	620	-
Cylinder Block - - - - -	6,615	10,100	12,300	13,500
Engine Base - - - - -	2,500	3,100	4,000	4,350
Crankshaft and Extension				
Shaft Assembly - - - - -	1,800	2,800	3,800	4,600
Camshaft - - - - -	280	400	535	600
Camshaft Gear - - - - -	160	160	160	180
Balance Shaft				
Right Side - - - - -	291	-	-	-
Left Side - - - - -	345	-	-	-
Cylinder Head Assembly - - - - -	245	246	245	245
Piston and Connecting Rod Assembly - - - - -	120	120	120	142
Cylinder Liner - - - - -	90	90	90	90
Exhaust Manifold				
(4 Pipes) - - - - -	900	1,080	1,750	-
*(6 Pipes) - - - - -	-	-	2,400	-
*(8 Pipes) - - - - -	-	-	-	2,300
Exhaust Manifold				
(Single Pipe) - - - - -	-	-	326	-
Lubricating Oil Pump - - - - -	335	335	335	335
Water Pump - - - - -	295	295	295	295
Turbo Air Aftercooler - - - - -	300	300	300	650





# Lloyd's Register of Shipping

## CERTIFICATE FOR ANCHOR

Date **16-11-84** Office **Kure** Certificate No. **NAG-84/80684**  
Manufacturer **Kotobuki Industries Co., Ltd.** Works Order No. **-**  
Name and Address of Works **Hiro Works, Japan**

This is to certify that the \* **cast** steel anchor head and the \* **cast** steel shank, particulars of which are given below, have been made and examined at the manufacturer's works in accordance with the † Rules of Lloyd's Register of Shipping/~~Rules of Lloyd's Register of Shipping and the schedules under The Anchor and Chain Cable Rules 1970 Statutory Instrument (British Flag Ships only).~~

The assembled anchor has been proved in the presence of the undersigned by a verified testing machine to the appropriate load for the mass of anchor, as set forth in the Rules of Lloyd's Register of Shipping, and has been examined after having been tested, weighed and marked as under,

\* Insert cast/forged/fabricated as applicable

† Delete where not applicable

Type of anchor

Stock ☐  
Stockless ☒  
Ordinary ☐  
High Holding Power ☒

Material Certificate: Part and No.

Anchor Head ) **NAG-84/80684**  
Shank

Mass data

Anchor (assembled) **2033** kg  
Stock **-** kg  
Shank **480** kg

Dimensions

Width between fluke tips **965** mm  
Length of flukes **1235** mm  
Width and thickness of shank **148 x 194** mm  
Length of shank **1991** mm

Testing data

Proof load applied **450** kN/m<sup>2</sup>  
Deflection **3-6** mm

Identification marks  
(see Part 2, Chapter 10,  
of the Society's Rules)

a **LR KUR** d **HHP 2033 kg**  
b **NAG NO.84/80684** e **-**  
c **11-84**

Testing House name and address **Nippon Chain & Anchor Co., Ltd., Hiro Factory, Kure, Japan**  
**Also One (1) spare Anchor Ring has been tested and marked as above.**

*T. Majima*  
**T. Majima**

Surveyor to Lloyd's Register of Shipping

*R.C. Bonning*  
**R.C. Bonning**

Designation **Principal Surveyor for Western Japan**

To be completed by the Surveyor verifying the equipment after placing on board.

Anchor placed on board  
(Name of Ship)

Surveyor to Lloyd's Register of Shipping

Should the anchor described above be lost or destroyed, this certificate is to be returned to the Secretary of Lloyd's Register of Shipping, London, for cancellation. If the anchor be impaired or otherwise altered, so as to destroy its identity with the certificate, the facts are to be reported to the Secretary, or one of the Society's Surveyors, in order that the certificate may be altered accordingly.

In providing services information or advice neither the Society nor any of its servants or agents warrants the accuracy of any information or advice supplied. Except as set out herein neither the Society nor any of its servants or agents (on behalf of each of whom the Society has agreed this clause) shall be liable for any loss damage or expense whatever sustained by any person due to any act or omission or error of whatsoever nature and howsoever caused of the Society its servants or agents or due to any inaccuracy of whatsoever nature and howsoever caused in any information or advice given in any way whatsoever by or on behalf of the Society, even if held to amount to a breach of warranty. Nevertheless, if any person uses the Society's services or relies on any information or advice given by or on behalf of the Society and suffers loss damage or expense thereby which is proved to have been due to any