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Title - Sujet RFI Manolis L Wreck Assessment	
Solicitation No. - N° de l'invitation F6813-150004/A	Date 2015-07-31
Client Reference No. - N° de référence du client F6813-150004	GETS Ref. No. - N° de réf. de SEAG PW-\$XAQ-031-6416
File No. - N° de dossier XAQ-5-38104 (031)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-08-31	
Time Zone Fuseau horaire Newfoundland Daylight Saving Time NDT	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Baird, Janice	Buyer Id - Id de l'acheteur xaq031
Telephone No. - N° de téléphone (709) 772-2999 ()	FAX No. - N° de FAX (709) 772-4603
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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

Solicitation No. - N° de l'invitation

F6813-150004/A

Amd. No. - N° de la modif.

File No. - N° du dossier

XAQ-5-38104

Buyer ID - Id de l'acheteur

xaq031

CCC No./N° CCC - FMS No/ N° VME

F6813-150004

See attachment.

Figure 1	Figure 1
Manolis L Position	Emplacement du <i>Manolis L</i>
Round Head	Round Head
Herring Neck	Herring Neck
Herring Hd	Herring Hd
Herring Head Tickle	Herring Head Tickle
Berry Island Rt	Berry Island Rt
Goose Island	Goose Islands
Haypook	Haypook
Red Rock	Red Rock
Figure 2	Figure 2
Heavy Fuel Oil	Mazout lourd
Diesel Oil	Carburant diesel
Lubricating Oil	Huile de graissage
Ballast Water	Eau de ballast
Boiler Water	Eau de chaudière
Frech Water	Eau douce
Misc. Oil	Huiles diverses
Waste Water	Eaux usées
WASTE	DÉCHETS
Figure 3	Figure 3
2 nd Deck	2 ^e PONT
3 rd DECK	3 ^e PONT
WASTE	DÉCHETS
Heavy Fuel Oil	Mazout lourd
Diesel Oil	Carburant diesel
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WASTE	DÉCHETS
Figure 4	Figure 4
Heavy Fuel Oil	Mazout lourd
Diesel Oil	Carburant diesel
Lubricating Oil	Huile de graissage
Ballast Water	Eau de ballast
Boiler Water	Eau de chaudière
Frech Water	Eau douce
Misc. Oil	Huiles diverses
Waste Water	Eaux usées
WASTE	DÉCHETS



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Canadian
Coast Guard

Garde côtière
canadienne



CANADIAN COAST GUARD

Wreck of General Cargo Vessel “MANOLIS L”

General Background Information



August 2015

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Scope

CCG requires an experienced salvage/offshore contractor to conduct an assessment on the wreck in order to identify where the bunkers and oils are located and estimate the quantity thereof. In addition, an assessment of the hull and how the wreck is resting on the seafloor is also required.

The assessment project must be undertaken in 2016, to begin as soon as operationally feasible in 2016, bearing in mind the potentially inclement weather conditions the north east coast of Newfoundland and Labrador normally encounters throughout the fall and winter months.

This RFI sets out to provide general particulars of the wreck, cargo and bunkers/oils on board at the time of sinking. Deliverables required from the contractor are listed. It is stressed that this RFI is related to an assessment only.

Background

On 17th January 1985, the general cargo vessel “MANOLIS L” was on voyage from Botwood Newfoundland and Labrador (NL), loaded with 2,990 tonnes of newsprint. She ran aground and sank in an area known as Blow Hard Rock, Notre Dame Bay, Newfoundland in a water depth of about 70 meters.

At the time of sinking the vessel had approximately 462 tonnes of Bunker C fuel oil (HFO), 60 tonnes of diesel and 22.5 tonnes of lube oil in various tanks, according to a Transport Canada Report dated April 1985. For 28 years the wreck lay dormant on the seabed, but in April 2013 oil (Bunker C) was reported on sea birds and on the shoreline in the Change Island area.

Environmental Response, Canadian Coast Guard (CCG) – Atlantic Region has been responding to the “MANOLIS L” pollution incident located in the Blow Hard Rocks area since April 2013. There have been two main phases to this response.

The initial assessment consisted of onsite operations (both surface and sub-surface) regarding reports of oil and oiled bird sightings in the Blow Hard Rocks area in Notre Dame Bay. This phase was accomplished with government owned resources and did not require any specific contractual services.

The next phase required an emergency contracting process to address the sub surface leak that was identified. Quotes from local diving contractors were solicited with the capability to supply an Underwater Remotely Operated Vehicle (ROV) to investigate the source. The source of the leak was identified as the sunken Freighter “MANOLIS L”.

Once the source was identified, additional funding was requested to perform a sealing operation to stop the release of oil from the vessel. On May 28, 2013 the sealing operation was successfully conducted using the combined services and resources of the Canadian Coast Guard and a local dive contractor. The ROV from the local dive contractor was instrumental in the placement of the sealing device and conducted a further hull survey to confirm no further releases of oil. At that time, CCG committed to conducting a follow up survey to check the integrity of the seal in one month towards the end of June.

During the last week of June 2013 the follow up survey to assess the integrity of the seal was carried out. The previous seal was holding but a small weep was detected approximately 30 meters towards the severely damaged bow section. Due to the damage in the area of the vessel, a similar sealing action as previously undertaken was deemed impractical. CCG officials made the decision to deploy a cofferdam system to contain and collect the escaping oil.

In July 2013 the cofferdam collection system was successfully installed, another hull survey was completed and the integrity of the weight neoprene seal was verified. A follow up dive in late fall was commissioned to check the cofferdam and recheck the integrity of the weight neoprene seal and hull survey.

In October 2013 CCG returned to the site of the "MANOLIS L" to carry out the check of the cofferdam, weighted seal integrity and re-survey the hull. CCG believed that immediate requirements had been addressed and were looking at longer term options over the winter months.

Toward the end of November and early December 2013 reports from hunters of oiled birds in the Fogo Island were received. On December 02, 2013 a sheen was observed at the "MANOLIS L" location. Analysis of the bird carcasses at the Environment Canada Lab confirmed the oil related to wreck. In mid-December 2013, a slight weather window allowed for an emergency ROV dive that confirmed the previously placed cofferdam system had moved. In early January 2014 a redesigned cofferdam system was successfully deployed to once again arrest the release of oil from the wreck.

In June/July 2014 as a part of the maintenance plan for "MANOLIS L", CCG were back on site to conduct another hull assessment, check the integrity of the weighted neoprene seals and to remove the oil collected from the cofferdam and replace the unit with another. No additional leaks were observed and the integrity of the sealing conduits was sound. Additional hull survey work was also undertaken at this time. Hull thickness measurements, survey of the debris field and hull contact with the sea bed were assessed. A complete hull survey was also conducted using high definition camera technology. Current and temperature meters installed in January 2014 were recovered, data downloaded and meters redeployed on location. There was significant ice and ice berg activity in the area of operations that delayed the start of operations during this operational time frame.

In November 2014, Coast Guard returned to the wreck location to remove any oil collected by the cofferdam, check the integrity of the seals and to survey the hull. The survey identified a small crack located at the stern of the hull which was the source of a small release of oil during a recent storm surge that generated strong underwater currents. With the abatement of the storm surge and underwater currents, no oil was detected. Due to inclement weather and poor sea conditions, operations were suspended. In December 2014, sea conditions improved and Coast Guard successfully removed oil from the cofferdam, replaced the cofferdam with another slightly modified unit, placed four weighted seals on the small crack that was discovered at the stern of the vessel, and surveyed the hull. This concluded its pre-winter operations on the "MANOLIS L".

In May 2015, Coast Guard returned to the wreck location to remove any oil collected by the cofferdam, check the integrity of the seals and to survey the hull. The survey identified that all seals were holding and no new leaks observed. On June 02, 2015 the cofferdam was successfully lifted, pumped and replaced with a new cofferdam. Weighted sealed were placed back on cofferdam and a detailed hull

survey using a high definition camera on the ROV was conducted. Current meters deployed in November 2014 were also retrieved. This concluded post-winter operations on the “MANOLIS L”.

“MANOLIS L”

“MANOLIS L” was a general cargo vessel built in 1980, owned by Dunnet Bay Shipping, flew the Liberian flag and was classed with Det Norsk Veritas (DNV).

She had the following principle particulars:

Gross Tonnage – 5,453

Deadweight – 7,790

Length Overall – 121.85m

Breadth Moulded– 17.61m

Depth – 9.910m

Draft (summer) – 7.724m

The vessel had two holds forward of the engine room, secured by hatch pontoons and served by two derricks per hold. Beneath the cargo hold were sets of double bottom tanks for bunkers and ballast with bunkers stored in the inner tanks and ballast in the outer tanks. The hull was a welded construction strengthened for heavy cargoes.

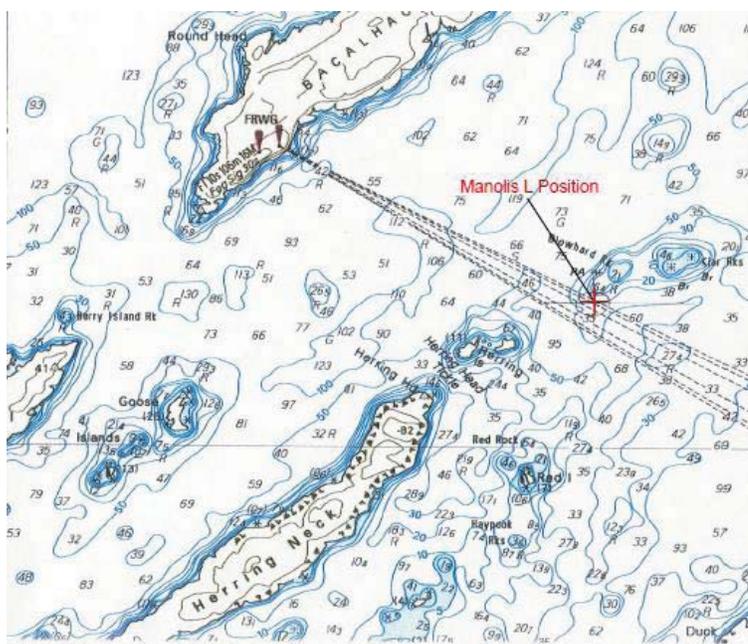
Propulsion was by an MAN 2 stroke, single acting 6 cylinder diesel engine developing 5,400 horsepower, driving a fixed right handed propeller. The fuel capacity was 114 tonnes distillate fuel and 658 tonnes of residual fuel. Fuel consumption was 23 tonnes per day.

The Wreck Location

“MANOLIS L” sank in position 49°40.6’N, 054°31.3’W off Blowhard Rocks in Notre Dame Bay. The vessel went down by the stern and settled on the seabed in an inverted position. The water depth has been

confirmed as about 70 meters and 57-60 meters to the hull bottom plating. The seabed composition is mainly bedrock, sand and stone.

The sinking location is exposed from north through east and can experience severe and extreme conditions particularly during the winter months. Icing can take place as early as November but is usually from January to May. June to early/mid-September is generally the most favourable months in so far as any operations at the wreck are concerned. However during the June 2014 survey, a number of icebergs were drifting in the location causing the survey support vessel to clear the moorings on occasion.



Sinking Location

The Cargo

The vessel was carrying a cargo of newsprint paper at the material time from Botwood and was on voyage to Quebec to top off the cargo before plying to Europe. It is reported that cargo was stowed as follows:

No.1 Hold - 1,911 rolls	1,477 tonnes
No.2 Hold - 1,947 rolls	1,513 tonnes
Total Cargo	2,990 tonnes

(Ref: Transport Canada Report April 1985)

Bunkers and Oils

Departure Condition

On departure Botwood, NL the following bunkers were reported as being on board:

Heavy Fuel Oil (IFO 380)	464.4 tonnes
Diesel Oil	60.9 tonnes
Lube Oil	22.54 tonnes

(Ref: Transport Canada Report April 1985)

At The Time of Sinking

At the time of sinking, the bunkers were reported to be:

Heavy Fuel Oil	462.0 tonnes
Diesel Oil	60.0 tonnes

(Lube Oil assumed to very similar to departure figure but not stated)

(Ref: Transport Canada Report April 1985)

Storage of Bunkers

The tables below show where the bunkers and oils might have been stored at the material time.

Heavy Fuel Oil

5.0	Port Inner Double Bottom	63.8
-----	--------------------------	------

5.1	Starboard Inner Double Bottom	63.8
5.2	Port Inner Double Bottom	64.8
5.3	Starboard Inner Double Bottom	64.8
1.0	Port Inner Double Bottom	92.9
5.4	Port Outer Double Bottom	92.9
5.5	Starboard Outer Double Bottom	93.0
Total		515.4

1.1	Overflow Tank Engine Room	31.0
1.2	Daily Service Port	20.1
1.3	Daily Service Starboard	20.2
1.4	Settling Tank Port	27.3
1.5	Settling Tank Starboard	27.2
Total		125.8

Diesel Oil

Tank No	Description	Capacity (tonnes)
0.1	Starboard Inner Double Bottom	58.0
0.2	Overflow Tank ER	27.5
0.3	Daily Service/Settling Tank ER	4.8
0.5	Daily Service/Settling Tank ER	4.3
0.7	Storage Tank ER	2.6

0.8	Storage Tank ER	0.9
Total		98.1

Lubricating Oil

Tank No	Description	Capacity (tonnes)
2.0	Lube Oil, Circulating tank ER	2.9
2.1	Bilge Oil, Aft end ER	10.1
2.2	Misc. Oil, Aft end ER	8.7
2.4	Lube Oil, Aft end ER	12.4
2.5	Lube Oil, Aft end ER	12.4
2.6	Cylinder oil, Aft end ER	10.1
2.8	Mud tank, Forward end ER	12.3

Figures 2, 3 & 4 below illustrate the various tanks where oils, ballast and fresh water could be stored.

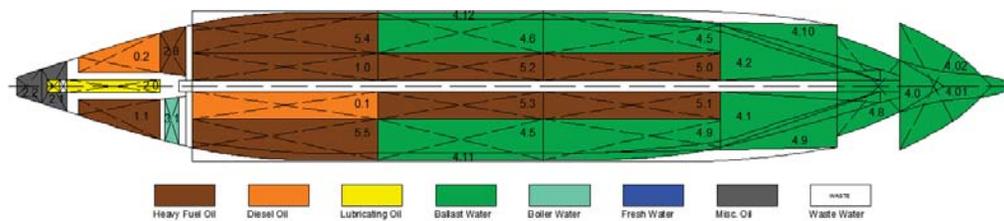


Figure 2 – Colour Coded Tank Plan

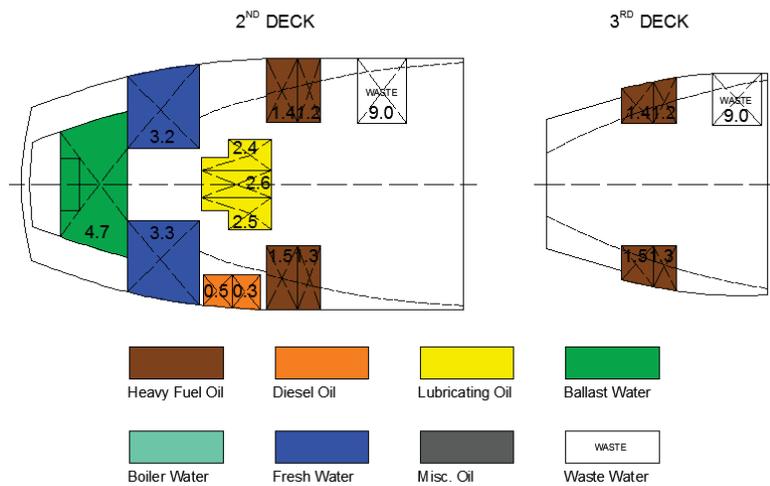


Fig 3 - Extract From Tank Plan Showing Daily Service & Settling Tanks

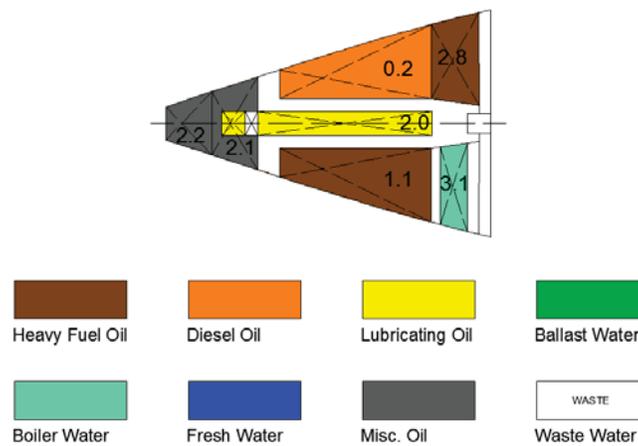


Figure 4 – HFO Overflow Tank

The precise disposition of the bunkers and their quantities at the time of sinking is not known but a considered arrangement suitable for the voyage was provided in the LOC Report dated 28th March 2014 under Section 4.1 of that Report. It will also be appreciated that oil will have migrated within the vessel during the grounding and sinking and subsequently over the passage of time.

Abbreviations

24/7 – Operational 24 hours a day, 7 days a week

CCG – Canadian Coast Guard

ICS – Incident Command System

JHA – Job Hazard Analysis

JSA – Job Safety Analysis

SCR – Special Casualty Representative

HFO – Heavy Fuel Oil

ROV – Underwater Remotely Operated Vehicle

OSC – On-scene Commander

TC – Transport Canada

EC – Environment Canada

ER – Engine Room

BIMCO – Baltic and International Maritime Council

HSE – Health Safety & Environment

LOC – London Offshore Consultants (Canada) Ltd

3D – Three dimensional

Task / Technical Specifications

An experienced salvage/offshore contractor (Contractor) is required to conduct a detailed assessment of the hull and oil location and contents within the hull of wreck “MANOLIS L”. The following is a detailed description of work to be conducted:

General

Contractor must take into consideration vessel traffic requirements for Blow Hard Rock area throughout the duration of their operation. Blow Hard Rock area is an area frequented by tourists, bird hunters and fishing vessels and will remain open throughout the operation. Although an exclusion zone will be implemented in the Blow Hard Rock area, Contractor must identify and recommend the size of the exclusion zone allowing for safe operations at all times.

1. Contractor shall take all reasonable measures to ensure the operations have minimal impact to the marine environment. CCG will have on-site response resources to deal with any spills that may result from the contractor's operations.
2. The Blow Hard Rock area is a hostile environment known for inclement weather, icebergs and poor holding ground for safe anchoring which limits the operational window for conducting this operation. Bidders will include methods for mitigating these factors in their proposal.
3. Contractor shall run a self-sufficient operation **without requiring** CCG or other government departmental resources. Contractor is responsible to provide sufficient resources to work continuously on a Twenty four (24) hour seven (7) day a week basis until the completion of the project.
4. Contractor shall be required to provide daily written situation reports, including:
 - a. Description of work accomplished to date;
 - b. Current status (work in progress);
 - c. Future work tasks
 - d. Progress against the projected work schedule
 - e. Issues report.
5. The Contractor shall be required to obtain, mobilize, secure, demobilize and decontaminate all their resources for this operation. Mooring/securing arrangements for the Contractor's resources at the wreck site must have minimal or negligible residual environmental impacts. The Contractor should expect that the CCG and/or CCG representative will be on board the contractor's primary support vessel throughout the conduct of this operation (accommodation arrangements for the CCG are not required).
6. In order to monitor this operation, the CCG will establish an incident command post (ICP) in Herring Neck, NL. The CCG expects a representative from the contractor to be present at the ICP in order to provide and interpret information related to hull and oil assessment operations. The contractor's representative may also be required to partake in stakeholder discussions and provide technical details regarding the operation, as required.
7. As this job is considered a federal government work site, the bidder will incorporate all applicable Canadian and provincial standards and regulations in their proposed work to ensure compliance with the conduct of their work. This includes:
 - Canada Coasting Trade Act
 - Canada Labour Code, Part II;
 - Maritime Occupational Health and Safety Regulations;
 - Part 23 of the Occupational Health and Safety Regulations of Newfoundland and Labrador (NL);
 - The applicable Canadian Standards Association Diving Standards

8. In the event of a catastrophic release of oil or other pollutants, the contractor must remain onsite during response operations and carry out the remaining work as specified in their work plan.
9. The contractor is reminded that pursuant to the Canada Shipping Act, 2001, they are responsible for any pollution releases that occur during this operation as a result of their actions that is not directly related to the hull and oil assessment operations.

Task 1 – Hull Assessment Operations

Objective 1 – Mapping the Hull (all video to have audio for reference)

1. Identify areas of damage and their nature and extent relating to tank locations in so far as possible. To be illustrated and duly marked with reference to available ship's plans & drawings **(as with all tasks set out below where identification is called for)**.
2. Identify/confirm reference points of current leak locations.
3. Identify hull frames.
4. Identify tanks and locations.
5. Install patching where any leaks might be found during assessment and in need.
6. Take representative hull thickness measurements throughout hull bottom plating and side shell plating.
7. Confirm water depths at upper side of aft, mid-ship and bow locations for future reference of settlement in seafloor.
8. Conduct soundings survey around the wreck to the seafloor and prepare soundings chart.
9. Conduct 3D multi-beam survey of wreck.
10. Record survey/assessment with high definition video with depth, heading, coordinates, pitch and roll.

Task 2 - Oil location and level Assessment Operation

Objective 1 - Oil Assessment

1. The Contractor is required to conduct an assessment to verify tank locations and the existence of oil in the various tanks and compartments of the wreck and map these locations. Invasive test drilling either by ROV or ROV with saturation dive team is envisaged for this operation although non-invasive means will also be considered.
2. Where possible Contractor to establish/estimate the type and quantity of oil where found. Samples to be drawn during test drilling where oils are found and clearly identified for analysis.
3. The Contractor is to identify oil locations in relation to areas of structural damage and map these locations.

Deliverables

Potential Contractor to provide the following upon completion of the assessment:

- 1) A detailed written report of the assessment including: 3D multi-beam survey; mapping of the hull; shell plate thickness measurements; damage assessment with due reference to structural features identified; seafloor survey at wreck and immediate vicinity; location of bunkers/oils identified during survey; estimated quantities of bunkers/oils identified; identification of areas of potential leakage; any other observations deemed relevant.
- 2) Sketches & plans illustrating findings to be included in above report or appended to same.
- 3) Video footage of assessment in high definition and edited with voice over throughout.

Proposed Contractor's Mandatory Qualifications:

1. The bidder must have 10 years experience in the Marine Salvage Industry and must demonstrate relevant experience by providing a detailed account of previously completed wreck assessment operations on sunken vessels on two (2) separate occasions.
2. Key personnel must have two (2) years relevant experience in salvage operations completed in the last five (5) years.
3. The bidder must maintain a recognized Quality Management System. The bidder must provide its certificate as proof of registration with ISO 9001:2008.
4. The successful bidder must obtain all permits, licenses and government approvals to conduct the work as specified.
5. Bidders must provide a guarantee that the resources identified in the plan are committed and available to support the project for its proposed duration plus a possible extension of 20 days.

Request for Information (RFI)
Wreck Assessment – General Cargo Vessel- Manolis L
F6813-150004
Joanne Pardy
Telephone No. - (709) 772-8667
Fax No. - (709) 772-2932
E-mail - joanne.pardy@pwgsc.gc.ca

SUBJECT - On behalf of its client, Canadian Coast Guard (CCG), Atlantic Region, Public Works and Government Services Canada (PWGSC) is soliciting information from experienced Salvage/Offshore contractors regarding an assessment on the wreck- General Cargo Vessel -Manolis L. The assessment project will potentially be undertaken in 2016, beginning as soon as operationally feasible, bearing in mind the potentially inclement weather conditions the north east coast of Newfoundland and Labrador normally encounters throughout the fall and winter months.

BACKGROUND - On 17th January 1985, the general cargo vessel “MANOLIS L” was on voyage from Botwood, Newfoundland and Labrador (NL), loaded with 2,990 tonnes of newsprint. She ran aground and sank in an area known as Blow Hard Rock, Notre Dame Bay, Newfoundland in a water depth of about 70 meters.

For 28 years the wreck lay dormant on the seabed, but in April 2013 oil (Bunker C) was reported on sea birds and on the shoreline in the Change Island area. CCG conducted an assessment and identified the wreck of “MANOLIS L” as the source of the oil.

A more indepth Background is incorporated in the RFI document attached.

RFI PURPOSE - The objectives of this Request for Information (RFI) are:

- 1) To alert industry to this potential requirement and to give industry an opportunity to prepare for the related Request for Proposal (RFP) process;
- 2) To obtain feedback on the capacity of industry to undertake the proposed work during the 2016 time period;
- 3) To allow industry an opportunity to provide feedback and ask questions on the RFI and RFP process.

Further information may be available as the RFI process progresses.

The feedback obtained from this RFI will assist Canada in planning the procurement strategy and finalizing the Statement of Requirement for the Wreck Assessment – General Cargo Vessel – Manolis L.

ADMINISTRATIVE MATTERS - This is not a bid solicitation. A contract will not result from this activity. This RFI will not necessarily result in any procurement action and potential suppliers are not to earmark services or facilities relative to the work described herein.

Responses are requested on or before 31 August 2015.

FOLLOW-UP ACTIVITY - Canada may, in its discretion, contact any respondent to follow up with additional questions or for clarification of any aspect of a response.

INQUIRIES/CONTRACTING AUTHORITY:

Public Works and Government Services Canada

Acquisitions Branch

John Cabot Building, 7th Floor

10 Barter's Hill

St. John's, NL

A1C 5T2

Attention: Joanne Pardy, Team Leader

Telephone: (709) 772-8667

Facsimile: (709) 772-2932

E-mail address: joanne.pardy@pwgsc.gc.ca