



**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
Bid Receiving Public Works and Government  
Services Canada/Réception des soumissions Travaux  
publics et Services gouvernementaux Canada  
Pacific Region  
401 - 1230 Government Street  
Victoria, B.C.  
V8W 3X4  
Bid Fax: (250) 363-3344

## 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  
Public Works and Government Services Canada -  
Pacific Region  
401 - 1230 Government Street  
Victoria, B. C.  
V8W 3X4

<b>Title - Sujet</b> CCGS BARTLETT - ALONGSIDE REFIT		
<b>Solicitation No. - N° de l'invitation</b> F1782-15C757/A		<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> F1782-15C757		<b>Date</b> 2015-12-15
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-166-6848		
<b>File No. - N° de dossier</b> XLV-5-38142 (166)	<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 2015-12-17</b>		<b>Time Zone</b> Fuseau horaire Pacific Standard Time PST
<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> Castle, David G.		<b>Buyer Id - Id de l'acheteur</b> xlv166
<b>Telephone No. - N° de téléphone</b> (250) 363-0110 ( )		<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> <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</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

CCGS Bartlett  
ITT: F1782-15C757  
Solicitation Amendment #1

AMENDMENT 002 to Solicitation F1782-15C757/A

Revision 1 – Updated Questions and Answers (Dec 10, 2015)

1	12.2.A	12/02	What hours will the FSR be required for? Spec Rev 1 different than Rev 2.	12 hour days, six days a week for the noted schedule.	04 Dec
2	12.2.C.4	12/02	What the type of engine coolant is being used? Where will the barrels be located for disposal pumping? Who will move them?	The coolant is Drew Chemical, Maxigard. See spec item C.24.8 The barrels will be located in the Auxiliary Machinery Room. CCG staff will move the barrels within the ship. The Contractor must pump to the contractor's container on the well deck.	04 Dec
3	12.2.C.5	12/02	Can you clarify who will be responsible for Confined space entry? What is the size of tank? Where is the oil pumped to – barrels on board or on jetty? Will the oil filter be removed?	<b>See Clarification in Question 21</b> CCG will ventilate and certify the tank gas free for entry. The tank size is 48" x 36" x 60" <del>The contractor must pump the oil to a container on the well deck.</del> The spinner oil filter atop the tank will be removed by CCG. <b>See Clarification in Question 20</b>	<b>10 Dec</b> 04 Dec

**CCGS Bartlett**  
**ITT: F1782-15C757**  
**Solicitation Amendment #1**

4	12.2.C8	12/02	Contractor must provide assistance to remove the components, where on board will the components be and what is the route for removal? Is the contractor supplying the crane? If so, what size of crane is required?	The contractor must lift the components from below the deck hatch on the starboard side of the control room. CCG will move each component through the engine room and control room to this location. Only one item can be lifted at a time. The intent is to use the CCG yard crane. If the CCG crane is not available for any reason the contractor must supply a crane by 1379 action.	04 Dec
5	12.2.C.11	12/02	Can the contractor do the blanking?	<b>See Clarification in Question 22</b> No, the specification states that CCG staff must do this work.	10 Dec
6	12.2.C.15.1	12/02	What is the weight of a cylinder head?	Cylinder head weight: No weight available, estimated 1200 lbs	04 Dec
7	12.2.C.15.2	12/02	How many cylinders will be removed at one time?	The cylinders will be removed one by one but all will be off the engine at the same time.	04 Dec
8	12.2.D.2.1 viii	12/02	Can you confirm number of pistons?	There are six pistons.	04 Dec
9	12.2.D.2.1 ix	12/02	Can you confirm number of exhaust temp pyrometers?	There are nine exhaust temperature pyrometers. Six (1 ea.) per cylinder, (1 ea.) turbo upper, (1 ea.) turbo lower and (1 ea.) turbo out.	04 Dec
10	11.1.C.6	12/02	The nominal area for cladding is 4'x5' what is the actual area requiring cladding?	Spec 11.1.C.6 emergency generator cladding has been repaired so this item is no longer in the scope of work. Spec 11.1.C.7 bow thruster area requires repair, area of repair is 6 x 6 feet.	04 Dec
11	12.2.C.5	04 Dec	Who will open and close up the sump tank, the spec states that the contractor shall clean the tank but its not clear who will open and close and supply new gaskets. There was a number of interference items identified at the viewing, who is responsible for the re and re of the interference items?	CCG must open the tank and must pump the oil to containers provided by the contractor. The contractor must close up the tank with new nitrile gaskets. Interference items will be removed and replaced by CCG or, if this is not practical, will be addressed by 1379 action.	07 Dec

**CCGS Bartlett**  
**ITT: F1782-15C757**  
**Solicitation Amendment #1**

<b>12</b>		04 Dec	It's the ships staff and the FSR that will be driving the schedule; the spec states that it's the contractor's responsibility to schedule transport Canada inspections. Would it not be better for CCG to schedule transport Canada?	The contractor will be hiring the FSRs and will be responsible for the schedule. The contractor must schedule TC inspections.	07 Dec
<b>13</b>		04 Dec	Man Diesel will be supplying an FSR from the UK, they are quoting on today's exchange rate and its subject to change on time of invoicing. If the rates change at time of invoicing can the cost be adjusted? Man diesel is also quoting on 2015 charge out rates but we will be invoiced at the 2016 charge out rates, can this also be adjusted with PWGSC at contract completion?	<b>If there is doubt with the exchange rates suppliers can submit a PWGSC Form 450 Request for Exchange Rate protection.</b>	
<b>14</b>	D.2.3	04 Dec	Engine Trials, The contractor must provide assistance to enable sea trials. Can you please define assistance?	The bidder must quote on providing their on-site supervisor or foreman and one assistant for the duration of trials (2 people).	07 Dec
<b>15</b>	14.2	04 Dec	Derrick Control- The contractor specified in the specification is supplying an estimate with price to be adjusted on completion; can you please specify a budget number for us to bid on that can be adjusted on completion?	The bidder must quote as follows, to be adjusted by actual invoices provided by Nidec Avtron to the contractor and exchange rates: i. 2 days at US\$1395.00 per day. Bid price must be: Cdn\$3,800.00 ii. Living Expenses and car rental. Bid price must be: Cdn\$750.00 iii. 2 travel days. Bid price must be: Flights: Cdn\$2,400.00 FSR: Cdn\$3,800.00 (US\$1395/day) Bid price must be: Cdn\$10,750.00	<b>07 Dec</b>
		10 Dec	Are those the total amounts that we are to bid on and that's what you want to see on the pricing data sheet or can we apply a % mark up to the bid price.	<b>All proposed/estimated costs are subject to mark up.</b>	<b>10 Dec</b>

CCGS Bartlett  
ITT: F1782-15C757  
Solicitation Amendment #1

16	19.2	04 Dec	<p>PMC Maintenance - - The contractor specified in the specification is supplying an estimate with price to be adjusted on completion, can you please specify a budget number for us to bid on that can be adjusted on completion?</p>	<p>For Bid purposes quote on:</p> <ul style="list-style-type: none"> <li>i. 48 hours at \$190 = \$ 9,120.00</li> <li>ii. Repair items = \$ 15,000.00</li> </ul> <p>Final cost will be adjusted based on actual invoiced submitted by PMC to the contractor.</p> <p>Work must include:</p> <p>Initial Dockside Inspection (before work begins on the ship):</p> <ul style="list-style-type: none"> <li>- Physical inspection of the propulsion controls, control status indicator panels, engine order telegraphs, navigation light control panel, and machinery alarm panels.</li> <li>- Static operational checks on the propulsion control, electric shaft lever line up and engine order telegraph systems and related control status indicators, including recording of existing pitch control settings.</li> <li>- Control head and pitch feedback potentiometer wiper resistance testing.</li> <li>- Inspect 'electric shaft' motor couplings / set screws in all propulsion control heads</li> <li>- Prepare and "as found" report outlining any items in need of further attention.</li> </ul> <p>(1-2 man days not including travel)</p> <p>Post Engine Overhaul:</p> <ul style="list-style-type: none"> <li>- Static adjustment of engine fuel rack position feedback and static re-test of the pitch controls.</li> </ul> <p>(1-2 man days not including travel)</p> <p>Sea Trials Adjustments:</p> <ul style="list-style-type: none"> <li>- Set up engine load limits and load balance and ensure the propulsion controls, including the load control system, are operating correctly underway. (12 to 16 hr man day not including travel)</li> </ul> <p><b>All proposed/estimated costs are subject to mark up.</b> All proposed/estimated costs are subject to mark up.</p>	07 Dec
		10 Dec	<p>Are those the total amounts that we are to bid on and that's what you want to see on the pricing data sheet or can we apply a % mark up to the bid price.</p>		10 Dec

**CCGS Bartlett**  
**ITT: F1782-15C757**  
**Solicitation Amendment #1**

17				**2-3 of the ITT states that all enquires must be submitted in writing to the contracting Authority no later than 5 working days prior to closing date. Is Dec 7th the final day for submitting questions? It is also my understanding that all communication regarding this ITT needs to be through the Contracting Authority and not the TA and for this reason alone a bidder could be considered non-responsive, is this correct?	The 14 <sup>th</sup> is last day for questions. Yes, all communication must go through Contracting Authority.	
18	11.1.A.2	04 Dec		Deckhead insulation – A.2 states that bidders may propose to CCG another company that has experience in installation of marine insulation in ships. Does this proposal need to be in writing to the contracting Authority 5 days prior to bid closing?	Yes, if the bidder wishes to propose another company they must do so before bid closing to allow CCG to assess and to provide acceptance or not.	07 Dec
19	S 1.0	04 Dec		Services – Will the contractor be allocated a spot on the jetty close to the ship to place a container for lunch room and porta potty	Yes.	07 Dec
20	12.2.C.5	12/10		With Reference to Question and Answer No. 3 – The spec states that CCG will empty the tank and the contractor will dispose of the oil, the question was where does the contractor take custody of the oil. Will the oil be in barrels and where will they be located?	<b>Clarification:</b> CCG will pump the oil to a CCG owned steel container on the Jetty. CCG will remove the container and will dispose of the contents separately from this contract.	10 Dec
21	12.2.C.4	12/10		With Reference to Question and Answer No. 2 – If CCG is disposing of the oil, can CCG dispose of the coolant?	<b>Clarification:</b> CCG will pump the coolant into plastic barrels in the auxiliary machinery space. The contractor must pump the coolant from the barrels to a CCG owned steel container on the Jetty. CCG will remove the container and will dispose of the contents separately from this contract.	10 Dec

**CCGS Bartlett**  
**ITT: F1782-15C757**  
**Solicitation Amendment #1**

<b>22</b>	12.2.C.8	12/10	With Reference to Question and Answer No. 4 – The spec states that the contractor is to provide assistance, the question and answer states the same thing. How many man hour of assistance are we to allow for, is it 2 people for 8 hours a day for 5 days = 80 hours or is it 80 hours for removal and 80 hours for installation? Based on the answer to question # 4 can I assume that all crane services will be supplied by CCG and any additional crane services will be by 1379?	<p><u>Clarification:</u></p> <ol style="list-style-type: none"> <li>1. Bid on the contractor's site supervisor and one other person (2 people) at 8 hours per day for 5 days removal and 5 days installation for a total of 160 hours.</li> <li>2. CCG will supply all crane services and if contracted crane service that is related to the specification is required it will be by 1379 action. CCG may contract separately for crane service that is unrelated to the specification.</li> </ol>	<b>10 Dec</b>
<b>23</b>	12.2.A.2	12/10	With Reference to Question and Answer No. 12 – The answer is correct, the contractor will be hiring the FSR to oversee the CCG staff doing the work. If the contractor is responsible for the schedule, will the contractor also be responsible for CCG staff? If so I have a number of questions that will need clarification.	<ol style="list-style-type: none"> <li>1. The contractor must hire the FSR.</li> <li>2. The FSR must provide advice to CCG. The FSR oversees the work only to provide advice to CCG. The FSR does not direct or oversee CCG staff.</li> <li>3. The FSR must provide reports to the contractor only to meet contractual requirements. The FSR must provide reports to CCG at the same time.</li> <li>4. The contractor is not responsible for CCG staff. The contractor works for CCG. The contractor does not direct CCG.</li> <li>5. The contractor is responsible for the schedule of TC inspections. With the engine work this will depend on the pace at which CCG and the FSR are able to complete work. It will depend on cooperation between senior CCG staff and the contractor and has worked well at past alongside refits.</li> </ol>	<b>10 Dec</b>

CCGS Bartlett  
ITT: F1782-15C757  
Solicitation Amendment #1