

**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 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> CCGS Griffon dry dock refit	
<b>Solicitation No. - N° de l'invitation</b> F2599-155003/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> F2599-155003	<b>Date</b> 2015-06-22
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MD-030-25144	
<b>File No. - N° de dossier</b> 030md.F2599-155003	<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 2015-06-26</b>	
<b>Time Zone</b> Fuseau horaire Eastern Daylight Saving Time EDT	
<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>	

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> (type or print) <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>



**1) ANNEX H FINANCIAL BID PRESENTATION SHEET****H1 Price for Evaluation, Revised 1:**

<b>A)</b>	<b>Known Work</b>  For work as stated in Part 1 – GENERAL INFORMATION, article 1.2, specified in Annex A – Statement of Work and detailed in the attached ANNEX H – Financial Bid Presentation Sheet – Appendix 1 - Pricing Data Sheet 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:  500 person hours x \$_____ per hour for a PRICE of: See Annex H, article H2.1 and H2.2 below.  Overtime premium for time and one half: Estimated hours for evaluation purposes only: 50 person hours x \$_____ per hour for a PRICE of: See Annex H, article H3 below.  Overtime premium for double time: Estimated hours for evaluation purposes only: 50 person hours x \$_____ per hour for a PRICE of: See Annex H, article H3 below.	\$ _____  \$ _____  \$ _____
<b>C)</b>	<b>Daily Service Fees</b>  For evaluation purpose only as per Annex H, article 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 Annex H, article H6:  Proposed shipyard/ship repair facility \$_____	\$ _____
<b>E)</b>	<b>EVALUATION PRICE</b>  [A + B + C + D + E] for an EVALUATION PRICE (applicable taxes excluded) of:	\$ _____

**2) 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>2.0</b>		<b>SERVICES</b>		\$	\$	\$	\$	
	2.7.5	Unit rate/Kw Hr for consumption						\$
	2.8.9	Unit rate/m <sup>3</sup> of potable water						\$
	2.9.4	Unit rate/m <sup>3</sup> of water						\$
	2.11.2	Unit price/m <sup>3</sup> at 150 psig of compressed air supply						
		TOTAL FOR 2.0 - SERVICES		\$	\$	\$	\$	
<b>4.0</b>		<b>BERTHING, MOORING AND DOCKING</b>		\$	\$	\$	\$	
<b>5.0</b>		<b>SHIP'S HULL (SURVEY ITEM)</b>		\$	\$	\$	\$	
	5.3.2.3	Ventilated and heated temporary shelter						\$
	5.3.7.24	Unit price/m <sup>2</sup> painting						\$
		TOTAL FOR 5.0 - SHIP'S HULL		\$	\$	\$	\$	
<b>6.0</b>		<b>BILGE CLEANING</b>		\$	\$	\$	\$	
<b>7.0</b>		<b>ANODES</b>		\$	\$	\$	\$	
	7.3.1.4	Unit price/bead weld anode						\$
	7.3.2.5	Unit price/ bolt plated anode						\$
	7.3.3.3	Unit price/ bead weld anode						\$
		TOTAL FOR 7.0 –		\$	\$	\$	\$	

		ANODES						
8.0		SEA CHEST & SEA BAYS (SURVEY ITEM)		\$	\$	\$	\$	
9.0		STEERING SYSTEM (SURVEY ITEM)		\$	\$	\$	\$	
10.0		STEERING GEAR PUMPS (SURVEY ITEM)		\$	\$	\$	\$	
11.0		SHIP'S SIDE VALVES (SURVEY ITEM)		\$	\$	\$	\$	
12.0		BALLAST TANKS AND VOID SPACES (SURVEY ITEM)		\$	\$	\$	\$	
	12.3.1.1 1	Unit price/m <sup>2</sup>		\$	\$	\$	\$	
		TOTAL FOR 12.0 – BALLAST TANKS AND VOID SPACES (SURVEY ITEM)		\$	\$	\$	\$	
13.0		POTABLE WATER TANKS (SURVEY ITEM)		\$	\$	\$	\$	
	13.3.1.1 0	Unit price/m <sup>2</sup> coating 2 coats of cement wash						\$
		TOTAL FOR 13.0 – POTABLE WATER TANKS		\$	\$	\$	\$	
14.0		PROPULSION TAIL SHAFTS (SURVEY ITEM)		\$	\$	\$	\$	
15.0		PROPELLERS (SURVEY ITEM)		\$	\$	\$	\$	
16.0		MEGGER TESTING OF ELECTRICAL CIRCUITS		\$	\$	\$	\$	
17.0		HVAC DUCT CLEANING		\$	\$	\$	\$	
18.0		ELECTRIC		\$	\$	\$	\$	

		<b>REHEATERS</b>						
<b>19.0</b>		<b>GALLEY EXHAUST VENTILATION DUCT CLEANING</b>		\$	\$	\$	\$	
<b>20.0</b>		<b>ANCHOR WINDLASS (SURVEY ITEM)</b>		\$	\$	\$	\$	
<b>21.0</b>		<b>FUEL TANK CLEANING AND INSPECTION (SURVEY ITEM)</b>		\$	\$	\$	\$	
<b>22.0</b>		<b>BOW THRUSTER OVERHAUL</b>		\$	\$	\$	\$	
<b>23.0</b>		<b>BARGE DAVITS</b>		\$	\$	\$	\$	
<b>24.0</b>		<b>MACGREGOR HATCH REPAIRS</b>		\$	\$	\$	\$	
<b>25.0</b>		<b>REFRIDGERATED STORES &amp; HANDLING ROOM DRAIN PIPING REPLACEMENT</b>		\$	\$	\$	\$	
<b>26.0</b>		<b>FSR FOR MAIN ENGINE OVERHAUL</b>		\$	\$	\$	\$	
<b>27.0</b>		<b>CIRCUIT BREAKER WORK</b>		\$	\$	\$	\$	
<b>28.0</b>		<b>PANELBOARD REPLACEMENT</b>		\$	\$	\$	\$	
<b>29.0</b>		<b>RADAR SYSTEM INSTALLATION</b>		\$	\$	\$	\$	
<b>30.0</b>		<b>VESSEL HULL STRUCTURE CONDITION SURVEY</b>		\$	\$	\$	\$	
<b>31.0</b>		<b>FSR FOR SHIP'S FIRE SYSTEMS</b>		\$	\$	\$	\$	
<b>32.0</b>		<b>CHAIN LOCKER (SURVEY ITEM)</b>		\$	\$	\$	\$	
<b>33.0</b>		<b>SEWAGE PLANT MAINTENANCE AND REPAIR</b>		\$	\$	\$	\$	
<b>34.0</b>		<b>GREY WATER PIPING REPLACEMENT</b>		\$	\$	\$	\$	
<b>35.0</b>		<b>CREW'S MESS FLOORING REPLACEMENT</b>		\$	\$	\$	\$	

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<b>36.0</b>		<b>POOP DECK ENTRANCE FLOORING REPLACEMENT</b>		\$	\$	\$	\$	
<b>37.0</b>		<b>LOWER AIR HANDLING UNIT OVERHAUL</b>		\$	\$	\$	\$	
<b>38.0</b>		<b>SEWAGE SYSTEM VACUUM PIPING REPLACEMENT</b>		\$	\$	\$	\$	
<b>39.0</b>		<b>SWITCHBOARD MOLDED CASE CIRCUIT BREAKER REPLACEMENT</b>		\$	\$	\$	\$	
<b>40.0</b>		<b>PROVISION OF WELDING SERVICES, LABOUR AND MATERIALS</b>		\$	\$	\$	\$	
<b>41.0</b>		<b>FSR FOR WATERTIGHT DOOR SURVEY</b>		\$	\$	\$	\$	
<b>42.0</b>		<b>HF ANTENNAE REMOVAL</b>		\$	\$	\$	\$	
<b>43.0</b>		<b>RUDDER TRUNK STEAM DE-ICING PIPING</b>		\$	\$	\$	\$	
		<b><u>TOTAL</u></b>		\$	\$	\$	\$	

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3) APPENDIX 1 - SECTION 25.0 - PHOTOGRAPHS

NOTE TO BIDDERS: These photographs are for information purposes only.

SECTION 25.0 - PHOTOGRAPHS











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## BIDDER'S CONFERENCE MINUTES

A Bidder's Conference for the DRY DOCKING REFIT of the CCGS Griffon was held on June 16, 2015 at CCIW, 401 King Street, Prescott, Ontario. The Conference commenced at 11:05am.

In attendance were:

Name / Nom	Rreprésentent / Representing	Poste / Position
Chris Hawksworth	CCG	Technical Authority
Jean-Francois Thibault	CCG	Superintendent – Marine Engineering
John Love	CCG	Chief Engineer - Griffon
Rob Lyle	CCG	Chief Engineer - Griffon
James Forsythe	CCG	Director - ITS
Claude Renaud	CCG	E&I
Brad McMillan	Canal Marine	
John Schmidt	Davie	
Joe D'Achille	Heddle Marine	
Kristin Cook	PWGSC	Contracting Authority

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 11:05am. 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 Griffon dry docking refit and to discuss any contractual and technical issues related to it. The followings record summarizes the issues and discussions held during the conference.

### 2 Documentation issued to Bidders

The Bidders confirmed that they have reviewed the following documents:

The Invitation to Tender (ITT) No. F2599-155003/A dated May 21, 2015

### 3 Procurement Process Review

Chair person provided additional information on the procurement process.

Signing and submitting 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

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or providing a document that does not meet the mandatory deliverable requirement will render the bid non-compliant.

Special note was made regarding modifications to the solicitation document – 6.12 & 7.27 – Welding Certification and 7.5 – Authorities.

Special note was made regarding the importance of the Work Period timeline and potential delays.

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**

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

1.3 – Work Period – Marine: CA noted that work period has no flexibility; bidders are to ensure they can complete the work within the noted time.

1.3.1 – Time is of the Essence: CA advised this is new clause that will support the Work Period – Marine article.

##### **PART 2 – BIDDER INSTRUCTIONS**

No comments

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

3.1 – Required Submission Sections: CA noted modifications to submission requirements.

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

No comments

##### **PART 5 – CERTIFICATIONS**

5.1.1 – Integrity provisions: Reminder to bidders that this information is required.

5.1.2: Federal Contractor Program for Employment Equity – Bid Certification: CA noted that FCP is applicable to this contract.

##### **PART 6 - FINANCIAL AND OTHER REQUIREMENTS**

6.12 – Welding Certification: Bidder question regarding welding certification requirements. CA supported document requirement to have welders certified to CSA W47.1.03 and CSA W47.2-M1987 (R2003) as the only certification that will be accepted.

Reminder to bidders of mandatory requirements at bid closing and applicable list under Annex J Deliverables / Certification, *J1 – Mandatory Tender Deliverables Check List*.

##### **PART 7 - RESULTING CONTRACT CLAUSES**

7.35 – Vessel Access by Canada: Explanation to ensure Care, Custody and Control is clearly understood to be the responsibility of the ship yard when the ship is delivered and Annex I – Vessel Custody – Appendix 1 – Acceptance Certificate is returned with signature. All personnel onboard are also the responsibility of the ship yard. Work

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completed by Canada that is outside of the Contract requirements will be allowed at the discretion of the ship yard to a reasonable level and that does not unreasonably restrict said personnel.

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

B3 – Overtime: CA advised this article has been simplified to request time and one half rates in their entirety and not only the aggregate between regular time and overtime.

B5 – Vessel, Refit, Repair or Docking Cost: CA encouraged bidders to ensure all costs required are included in the known work, unless otherwise specified.

#### **ANNEX C TO PART 5 – BID SOLICITATION**

No comments

#### **ANNEX D - INSURANCE REQUIREMENTS**

No comments

#### **ANNEX E - WARRANTY**

No comments

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

No comments

#### **ANNEX G – QUALITY CONTROL / INSPECTION**

No comments

#### **ANNEX H – FINANCIAL BID PRESENTATION SHEET**

H1 – Price for Evaluation: Discussion regarding E) Ventilated and Heated Shelter as it pertains to the Specification 789.14, Section 5.0 Ship's Hull (survey Item) - article 5.3.2.3 which requires a shelter. CA to move this pricing requirement to Annex H – Appendix 1 – Pricing Data Sheet under the appropriate section.

#### **ANNEX I – VESSEL CUSTODY**

No comments

#### **ANNEX J – DELIVERABLES/CERTIFICATIONS**

No comments

#### **5 Review of technical specification**

#### **ANNEX A – STATEMENT OF WORK**

#### **SECTION 1.0 – GENERAL NOTES**

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DELETE the following:

1.7.3 Copies of this CD or DVD are to be provided to the TA for reference purposes within 48 hours of assumption of custody of the vessel.

And REPLACE with:

1.7.3 Two (2) copies of this CD or DVD are to be provided to the TA for reference purposes within 48 hours of assumption of custody of the vessel.

## **SECTION 2.0 – SERVICES**

2.11 – 12 hours per day – during working hours as stated at 2.14.1

## **SECTION 3.0 – LIST OF ACRONYMS**

No comments

## **SECTION 4.0 – BERTHING, MOORING AND DOCKING**

CLARIFICATION: Shipyard becomes responsible for the vessel on day one of refit. Inability to put the vessel in dry dock or dock the vessel does not preclude this responsibility.

## **SECTION 5.0 – SHIP'S HULL (SURVEY ITEMS)**

5.3.2.3 – See ANNEX H above, for discussion on this article.

## **SECTION 6.0 – BILGE CLEANING**

No comments

## **SECTION 7.0 – ANODES**

No comments

## **SECTION 8.0 – SEA CHEST & SEA BAYS (SURVEY ITEMS)**

No comments

## **SECTION 9.0 – STEERING SYSTEM (SURVEY ITEMS)**

No comments

## **SECTION 10.0 – STEERING GEAR PUMPS (SURVEY ITEMS)**

This is a long lead item which could impact the Work Period. Canada will buy equipment and supply to contractor on award to mitigate this risk.

## **SECTION 11.0 – SHIP'S SIDE VALVES (SURVEY ITEMS)**

No comments

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**SECTION 12.0 – BALLAST TANKS AND VOID SPACES (SURVEY ITEM)**

No comments

**SECTION 13.0 – POTABLE WATER TANKS (SURVEY ITEMS)**

**Additional test required** to be added to section, including certificate (28) AMENDMENT

**SECTION 14.0 – PROPULSION TAIL SHAFTS (SURVEY ITEMS)**

No comments

**SECTION 15.0 – PROPELLERS (SURVEY ITEMS)**

No comments

**SECTION 16.0 – MEGGER TESTING OF ELECTRICAL CIRCUITS**

No comments

**SECTION 17.0 – HVAC DUCT CLEANING**

No comments

**SECTION 18.0 – ELECTRIC REHEATERS**

No comments

**SECTION 19.0 – GALLEY EXHAUST VENTILATION DUCT CLEANING**

No comments

**SECTION 20.0 – ANCHOR WINDLASS (SURVEY ITEM)**

No comments

**SECTION 21.0 – FUEL TANK CLEANING AND INSPECTION (SURVEY ITEM)**

No comments

**SECTION 22.0 – BOW THRUSTER OVERHAUL**

No comments

**SECTION 23.0 – BARGE DAVITS**

No comments

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## **SECTION 24.0 – MACGREGOR HATCH REPAIRS**

DELETE the following:

24.3.3.3 The Contractor must proof test the new installations to a load of 14 tons to provide a safe working load of 7 tons in the presence of the TA. The Contractor is responsible for following the test method as stipulated by the TA.

And REPLACE with:

24.3.3.3 The Contractor must proof test the new installations to a load of 14 tons to provide a safe working load of 7 tons in the presence of the FSR. The Contractor is responsible for following the test method as stipulated by the FSR.

## **SECTION 25.0 – REFRIDGERATED STORES & HANDLING ROOM DRAIN PIPING RENEWAL**

Request to provide visual representation for this section, as access is restricted. CA to provide via amendment. Any photos provided are intended to be for information only and cannot be considered as information for pricing purposes.

## **SECTION 26.0 – FSR FOR MAIN ENGINE OVERHAUL**

No comments

## **SECTION 27.0 – CIRCUIT BREAKER WORK**

DELETE the following:

27.3.1.7 The Contractor shall inspect the circuit breakers and provide a report as to the physical condition of the circuit breakers.

And REPLACE with:

27.3.1.7 The Contractor shall inspect the circuit breakers and provide a report as to the condition of the circuit breakers.

## **SECTION 28.0 – PANELBOARD REPLACEMENT**

No comments

## **SECTION 29.0 – RADAR SYSTEM INSTALLATION**

1. DELETE the following:

29.1.7.1 The Contractor shall do the following:

a) remove the incompatible mounting platform by cutting the platform from the pedestal;

b) and c) to remain the same.

And REPLACE with:

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29.1.7.1 The Contractor shall do the following:

a) remove the incompatible mounting platform by cutting the platform from the pedestal situated on the mast;

b) and c) to remain the same.

2. ADD the following:

29.1.7.1:

d) information on x-band and s-band mounting platform dimensions. TO BE PROVIDED BY CLAUDE RENAUD

### **SECTION 30.0 – VESSEL HULL STRUCTURE CONDITION SURVEY**

DELETE the following:

30.1.1 The Contractor shall provide the services of a Transport Canada recognized LLOYDS Classification Society to perform a hull and structural survey of the vessel.

And REPLACE with:

30.1.1 The Contractor shall provide the services of a Transport Canada recognized Classification Society to perform a hull and structural survey of the vessel.

### **SECTION 31.0 – FSR FOR SHIP'S FIRE SYSTEMS**

No comments

### **SECTION 32.0 – CHAIN LOCKER (SURVEY ITEM)**

No comments

### **SECTION 33.0 – SEWAGE PLANT MAINTENANCE AND REPAIR**

No comments

### **SECTION 34.0 – GREY WATER PIPING REPLACEMENT**

DELETE SECTION 34.0 in its entirety.

### **SECTION 35.0 – CREW'S MESS FLOORING REPLACEMENT**

No comments

### **SECTION 36.0 – POOP DECK ENTRANCE FLOORING REPLACEMENT**

No comments

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#### **SECTION 37.0 – LOWER AIR HANDLING UNIT OVERHAUL**

No comments

#### **SECTION 38.0 – SEWAGE SYSTEM VACUUM PIPING REPLACEMENT**

No comments

#### **SECTION 39.0 – SWITCHBOARD MOLDED CASE CIRCUIT BREAKER REPLACEMENT**

No comments

#### **SECTION 40.0 – PROVISION OF WELDING SERVICES, LABOUR AND MATERIALS**

No comments

#### **SECTION 41.0 – FSR FOR WATERTIGHT DOOR SURVEY**

DELETE the following:

41.1.1 The watertight doors on the Griffon are original and we want to assess their condition. Contractor shall provide the services of a Transport Canada recognized LLOYDS Classification Society to perform a hull and structural survey of the vessel.

And REPLACE with:

41.1.1 Condition of four (4) original watertight doors to be assessed.

#### **SECTION 42.0 – HF ANTENNAE REMOVAL**

No comments

#### **6 Closing comments**

Kristin Cook  
DMPS / PWGSC  
Contracting Authority for the CCGS Private Robertson  
June 16, 2015  
Time: 1:00pm

SECTION 5.0 SHIP`S HULL (SURVEY ITEM)

5.3 Technical

5.3.6 Thruster Tunnel Bars

**Replace text 5.3.6.1 to 3 with this new text**

5.3.6.1 The Contractor shall note there are no guard bars remaining on the bow thruster tunnel. The Contractor shall grind flush all remnants of the old guard bars and prepare the surface for the application of the Inerta hull paint. The guard bars will not be renewed.

## SECTION 9.0 STEERING SYSTEM

### New text

#### 9.4.4 Rudder Stock

9.4.4.1 The Contractor shall measure the tiller height from doubler plate in the steering gear compartment to determine carrier wear prior to work commencing on the rudder stock (original measurement 600 mm **(1' 11-5/8")** from the plate to the bottom of the tiller).

#### 9.4.5 Rudder Stock Removal

9.4.5.9 Measurements are to be taken (minimum 6 places per component) of the rudder stock at the bearing surfaces. Further inspection and analysis of the rudder stock in way of the lower bearing shall be **conducted** in accordance with section 9.4.7 herein.

#### 9.4.8 Re-installation

9.4.8.1 The Contractor shall install the rudder stock, intermediate and carrier bearings.

**Insert 9.4.8.2 The Contractor shall blue the carrier bearing to check the fit between the conical carrier and the main carrier.**

#### 9.4.10 Steering Gear Hydraulic System

9.4.10.3 The Contractor shall remove, inspect, **machine** and lap as required all four fitted suction valves. After lapping the valves are to be re-assembled with new **gaskets and tested to 2200 psi.** The contractor shall wipe clean the hydraulic reservoir.

9.4.10.4 The Contractor to remove, open, inspect, **machine** and lap as required the hydraulic system safety valves/by-pass valve assemblies. After lapping the valves are to be re-assembled using new gaskets and packing **and pressure tested and adjusted to relief valve setting.**

### 9.5 Inspection, Test and Trials

#### 9.5.1 Rudder

9.5.1.1 The Contractor shall notify and afford the TA the opportunity to view the rudder carrier bearings **and carrier bearing blue fit**, steady bearings, pintle bearings, the rudder pintles, and the rudder stock while the Contractor is performing the measurements.

**SECTION 13.0 POTABLE WATER TANKS**

**13.5 Disinfection and Commissioning**

**13.5.1.1 ADD THE FOLLOWING TEXT**

A baseline 28 parameter water quality test must be performed as per **section 7.A.12** of the Fleet Safety Manual after the super chlorination procedures.

ONE OF THE QUARTERLY TESTS, CONDUCTED AT LEAST ONCE ANNUALLY, SHALL TEST FOR CONTAMINATION IN TWENTY-EIGHT (28) PARAMETERS. ACCEPTABLE MAXIMUM VALUES FROM THE GUIDELINES FOR CANADIAN DRINKING WATER QUALITY ARE SHOWN TO THE RIGHT OF EACH TEST PARAMETER.

HEALTH-BASED OBJECTIVES • E. COLI 0 PER 100ML • TOTAL COLIFORM 0 PER 100ML • TURBIDITY 1 NTU • ANTIMONY 0.006 MG/L • BARIUM 1.0 MG/L • BORON 5.0 MG/L • CADMIUM 0.005 MG/L • CHROMIUM 0.05 MG/L • ETHYLBENZENE 0.09MG/L • NITRATE/NITRITE 45 MG/L • MERCURY 0.001 MG/L • SELENIUM 0.01 MG/L • URANIUM 0.02 MG/L • BENZENE 0.005 MG/L • XYLENES 0.3 MG/L • FLUORIDE 1.5 MG/L • LEAD 0.01 MG/L

AESTHETIC OBJECTIVES • COPPER 1.0 MG/L • IRON 0.3 MG/L • MANGANESE 0.05 MG/L • PH 6.5 – 8.5 PH UNITS • COLOUR 15 TCU • TOTAL DISSOLVED SOLIDS 500 MG/L • SODIUM 200 MG/L • ZINC 5 MG/L • TOLUENE 0.024MG/L • SULPHATES 500 MG/L • CHLORIDE 250 MG/L

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### SECTION 21.0 FUEL TANK CLEANING AND INSPECTION

Delete the following text.

21.3.2.7 Any defects noted or that need to be corrected based on the.

### SECTION 22.0 BOW THRUSTER OVERHAUL

Delete the following item

22.3.5.4. The Contractors shall remove the tunnel grating bars as required on either side of the thruster tunnel to gain access to the propeller unit.

22.3.6.5. Clarify Shell Omala 68 shall be contractor supply

### SECTION 25.0 REFRIGERATED STORES & HANDLING ROOM DRAIN PIPING RENEWAL

Metric conversion error

25.3.4.5. 203.2 mm should read 2438.4 mm (8 ft.) of 2inch galvanized, steel pipe.....

25.3.7 Pictures of VOID space



Griffon - 2015 Drydock pics for Section 25.0 Refrigerated Stores Handling Room Drain Piping Renewal.msg

### SECTION 27.0 CIRCUIT BREAKER WORK

27.3.2.8 is an incomplete sentence and should read:

The Contractor shall inspect the referenced circuit breakers for proper mechanical operation, megger the control circuit insulation and measure the primary contact resistance.

**June 17, 2015 Question 7:** What kind of relays do Spare K-600 breakers #1 & 2 have on them?

**June 18, 2015 Answer:**

Spare #1 SN 93178, Digitrip RMS/R 500 trip unit fitted.

Spare #2 SN 41701A01095, Suretrip RMS2007/AF trip unit fitted.

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**June 17, 2015 Question 8:** Do all 4 breakers (EP-2, P-2, NP-2 & Main Switchboard Emergency Bus Tie) require relay retrofits? If yes, What color are the arc chutes and what's currently installed on them?

**June 18, 2015 Answer:**

Yes, all four breakers require retrofits with digital trip units. Main Switchboard EBT breaker has a OD4 trip unit. EP-2, P-2 and NP-2 all have OD-5 trip units. (all OD trips are original circa 1968).

All arc chutes are colour red.

## SECTION 28.0 PANELBOARD REPLACEMENT

Typo

28.5.1. "shall prove the TA" should read "shall provide the TA"

## SECTION 29.0 RADARS

**June 17, 2015 Question 6:** In reference to para 29.1.9.5 Test Equipment required.  
Will the crown provide the test equipment?

**June 18, 2015 Answer:** YES

### Section 29.0 – RADAR

1. Delete in its entirety paragraph 29.1.3.3
2. Change paragraph 29.1.7.1 to read as follows:

The bidder shall bid on removing and replacing both turning unit mounting platforms. Following the awarding of the contract, the Contractor shall consult with the FSR to determine if existing S-Band and X-Band turning unit mounting platforms are compatible with the footprint of the new turning units. If either is determined to be incompatible, and in consultation with the FSR and the TA, the Contractor shall do the following:

- a. Remove the incompatible mounting platform by cutting the platform from the pedestal;

## **SPEC 789.14 AMENDMENT 1**

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- b. Fabricate and weld a new mounting platform/plate to the radar pedestal, as required and as per the manufacturer's installation specification, VisionMaster FT Ship's Manual, Volume 1, figures 3.8 and 3.45; and
- c. Exercise care to ensure the mounting platforms remain un-distorted during and after the welding process is complete. It is critical that the platform fore and aft mounting holes remain parallel to the lubber line of the ship. Note: A cut-away section of the mounting platform may be required for cable and waveguide entry.

## **SECTION 34.0 GREY WATER PIPING REPLACEMENT**

**DELETE SECTION 34 FROM SPECIFICATION**

**SPEC 789.14 AMENDMENT 1**

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**SECTION 37.0 LOWER AIR HANDLING UNIT OVERHAUL**

**37.1 General**

Insert new text

While the fan assembly is out, the bottom panel of the fan casing will be removed, sandblasted and painted with a new GFM coating system. The deck plating under the bottom panel is to be scaled to bare metal and assessed for condition then painted prior to HVAC reassembly.

To be completed in conjunction with Section 17 HVAC Duct Cleaning and Section 18 Electric Reheaters.

**37.2.4 Documents**

Add text

Form 39M-16SI	Installation, Startup and Service Instructions 39MN	
30-CR850A	Product Data Sheet – Steel Plus CR Epoxy Primer Gray	
20-830AM	Product Data Sheet – Silver Bullet AM White	

**37.3.2 Removals**

Insert new text

37.3.2.10 The Contractor shall remove and sandblast the bottom panel of the fan section.

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### 39.0 SWITCHBOARD MOLDED CASE CIRCUIT BREAKER REPLACEMENT

Breaker P-6 was added to this SOW.

39.3.1.7 Other Molded Case Circuit breakers on the main switchboard to be replaced:

- P-6, Transformer for Emergency Switchboard 120 V Essential Bus, 90 amp breaker, Location Frame 4.

### 41.0 FSR FOR WATERTIGHT DOOR SURVEY

The number of doors is not stipulated. Modify the following to read:

#### 41.1 General

41.1.1 The four watertight doors on the Griffon...

There is no deliverable stipulated for this section. Please add the section below.

#### 41.3. Documentation

41.3.1 The Contractor shall provide a report from the FSR detailing the condition of each watertight door system, all defect and recommendations for repair.

**SPEC 789.14 AMENDMENT 1**

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**43.0 RUDDER TRUNK STEAM DE-ICING PIPING (NEW SPEC. ITEM)**

**43.1 General**

- 43.1.1 Griffon has a requirement for the installation of rudder de-icing steam piping to be installed in strategic locations within the rudder truck. The new piping shall branch off the existing steam supply located in the Steering Flat and be isolated by a new steam valve to be installed in the branch line.
- 43.1.2 The intent of this specification is to prevent the rudder stock from jamming due to ice accumulation in the area of the closing plate and ship's hull at the Lower Deck level by providing a means to melt the ice in this area by steam supply.
- 43.1.3 The original steam de-icing line to this area was removed in 2003. All remnants of this piping still existing in the rudder trunk shall be cropped and removed.
- 43.1.4 The work in this specification is to be completed in conjunction with Section 12 Ballast Tanks and Void Spaces and Section 9 Steering System.

**43.2 References**

43.2.1 Regulations

Hull Construction Regulations, C.R.C., c.1431, Canada Shipping Act, 2001.

43.2.2 Drawings

Drawing Number	Drawing Title	Electronic File Name
664-120-8	Aft End Framing	G05A0863.MIL
664-30-1	Stern Frame	G05A0841.MIL
664-120-12	Upper Deck Plating	G05A0485. MIL Rev. 5
GRCCRTD-01 Rev.1	Rudder Trunk De-Icing	GRCCRTD-01 Rev.1.pdf

**43.3 Technical**

**43.3.1 General**

The Contractor shall supply all labor, equipment and material required to perform the work. The new isolation valve shall be GFM.

The Contractor shall reference Rudder Trunk De-Icing guidance drawing #GRCCRTD-01 Rev.1 for approximate location and orientation of the new de-icing piping and penetrations. Actual location and orientation of piping and penetrations is to be approved by the TA prior to cutting.

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### **43.3.2 Removals**

Access to the Rudder Trunk is gained through the manhole to the Aft Peak Tank removed in Section 12.

The Contractor shall remove all remnants of the old rudder trunk steam piping that exists in the Aft Peak Tank and Rudder Trunk. This includes all brackets and piping.

The Contractor shall clean the rudder trunk as required and remove all debris and old grease in order to have the Rudder Trunk certified "Safe for Entry" and "Safe for Hotwork".

The Contractor shall remove the steam pipe insulation on the 1 ½" steam pipe leading athwartships across the Steering Gear bulkhead at Frame 3. Enough insulation must be removed in order to perform the installation of the branch connection Tee.

### **43.3.3 Pipe Penetrations**

New watertight pipe penetrations shall be installed at the Upper Deck level leading into the Aft Peak Tank and Port side bulkhead leading from the Aft Peak Tank into the Rudder trunking. The Contractor shall take into account the underdeck structure prior to cutting in to the Aft Peak Tank. Holes for pipe penetrations shall be circular and have an opening surface finish that is ground smooth and free from jagged surface irregularities.

The Contractor shall ensure all pipe penetrations are watertight Schedule 80 pipe spool and steel collar construction fillet welded on both sides of the bulkhead or deck plating. The steel collar thickness must be at least the same thickness as the bulkhead or deck plate it is penetrating. All penetrations must be approved by the TC inspection authority prior to commencing work. The Contractor is to note the Rudder Trunk bulkhead plating is 1" thick.

### **43.3.4 Piping Installation**

All new piping shall be Schedule 80 Black Seamless steel.

All piping shall be supported by new welded steel brackets spaced no more than 3 ft apart and fitted with locking corrosion resistant fasteners.

All pipe fittings shall be 3000#, socket weld forged steel fittings.

All piping joints shall be welded fittings. There shall not be any flanged joints beneath the Upper Deck. Flanged connections are allowed above the Upper Deck.

Where flanged joints are used, they must be fitted with gasket material suitable for steam applications and corrosion resistant fasteners.

The Contractor shall tee into the existing 1 ½" steam supply pipe approximately 6 feet to Port of centerline, where it passes athwartships between Frame 3 and 4 at the deckhead level and install a new branch line running aft 24 inches and down to a point inside the drip tray between Frame 1 and 2 just forward of the Port Steering Pump.

The Contractor shall install a new 1 ½", 150# flanged steam isolating valve vertically oriented approximately 12 inches above the Upper Deck in this location. The valve will be Coast Guard

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supplied. The valve shall be oriented so that the handle is easily accessible but does not cause an obstruction to personnel passing by.

The Contractor shall install new piping down into the Aft Peak Tank and inboard into the Port bulkhead of the Rudder Trunk.

Once inside the rudder trunk, the Contractor shall branch off the 1 ½" steam supply pipe with 4 – ¾" smaller pipes to each corner of the rudder trunk. Each pipe shall turn down at 90 degrees and pass down through a new hole at the NWT Flat at 17' 9" above baseline. The exact location of these holes shall be approved by the TA in advance.

The Contractor shall install the last sections of forward piping from the N.W.T. Flat to an area approximately 6 inches above the Closing Plate at 14' 9" above baseline. The forward pipes shall turn aft 90 degrees so that they point radially inward toward the 23" radiused opening in the Closing Plate. The aft pipes shall terminate approximately 24" below the N.W.T Flat and be oriented pointing straight down. The pipes shall be rigidly bracketed at the extreme ends where they terminate. The pipes shall be installed free and clear of the rudder stock taking into account its full range of motion.

The Contractor shall hydrostatically test all new piping to a pressure of 200 PSI in the presence of the TC survey authority and the TA.

### **43.3.5 Coatings**

The Contractor shall ensure no coatings are applied until the pipe pressure tests have been successfully completed.

The Contractor shall apply two coats of marine primer to all disturbed metal and new piping and brackets above the Upper Deck

The Contractor shall ensure the new piping passing through the Aft Peak Tank is adequately protected from corrosion by VapCor Marine Coat 195 W.

All surfaces to be re-coated shall be adequately cleaned and prepared by wire brushing.

The Contractor shall apply a single coat of two part epoxy paint by brush application to all new piping and associated brackets passing into the Rudder trunk and all areas where old bracketing has been cropped off.

The brush applied two part epoxy paint shall be GFM.

### **43.3.6 Piping Insulation**

The Contractor shall supply and install new fiberglass pipe insulation and lagging similar to existing steam piping on all new areas of steam piping above the upper deck penetration and where insulation was removed to install the branch connection

### **43.3.7 Tests, Trials and Inspections**

All testing shall be included in the Contractor's Test & Inspection Plan.

The Contractor shall hydrostatically test the new steam piping to a pressure of 200 PSI in the presence of the TC Survey Authority and the TA.

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The Contractor shall submit the Aft Peak Tank to a hydrostatically test as detailed in Section 12 Ballast Tank and Void Spaces.

The Contractor shall swing the rudder hard over in both directions to prove the new steam piping is clear of the Rudder Stock. This shall be done in the presence of the TA.

### **43.4 Documentation**

The Contractor shall submit MIL test certificates for all materials used to complete the work.