



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 Dry docking of CCGS Samuel Risley	
Solicitation No. - N° de l'invitation F2599-165017/A	Amendment No. - N° modif. 010
Client Reference No. - N° de référence du client F2599-165017	Date 2016-05-27
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-021-25830	
File No. - N° de dossier 021md.F2599-165017	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-06-02	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
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: Byron, Dan	Buyer Id - Id de l'acheteur 021md
Telephone No. - N° de téléphone (819) 420-2898 ()	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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Solicitation Amendment #9 is issued:

- 1) Introduce the question and answers received during the solicitation.
- 2) Provide additional information to the reply to bidders question 29 and question 30 (included in solicitation amendment 8) regarding Grade E steel.
- 3) Replace ANNEX H – FINANCIAL BID PRESENTATION in the Invitation to Tender.

1) Introduce the question and answers received during the solicitation.

ADD (to the Invitation to Tender):

Question Number	Question	Answer
34	<p>16.0 PROPULSION TAIL SHAFTS (SURVEY ITEM)16.1 IdentificationThe Contractor will remove the rope guards, verify the tail shaft bearing, remove the forward and aft stern tube seals, remove the SKF couplings, withdraw the tail shafts,inspect the tail shafts and stern tube bearing, and once inspected by the attending TCMSinspector – re-assemble all equipment and set-to-work. The Contractor will engage the services of a Thordon Canada Inc. FSR to oversee and conduct the work of Section16.0; see Section 15.0 for an allowance.</p> <p>Noteworthy: This spec item does not make reference to Wärtsilä Services representative involvement. However the shafting and shafting sleeve couplings and inner oil pipes are integral parts of the CPP system. They are originally of Wärtsilä Propulsion (LIPS) supply and very much concerning the proper operation of the CPP involvement recommended. Should Wartsila FSR be included in spec ?</p>	<p>Remove previous reference in the specification for allowances made in section 15, and section 16 for Thorton FSR. For the purpose of bidding, bidders to include a combined allowance of \$30,0000 for sections 15 and 16 for a Thordon FSR. The allowance will include all FSR time/travel/living. This will be adjusted up or down by 1379 upon completion of the work.</p>

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35	<p>17.0 CONTROLLABLE PITCH PROPELLER SYSTEM (SURVEY ITEM)</p> <p>17.1 Identification The Contractor will remove and disassemble the controllable pitch propellers and submit these for survey by the attending TCMS surveyor and then re-assemble the propellers using the CCG spare blade set for assembly. The Contractor will engage the services of a Wärtsilä FSR to oversee the work of Section 17.0. The Contractor will bid on allowance of one hundred hours at the daily rate of the Wartsila-FSR for the purpose of this Section. Wärtsilä Services Noteworthy ; The tasks mentioned in this spec item is a complete open and inspect survey off all the mechanical CPP components from the propeller hub back through the shafting inner oil pipes and OD boxes. It is back through the shafting inner oil pipes and OD boxes. It is mentioned that soft spares (regular consumables) are available to be replaced throughout this exercise. Typically the disassembly of equipment can be done under the direction of a WS rep with direction and prime contractor to execute as such. It is additionally noteworthy that the allowance provided is not realistic to cover the amount of work that is anticipated to carry out all the said tasks. Should allowance be corrected ?</p>	<p>Remove previous reference in the specification for allowances made in section 16, and section 17 for a Wärtsilä FSR. For the purpose of bidding, bidders to include a combined allowance of \$40,0000 for sections 16 and 17 a Wärtsilä FSR. The allowance will include all FSR time/travel/living. This will be adjusted up or down by 1379 upon completion of the work.</p>
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36	Is the \$30,000.00 allowance for Wartsila to cover off all of their work on jobs 7.0, 17.0 & 20.0?	Remove previous reference in the specification for allowances made in section 7, and section 20; and remove the comment made in the POST MEETING NOTES for part 3, Varia, under question for 20.3.4 of the minute to the bidders conference (included in solicitation amendment 6) for a Wärtsilä FSR allowance. For the purpose of bidding, bidders to include a combined allowance of \$50,0000 for sections 7 and 20 for a Wärtsilä FSR. The allowance will include all FSR time/travel/living. This will be adjusted up or down by 1379 upon completion of the work.
37	As per the drawings/schedule attached, is the intent for us to determine cable lengths ourselves? As the lengths do not seem to be provided.	the distance from MCC to Bow thruster compartment is approximately 50 meters
38	Can you please clarify how we are going to bid assistance hours on job # 18.0 – Liebherr crane renewal? As previously stated, we cannot get a firm answer from the FSR on what needs to be done.	Yard assistance will be covered under 1379.
39	In section 20.3, the spec. reads “Parts for the overhaul will be Coast Guard supply.” Can you confirm that the cabling for the new control system installation and integration under section 20.3.4 is included?	the cabling for the new control system installation and integration under section 20.3.4 is included.

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40	Spec 7 There is an allowance of 500 hours for a Wartsila field service representative however after reviewing Wartsila quote they have four different FSR for this job with different daily rates and coming from two or three different locations depending on availability .This is making it impossible to come up with a hourly rate for this specification . Will Canada give an overall total dollar amount to be adjusted by 1379 with invoice back up.	see answer proved for question 36
41	CANADA is requested to provide by return email, a revised Pricing Form to use that reflects the changes from any amendments received to date.	see answer provided for question 33 (in solicitation amendment 8)

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- 2) Provide additional information to the reply to bidders question 29 and question 30 (included in solicitation amendment 8) regarding Grade E steel.

ADD: to the answer provided to bidders question 29 and question 30 (included in solicitation amendment 8)

“The Contractor **must** supply all Grade E steel as requested in the specification to meet the drydocking schedule.

- 3) Replace ANNEX H – FINANCIAL BID PRESENTATION in the Invitation to Tender.

DELETE (in its entirety): ANNEX H – FINANCIAL BID PRESENTATION

ADD: ANNEX H – FINANCIAL BID PRESENTATION

ANNEX H – FINANCIAL BID PRESENTATION

SHEET H1 Price for Evaluation:

A)	<p>Known Work</p> <p>For work as stated in Part 1 – GENERAL INFORMATION, article 1.2, specified in Annex A – Statements of Work (CCGS Samuel Risley) and detailed in the attached ANNEX H – Financial Bid Presentation Sheet – Appendix 1 - Pricing Data Sheet (CCGS Samuel Risley) for a FIRM PRICE of:</p>	\$ _____
B)	<p>Unscheduled Work – Contractor labour cost</p> <p>Estimated labour hours at a firm charge out labour rate including overhead and profit for evaluation purposes only:</p> <p>2000 person hours x \$ _____ per hour for a PRICE of: See Annex H, article H2.1 and H2.2 below.</p> <p>Overtime premium for time and one half: Estimated hours for evaluation purposes only: 200 person hours x \$ _____ per hour for a PRICE of: See Annex H, article H3 below.</p> <p>Overtime premium for double time: Estimated hours for evaluation purposes only: 200 person hours x \$ _____ per hour for a PRICE of: See Annex H, article H3 below.</p>	<p>\$ _____</p> <p>\$ _____</p> <p>\$ _____</p>
C)	<p>Daily Service Fees</p> <p>For evaluation purpose only as per Annex H, article H4:</p> <p>Twenty (20) working days x \$ _____ firm daily service fee</p> <p>Eight (8) non-working days x \$ _____ firm daily service fee</p>	<p>\$ _____</p> <p>\$ _____</p>
D)	<p>Vessel Transfer Cost</p> <p>For evaluation purpose only as per Annex H, article H6:</p> <p>Proposed shipyard/ship repair facility _____</p>	\$ _____
E)	<p>Cost of Financial Security as per 6.2</p> <p>Type of Financial Security (as per 6.2.1):</p>	\$ _____
F)	<p>EVALUATION PRICE</p> <p>[A + B + C + D + E] for an EVALUATION PRICE (applicable taxes excluded) of:</p>	\$ _____

H2 Unscheduled Work

The Contractor will be paid for unscheduled work arising as authorized by Canada. The authorized unscheduled work will be calculated as follows:

Number of hours (to be negotiated) x \$ _____ for the Contractor's firm hourly charge-out labour rate. This rate is to include consumables, overhead and profit. The net laid-down cost of materials which may include a mark-up of ten (10) percent plus applicable taxes. The firm hourly charge-out labour rate and the material mark-up will remain firm for the duration of the Contract including any subsequent amendments.

H2.1: Notwithstanding definitions or usage elsewhere in the Contract or in the Contractor's Cost Management System, when negotiating hours for unscheduled work PWGSC will consider only those hours of labour directly involved in the production of the subject work package.

H2.2: Allowance for related labour costs such as management, all supervision, purchasing and material handling, quality assurance and reporting, first aid, gas free certification inspecting and reporting and estimating and preparing unscheduled work submissions will be included as overhead for the purposes of determining the charge-out labour rate as entered in section H2 above.

H2.3: The ten (10) percent mark-up rate for material will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowable in the charge out labour rate. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

Pro-rated Prices Unscheduled Work

Hours and prices for unscheduled work shall be based on comparable historical data applicable to similar work at the same facility, or shall be determined by pro-rating the quoted Work costs in the Contract when in similar areas of the vessel.

H3 Overtime

The Contractor must not perform any overtime under the Contract unless authorized in advance in writing by the Contracting Authority. There will be no overtime payment for Known Work. Any request for payment must be accompanied by a copy of the overtime authorization and a report containing the overtime performed pursuant to the written authorization. Overtime shall not be paid unless authorized in writing by the Contracting Authority. Payment for authorized overtime will be calculated as follows:

For unscheduled work, the Contractor will be paid the authorized overtime hours at the following charge-out labour rates:

a. Time and One Half**: \$ _____ per

hour;

b. Double Time***: \$ _____ per

hour

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This rate shall be a blended rate for all classes of labor, engineering and foreperson and shall include all overheads, supervision and profit.

These rates will remain firm for the duration of the Contract, including all amendments and are subject to audit if considered necessary by Canada.

* Regular time is defined as an 8 hour work day

** Overtime Time and One-Half Rate is defined as time in excess of the regular time*,.

*** Overtime Double Time Rate is defined as Sundays and Statutory Holidays Pro-rated Prices

H4 Daily Services Fees

In the event of a delay in the performance of the Work and if such delay is recognized and agreed upon by the Contracting Authority as being attributable to Canada, Canada agrees to pay the Contractor the daily service fee described below for each day the Work is delayed. This fee shall be the sole liability of Canada to the Contractor for the delay.

The firm daily services fee is:

- a. For a working day: \$ _____
- b. For a non-working day: \$ _____

The above fees shall include but not be limited to all aspects of the following costs: project management services, administrative support, production services, quality assurance, material support, planned maintenance and ship services and all other resources and direct costs required to maintain the vessel at the Contractor's facility. These fees are firm and not subject to any additional charges for mark up or profit.

H5 Vessel, Refit, Repair or Docking Costs

The following costs must be included in the price:

1. Ship services: include all costs for ship services such as water, steam, electricity etc. that are required for vessel maintenance for the duration of the Contract.
2. Docking and undocking includes:
 - a. all costs resulting from dry docking, wharfage, security, shoring, shifting and/or moving of the vessel within the successful Bidder's facility;
 - b. the cost of services to tie up the vessel alongside and to cast off.

Unless specified otherwise, the vessel will be delivered by Canada to the successful Bidder's facility alongside a mutually agreed safe transfer point, afloat and upright, and the successful Bidder will do the same when the Work is completed. The cost of services to tie up the vessel alongside and to cast off must be included in the evaluation price.

3. Field services representatives/supervisory services: consist of the costs for field service representatives and/or supervisory services including manufacturers' representatives, engineers, etc.

These services must not be an extra charge except where unscheduled work requiring these services is added to the Contract.

4. Removals: include all costs for removals necessary to carry out the Work and will be the responsibility of the successful Bidder regardless if they are identified in the specification, except those removals not apparent when viewing the vessel or examining the drawings. The successful Bidder will also be responsible for safe storage of removed items and reinstallation of all items on completion of the Work. The successful Bidder will be responsible for renewal of components damaged while in their custody including during removal or reinstallation.
5. Sheltering, staging, cramage and transportation: include the cost of all sheltering, staging including handrails, carnage and transportation to carry out the Work as specified.

The successful Bidder will be responsible for the cost of any necessary modification of these facilities in order to meet applicable safety regulations.

H6 Vessel Transfer Costs

1. The evaluation price must include the cost for transferring the vessel from its home port to the shipyard/ship repair facility where the Work will be performed and the cost of transferring the vessel to its home port following completion of the Work, in accordance with the following:
 - a. The Bidder must provide the location of the shipyard/ship repair facility where it proposes to perform the Work together with the applicable vessel transfer cost from the list provided under G6, paragraph 2 of this section, which shall be entered into Annex H – Financial Bid Presentation Sheet, H1 Price for Evaluation, item D);
 - b. If the list provided under H6, paragraph 2 of this section does not provide the shipyard/ship repair location where the Bidder intends to perform the Work, the Bidder must advise the Contracting Authority of its proposed location for performing the Work in writing at least ten (10) calendar days prior to bid closing date. The Contracting Authority will confirm to the Bidder, in writing, at least five (5) calendar days before the bid closing date, the location of the shipyard/ship repair and the applicable vessel transfer cost.

A bid that specifies a location for executing the Work which is not on the list under H6, paragraph 2 of this section and for which a notification in writing has not been received by the Contracting Authority as required, will be considered non-responsive.

2. Vessel information and list of shipyard/ship repair facilities and applicable vessel transfer costs

Vessels: CCGS Samuel Risley
Home Port: Parry Sound, Ontario

Transfer costs in the case of vessels transferred using a government delivery crew include the fuel cost at the vessel's most economical speed of transit and for unmanned refits

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only, crew transportation costs for the delivery crew based on the location of the vessel's home port and the shipyard/ship repair facility. Crew transportation costs do not include any members of the delivery crew who remain at the shipyard/ship repair facility in order to discharge project responsibility related to the vessel being transferred.

Transfer costs in the case of the vessels transferred unmanned by either commercial towing, railway, highway or other suitable means of transportation must be:

- i. included as part of the Bidder's financial bid in the case where the Bidder is responsible for the transfer; or
- ii. identified as the applicable vessel transfer cost, as given in the list below, in the case when Canada is responsible for the transfer.

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Shipyard/Ship Repair Facility - Applicable Vessel Transfer Costs (per Vessel)
Unmanned only: CCGS Samuel Risley
Home Port: Parry Sound, ON

Company	City/Province	Unmanned Transfer Cost (per Vessel)
Davie Industries Inc.	Levis, QC	\$101,953
Heddle Marine	Hamilton, ON	\$67,238
Oceans Industries Inc.	Saint-Bernard-Sur-Mer, QC	\$105,570
Verreault Navigation Inc.	Les Mechains, QC	\$181,583
Newdock Drydock	St. John's, NL	\$199,470
Halifax Shipyard	Halifax, NS	\$178,627
Shelburne Marine, NS	Shelburne, NS	\$189,980
Aecon Marine	Pictou, NS	\$165,065
CME	North Sydney, NS	\$177,221

All Prices in CAD

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ANNEX H – Appendix 1 – PRICING DATA SHEET (CCGS Samuel Risley)

Spec #	Spec Ref #	Description	Total Hours	Total Labour Cost (\$)	Total Material Cost (\$)	Total FSR & Sub-Contract or Cost	Total Firm Price (\$)	Unit Cost (\$)
2.0	2.1-2.5	SERVICES		\$	\$	\$	\$	
2.0	2.6	Electrical Power		\$	\$	\$	\$	\$ /Kw-Hr
2.0	2.7	Potable Water Supply / Raw Water Supply		\$	\$	\$	\$	\$ /m3
2.0	2.8	Fire Main Charging Service		\$	\$	\$	\$	
2.0	2.9	Black and Grey Water Service		\$	\$	\$	\$	\$ /m3
2.0	2.10	Compressed Air Supply		\$	\$	\$	\$	\$ / Per day
2.0	2.11	Cranage/Machining and Fabrication		\$	\$	\$	\$	
2.0	2.12	Garbage Removal		\$	\$	\$	\$	
2.0	2.13	Security		\$	\$	\$	\$	
2.0	2.14	Parking		\$	\$	\$	\$	
2.0	2.15	Office Services		\$	\$	\$	\$	
6.0	6.1-6.5	DRY DOCKING		\$	\$	\$	\$	
7.0	7.1-7.5	Bow Thruster Replacement and Integration		\$	\$	\$	\$	

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8.0	8.1-8.2	Description and Reference		\$	\$	\$	\$	
8.0	8.3	Technical		\$	\$	\$	\$	
8.0	8.3.1	Underwater Hull Cleaning		\$	\$	\$	\$	
8.0	8.3.2	Underwater Hull Inspection		\$	\$	\$	\$	
8.0	8.3.4	Seams and Butts Welding		\$	\$	\$	\$	
8.0	8.3.5	Hull Coating Renewal – Below the Ice Belt		\$	\$	\$	\$	
8.0	8.3.6	Hull Coating Renewal – Superstructure		\$	\$	\$	\$	
8.0	8.3.7	Renewal of Thruster Symbols and Lettering		\$	\$	\$	\$	
8.0	8.3.8	Rudder Fender Renewal – Port and Starboard		\$	\$	\$	\$	
8.0	8.4 – 8.5	Proof of Performance, Deliverables		\$	\$	\$	\$	
9.0	9.1-9.5	Sea Chest and Sea Bay Survey and coating renewal		\$	\$	\$	\$	

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10.0	10.1-10.4	Sea Valves Survey		\$	\$	\$	\$	
11.0	11.1-11.5	Fuel Tanks Survey		\$	\$	\$	\$	
12.0	12.1-12.5	Ballast, Sewage and Void Tank Inspection and share		\$	\$	\$	\$	
13.0	13.1-13.5	Potable Water Tank Survey		\$	\$	\$	\$	
14.0	14.1-14.5	Void Space Survey		\$	\$	\$	\$	
15.0	15.1-15.2	Identification and References		\$	\$	\$	\$	
15.0	15.3.1	General		\$	\$	\$	\$	
15.0	15.3.2	Sleeve and Bearing Replacement		\$	\$	\$	\$	
15.0	15.3.3	Rudder		\$	\$	\$	\$	
15.0	15.3.4	Installation and Set to Work		\$	\$	\$	\$	
15.0	15.4-15.5	Proof of performance and Deliverables		\$	\$	\$	\$	
16.0	16.1-16.5	Propulsion Tail Shaft Survey		\$	\$	\$	\$	
17.0	17.1-17.5	Controllable Pitch Propeller System Survey		\$	\$	\$	\$	

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18.0	18.1-18.2	Liebherr Crane Overhaul and Renewal		\$	\$	\$	\$	
18.0	18.3.1	Control System Renewals		\$	\$	\$	\$	
18.0	18.3.2	Mechanical Renewals		\$	\$	\$	\$	
18.0	18.3.3	Mechanical Overhauls		\$	\$	\$	\$	
18.0	18.3.4	Structural Repairs		\$	\$	\$	\$	
18.0	18.3.5	Control Cabin		\$	\$	\$	\$	
18.0	18.3.6	Control System Installation		\$	\$	\$	\$	
18.0	18.3.7	Mechanical Installation		\$	\$	\$	\$	
18.0	18.4 – 18.5	Proof of Performance and Deliverables		\$	\$	\$	\$	
19.0	19.1-19.5	Hydrostatic and Pneumatic Pressure Test Procedures						
20.0	20.1-20.5	Stern Thruster Overhaul		\$	\$	\$	\$	
21.0	21.1-21.9	Removal of Firefighting System PORT and STBD		\$	\$	\$	\$	
22.0	22.1-22.5	Replace and Inspect Ship's Centrifugal Pumps		\$	\$	\$	\$	

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23.0	23.1-23.4	Gearbox Inspection Survey		\$	\$	\$	\$	
24.0	24.1-24.4	Kort Nozzle Repair		\$	\$	\$	\$	
25.0	25.1-25.6	Gearbox Inspection		\$	\$	\$	\$	
26.0	26.1-26.5	Install New Fuel Oil Purifier		\$	\$	\$	\$	
27.0	27.1-27.4	Deck Covering Removal and Replacement in Hall (PORT Side) and General Stores (PORT Side) on Main Deck		\$	\$	\$	\$	
29.0	29.1-29.5	Sewage Treatment System Pump Out and Cleaning		\$	\$	\$	\$	
30.0	30.1-30.4	Dock Trials and Sea Trials		\$	\$	\$	\$	
32.0	32.1 – 32.5	Void Space Blasting and Re-Coating		\$	\$	\$	\$	
33.0	33.1-33.5	Galley Refit		\$	\$	\$	\$	
		<u>TOTALS</u>		\$	\$	\$	\$	

Solicitation No. - N° de l'invitation
F2599-165017
Client Ref. No. - N° de réf. du client
F2599-165017

Amd. No. 9 - N° de la modif 9
File No. - N° du dossier
021md F2599-165017

Buyer ID - Id de l'acheteur
021md
CCC No./N° CCC - FMS No/ N° VME

End of Solicitation Amendment 9