



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

Title - Sujet SIPU MUIN DRYDOCKING		
Solicitation No. - N° de l'invitation F7049-150229/A		Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client F7049-150229		Date 2016-04-10
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-032-25686		
File No. - N° de dossier 032md.F7049-150229	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-04-15		Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>		
Address Enquiries to: - Adresser toutes questions à: Moore(md div), Chris		Buyer Id - Id de l'acheteur 032md
Telephone No. - N° de téléphone (819) 420-2893 ()		FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:		

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
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

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AMENDMENT NO. 04

This amendment is raised to address the following:

- To include the questions and answers into the solicitation:
- Amend solicitation

QUESTIONS AND ANSWERS

Question 1:

Taking into consideration that the Annex documents were only handed out at the viewing date and that the quantity of information to review is considerably large, we request a new closing date of April 15th, 2016. This amount of requested time corresponds approximately to the time between the posting of the job to the viewing date.

Answer 1:

Yes, we accept the proposal of extending the closing date to April 15th, 2016.

Delete:

March 29, 2016 @ 2:00 PM Eastern Daylight Saving Time EDT

Insert:

Closing Date:

April 15, 2016 @ 2:00 PM Eastern Daylight Saving Time EDT

Question 2:

(Annex A page 65 of 200 item 2.16.6) In projects that require Transport Canada to do inspections, the cost of those inspections are normally billed directly to the owner of the vessel by Transport Canada. Transport Canada does not bill the contractor. Would it be possible to modify this clause so that the contractor coordinates the inspections with Transport Canada and that the cost be assumed by the owner.

Answer 2:

Yes we will make this change

Remove

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2.16.6 The Contractor must pay all costs and fees associated with TCMS, HC, Environment Canada, or any other inspection required by the specification unless otherwise indicated.

Replace with:

2.16.6 The Contractor must coordinate all work associated with TCMS, HC, Environment Canada, or any other inspection required by the specification unless otherwise indicated.

Question #3:

(Annexe A page 71 of 200 item 2.28.5) -Confirm that non-destructive testing on the new welds will dye penetration testing only and not dye penetration testing and ultrasound test as specified in the specifications.

Answer #3:

Yes, the non-destructive test to be performed on all repair areas including new welds will consist of dye penetration testing only.

Question #4:

(Annexe A page 114 de 200 item 6h.3.9) Do you have the specifications for the handling, cleaning and disposal of the internal and external foam of the fuel bladders?

Answer #4:

As far as the exterior foam, the only cleaning required is soap and water followed with a wipe down. Upon ensuring no more hydrocarbons, the foam is to be disposed as per provincial regulations. As for the internal foam, we will be receiving it with the new fuel bags that are GSM. The contractor is to proceed as follows:

- 1.The internal foam is to be cleaned by immersing in warm soapy water bath
- 2.Squeeze out to dry and repeat until no more hydrocarbons.
- 3.Upon completion of cleaning and inspection from the TA, the foam is to be hung to dry. The old foam is to be kept until the new foam is delivered.
- 4.Upon receiving the new foam, the old foam which has been cleaned can now be disposed of into the garbage ensuring that it is clean of hydrocarbons and in following municipal, provincial and federal regulations.

Question #5:

(Annex A page 127 of 200 item 8.1.1) With concern to the reference of the cabin general arrangement drawing #WAP1-88-18-4001 which is provided in Annex 8.B, reference #15 mentions referring to plan

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WAP1-88-18-4016 for details of insulation. Would it be possible to obtain this plan or to obtain the type and thickness of the required insulation.

Answer #5:

The drawing will be provided as soon as it is available. In the meantime, here is information available.

“The internal cabin insulation is purely to keep the heat in and doesn’t form part of the Structural Fire Protection so you can fit as much or as little as you physically can and want.” Dan Pountney, head of Technical Support GHW.

We are looking at completely filling in between the stringers followed with a layer over the top of the stringers so that a maximum of 2” is provided. A fabric type covering should be placed over the final thickness.

Question # 6:

(Annex A page 104 of 200 item 6c.3.20) Would it be possible to obtain the quantity and type of liquid so as to provide a quote for this submission.

Answer # 6:

With removal of the main engines, the coolant will require to be drained from the engines and radiators with is estimated at 120l for each engines. The chemical for treating the coolant is Caterpillar ELC (Extended Life Coolant). The coolant should be sampled prior to removal, stored in a clean container and reused as coolant for the engine during storage period of the contract. The Contractor is to ensure that the coolant is kept within manufacturer’s recommendation range and adjust accordingly. When the time comes for the engine to be reinstalled onto the vessel, the coolant is to drained and disposed of according to manufacturer recommendation. The Contractor is to renew the coolant of each engine after installation and prior to testing of engines. The Contractor is to provide the TA with the sample results of the final coolant fill. The engine oil is 10W30 Mobil Delvac and the engines hold 78 l each. The Contractor is to also quote on 8L coolant and 8L engine oil for tops ups purposes for during the contract period.

Question # 7:

Can the vessel be delivered after May 10th? (not before)

Answer # 7:

Yes but completion date needs to remain by November 15, 2016.

Question # 8:

Will there be support from CCG for skirt removal and other hovercraft specific work?

Answer # 8:

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Yes support will be provided for specialised services. Contractor will need to do the work; but an engineer will be available to provide subject matter expertise.

Question # 9: Questions around requirement for hatch replacement.

Answer # 9:

CCG no longer requires hatches to be replaced. The requirement has been changed to now adding insulation and stainless steel covers as well as replacing current levers for closure with “bolt action” versions. – Amendment to specifications to follow -

Question # 10

How will fuel bladders be pressure tested?

Answer # 10

CCG will provide pressures to perform this test.

Question # 11

(6.a.3.11) – What kind of test is expected from Contractor?

Answer # 11

Chemical Analysis (or equivalent.)

Question # 12

Can windows be reused from old cabin?

Answer # 12

No. The old windows will not fit the new frames.

Question # 13

5 Drydocking

Item 5.5.1 Stability book

Would it be possible to get the most current existing stability book of the vessel?

Answer # 13

Please note that this is a draft which is still awaiting approval from TC.

Question # 14

The Supplier has informed us that the satellite compass requested in the specifications, is no longer available. He said that it has been replaced with

the: Hemisphere Vector VS300, What are your recommendations.

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Answer # 14

The CG will accept substitution with replacement model Hemisphere Vector VS300.

Question # 15

11b.3.7 digital audio

Have all the drawings for the item 11b.3.7 been provided, we could only find LM820-020-GA and LM820-340-BD.

Answer # 15

Drawings will be provided as soon as available.

Question # 16

11.a.2.1 Radar

Sperry Vision Master Chart Radar VMFT 250Kit format, 19 Flat Panel Display; 1 Turning unit
4 Masthead 10 Kw and DC supply. This type does not exist in DC supply, is there a DC/AC converter that is available onboard

Answer # 16

An answer is to follow.

Question # 17

10.3 Motorise valve 3/4" actuator MAR 8/9.6

Our supplier has indicated that ALCO no longer fabricates actuators, would it be possible to get the specification :

Explosion proof ?

Operational time, could it be up to 10 seconds?

Type of valve?

Answer # 17

Explosion proof ? Yes

Operational time, could it be up to 10 seconds? Response time must be faster than 10 seconds

Type of valve? Ball Type valve

Question # 18

6d to 6d.5.1: Could you specify what type of sealant that we are required to remove in this item? (Type of product and average thickness present on the surfaces).

Answer # 18

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The Contractor is to bid on using Sika Flex 292 with a average thickness of ½”.

Question # 19

6a: During the viewing of the vessel, it was mentioned that the Coast Guard will not be seeking to sandblast and that the contractor will not be required to completely remove the existing paint for fear of damaging the aluminum plating. It is clearly indicated in the specification and in Annex 6a.A that the contractor is to sandblast 100% of the surface. Could you please confirm the type of surface preparation that is required?

Answer # 19

The Coast Guard is requiring sandblasting of 100% of the surface. The Contractor must follow the information provided in the Specification. The purpose of the information provided at the viewing was to ensure that contractor was aware of the importance for determination the appropriate type of blasting media to be used for the job due to the thickness of the aluminum.

Question # 20

Annex A7.3.19 and A7.3.20 of page 120 of 200

There is contradiction concerning the recovery or replacement of panel. As well, if the panels require replacement, would it be possible to get the required specifications.

Answer # 20

The specification A7.3.19 refers to the ceiling and bulkhead paneling which is to be kept following the description. As for the specification A7.3.20, this refers to the insulation in the bulkhead and ceiling which must be disposed of and renewed. The information of the insulation is the same as in question #5.

Question # 21

Reference Item 7 (Control Cabin windows), Annex 7.A & 7.B and addendum 001-Q12:

1st: I don't know why this question #12 has been ask in the addendum 001, may be it was an "open question" during the bidders conference without having seen the Annex that was on the CD and now it make it a little confuse. Because in the annex 7.A and 7.B, it is clearly wrote that we re-use existing side and rear windows on the modified cabin. We only have to supply one (1) front and for (4) top new windows. Please confirm if you really want to scrap old side and rear windows and renew them as per addendum 001-Q12.

2nd: Can you confirm glass thickness of the new front window? Also if you finally decide to change side and rear windows please specify the glass thickness of these too.

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Answer # 21

Coast Guard does not want to scrap the old side or rear windows. The shipyard is to reuse them. The thickness of the new front window will be provided as soon as possible.

Question #22

Appendix H Appendices 2

In the price list items by item # 8 electronic and navigation equipment 11-11.5.1 the item are noted, it seems to miss the items 11a and 11b to indicate the costs?

Answer #22

See updated annex below.

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Solicitation Amendment No. 04

Page 1:

Delete:

REQUEST FOR PROPOSAL

DEMANDE DE PROPOSITION

Proposal To: Public Works and Government Services Canada

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

Proposition aux: Travaux Publics et Services

Gouvernementaux Canada

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici et sur toute feuille ci-annexée, au(x) prix indiqué(s).

Insert:

INVITATION TO TENDER

APPEL D'OFFRES

Tender To: Public Works and Government Services Canada

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

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Closing Date

Delete:

March 29, 2016 @ 2:00 PM Eastern Daylight Saving Time EDT

Insert:

Closing Date:

April 15, 2016 @ 2:00 PM Eastern Daylight Saving Time EDT

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Annex A – Technical Specifications

Delete:

- 2.16.6** The Contractor must pay all costs and fees associated with TCMS, HC, Environment Canada, or any other inspection required by the specification unless otherwise indicated.

Insert:

- 2.16.6** The Contractor must coordinate all work associated with TCMS, HC, Environment Canada, or any other inspection required by the specification unless otherwise indicated.

Annex H – Appendix 2

Delete:

In its entirety

Insert:

ANNEX H - APPENDIX 2 CUMULATIVE PRICING SHEET FOR EVALUATION

NOTES TO BIDDERS:

- (1) Bidders are to sequentially enter their bids in the CUMULATIVE PRICING DATA SHEET, respecting the order of entries, and continue entering their pricing and cumulative pricing for each spec item. Bidders continue entering their pricing/cumulative pricing on the spec items with the intention of getting their bid as close to \$3,545,000 (without exceeding), and no less than \$3,100,000. If the bidder bids a firm Price on all 12 Work Items with a maximum total of 390 points, a total Firm Price less than \$ 3,100,000 will be accepted.
- (2) Skipping an entry of pricing/ cumulative pricing in the sequence will result in the bid being non responsive.
- (3) Bidders are reminded that at no time can their cumulative pricing exceed the exposed budget amount of \$3,545,000.00. Bidders are to stop entering pricing/cumulative pricing information in appendix 2 at the point where their bid gets as close to the exposed budget (without exceeding). If the cumulative price exceeds \$3,545,000.00 the bid will be considered non responsive.
- (4) The bidder cannot stop bidding on spec items until a minimum cumulative price of \$3,100,000. is reached. If the minimum cumulative price does not exceeds \$3,100,000.00 the bid will be considered non responsive.
- (5) 10 points will be assigned to each spec item that the bidder has bid on. Bidders are reminded not to enter uncharacteristically low bid amounts on spec items that they do not intend on completing during the refit to acquire more cumulative points. The 1205 Acceptance process will remove two times the value to complete the spec items from the Contract Value (not two times the bid value).
- (6) At the point where the bidder stops bidding, the cumulative bid price (not exceeding

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\$3,545,000.00) is to be entered into Annex H1 - Price for Evaluation, Item A Known Work.

(7) At the point where the bidder stops bidding, the cumulative points associated with the spec item where the bidding stops is to be entered into Annex H1 - Price for Evaluation, Item E CUMULATIVE POINTS.

(8) Spec Items that have not been bid on by the Contractor, will not be introduced as new work or work arising during the Contract.

COMPANY NAME:

Item	Spec. #	Description	Total Firm Price	Cumulative Price	Points per spec	Cumulative points
1	2.4 - 2.75	Intro/ Misc./ Mechanical	\$	\$	10	10
	2.14	Pre-Work and Post-Work Inspection	\$	\$	10	20
	2.15	Fire Protection	\$	\$	10	30
	2.16	Regulatory Inspections and /or Class Surveys	\$	\$	10	40
	2.17	Test Results and Data Package	\$	\$	10	50
	2.20	Storage Space	\$	\$	10	60
	2.22	Contractor Inspections and Protection of Equipment and the Worksite	\$	\$	10	70
	2.26	Asbestos Containing Materials	\$	\$	10	80
	2.30- 2.37	Documentation / Data Book / Test Inspection	\$	\$	10	90
	2.38- 2.39	Documentation Drawings	\$	\$	10	100

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	2.41-2.43	Documentation – Manuals	\$	\$	10	110
	2.44	Identification – Nameplates	\$	\$	10	120
	2.45	Identification Wire labelling	\$	\$	10	130
	2.46	Production Schedule	\$	\$	10	140
2	4.2- 4.5	Berthing and Mooring/ Services	\$	\$	10	150
	4.6- 4.7	Office Services/ Parking	\$	\$	10	160
	5- 5.5.1	Dry-Docking and refloating	\$	\$	10	170
3	6- 6.5.4	Shell and Structure	\$	\$	10	180
	6a-6a1.5.1	Exterior Hull Coating	\$	\$	10	190
	6b-6b.5.1	Interior Hull Cleaning	\$	\$	10	200
	6c-6c.5.2	Engine Removal and Reinstallation	\$	\$	10	210
	6d- 6d.51	Watertight Areas	\$	\$	10	220
	6e-6e.5.1	Engine Bay Hatch Covers	\$	\$	10	230
	6f- 6f.5.1	Skirt Replacement	\$	\$	10	240
	6g-6g.5.1	Fan Intake Bay Stairs	\$	\$	10	250
	6.h-6h.5.1	Fuel Bladder Replacement	\$	\$	10	260
4	7- 7.5.2	Control Cabin Windows	\$	\$	10	270
	7a-7a.5.3	Mast Winch Installation	\$	\$	10	280
	7b-7b.5.1	Window Wiper Replacement	\$	\$	10	290
5	8- 8.5.1	Main Cabin Insulation Replacement	\$	\$	10	300

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6	9- 9.5.7	Engine Control System Modification	\$	\$	10	310
7	10- 10.5.3	Fuel System Valve Replacement and Overhauling of Fuel Pumps	\$	\$	10	320
8	11- 11.5.1	Electronic and Navigation Equipment Wiring	\$	\$	10	330
	11.a	Installation of Radar System	\$	\$	10	340
	11.b	Digital Audio Control System Installation	\$	\$	10	350
9	12- 12.5.3	Propulsion Transmission Frame Installation	\$	\$	10	360
10	13- 13.5.1	Lift Fan Transmission service	\$	\$	10	370
11	14- 14.5.3	Well Deck Drains	\$	\$	10	380
12	15- 15.5.1	Well Deck tie Down Points Servicing	\$	\$	10	390

Delete:

6.4 Docking Facility

In its entirety

	Ville/province	Navire transféré sans équipage
Caraquet Marine Industry Ltd.	Caraquet (N.-B.)	9 626 \$
Industries Océan inc.	Saint-Bernard-Sur-Mer (Qc)	2 369 \$
Chantier Forillon	Gaspé (Qc)	14 689 \$
Chantier Matane	Matane (Qc)	4 448 \$
Clareville Drydock Ltd	Clareville (T.-N.-L.)	18 464 \$
Chantier Davie Canada inc.	Lévis (Québec)	1 404 \$
Heddle Marine Service Inc.	Hamilton (Ont.)	7 181 \$
Hike Metal Products Ltd	Wheatley (Ont.)	11 990 \$
MetalCraft Marine Inc.	Kingston (Ont.)	15 703 \$
Verreault Navigation inc.	Les Méchins (Qc)	7 968 \$

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Insert:

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Industries Océan inc.	Saint-Bernard-Sur-Mer (Qc)	2 369 \$
Industries Océan inc.	Navales et Industrielles Océan Inc .Situé au Port de Québec	1 404\$
Chantier Forillon	Gaspé (Qc)	14 689 \$
Chantier Matane	Matane (Qc)	4 448 \$
Clareville Drydock Ltd	Clareville (T.-N.-L.)	18 464 \$
Chantier Davie Canada inc.	Lévis (Québec)	1 404 \$
Heddle Marine Service Inc.	Hamilton (Ont.)	7 181 \$
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MetalCraft Marine Inc.	Kingston (Ont.)	15 703 \$
Verreault Navigation inc.	Les Méchins (Qc)	7 968 \$