



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 CCGS Griffon Floating Refit 2016	
Solicitation No. - N° de l'invitation F2599-165033/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client F2599-165033	Date 2016-07-06
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-034-25871	
File No. - N° de dossier 034md.F2599-165033	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-07-20	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Green, Dave	Buyer Id - Id de l'acheteur 034md
Telephone No. - N° de téléphone (819) 420-2900 ()	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

Solicitation No. - N° de l'invitation
F2599-165033/A
Client Ref. No. - N° de réf. du client
F2599-165033

Amd. No. - N° de la modif
002
File No. - N° du dossier
034md F2599-165033

Buyer ID - Id de l'acheteur
034md
CCC No./N° CCC - FMS No/ N° VME

Solicitation Amendment # 2

This amendment is hereby raised to affect the following:

- 1. To post the minutes of the Bidder's Conference**
 - 2. To respond to vendor inquiries**
 - 3. To clarify the specifications**
 - 4. To upload missing drawings associated with the Solicitation**
 - 5. To extend bid closing date**
-

1. To Post The Minutes Of The Bidder's Conference

CCGS Griffon Floating Refit 2016
PWGSC File Number: F2599-165033
Bidders' Conference
1 PM, Wednesday June 22, 2016
Canadian Coast Guard Base, 401 King Street West, Prescott Ontario. Board Room

INTRODUCTIONS:

Attendees:

Dave Green	PWGSC
John Cole	CCG
Shawn Cook	CCG
Chris Hawksworth	CCG
Christian Jensen	CCG
Bill Inwood	Canal Marine
Alan Schellenberger	Canal Marine
Alexandre Simard	Ocean Naval and Industrial Repairs
Francis Tremblay	Ocean Naval and Industrial Repairs
Mark Hall	Canadian Maritime Engineering
Dave Williams	Heddle Marine Services
Barry Galbraith	Shelburne Ship Repair/Irving Shipbuilding
Dave Ross	Algoma Ship Repair
Alan Morin	Algoma Ship Repair

OPENING REMARKS:

Canada welcomed all bidders and appreciated their participation in the process.

The purpose of the conference was to review all documents issued to date with respect to the CCGS Griffon floating refit and to discuss any contractual and technical issues related to them.

Bidders were reminded that when asking questions that they were to reference the specific section of the specification.

PART 1:

1) Documents Issued to Bidders:

The following documents have been published:

A) Invitation to Tender (ITT) No. F2599-165033/A dated June 9, 2016.

CA noted that an anticipated Solicitation Amendment No. 1 would be issued in the next 1-2 days to include responses to questions already asked, drawing that didn't upload initially and a couple administrative amendments.

2) Reminders on the procurement process.

The following comments were made by the PWGSC Contracting Authority (CA):

- a. Reminder of Bid Closing – July 6, 2016 at 2:00 PM Eastern Daylight Savings Time. CA noted that due to administrative delays, the bid closing date will be amended to July 13, 2016 at 2:00 PM Eastern Daylight Savings Time.
- b. Bids are to be submitted to the PWGSC Bid Receiving Unit in Gatineau Quebec – address included on the cover sheet of the solicitation document. This is the only office that can accept the bids for this solicitation.
- c. Bidders were reminded not to submit to any other PWGSC Regional Office other than the address indicated on the cover sheet. Bids submitted to these offices would not be redirected to PWGSC Bid Receiving Unit in Gatineau Quebec.
- d. Bidders were reminded not to send their bids directly to Contracting Authority.
- e. This is a manned refit.
- f. Only one contract will be issued.
- g. The winning bidder must be capable of beginning the work on August 10, 2016 and complete by November 2, 2016.
- h. As specified in the ITT, Bidders can only request clarifications/changes to the ITT to the PWGSC CA up to 5 business days prior to bid closing.
- i. 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.

3) Review of the Invitation to Tender (ITT)

a. Part 1 to 6 Instructions and Procedures (PWGSC)

Part 1 – General Information:
No Questions

Part 2 – Bidder Instructions:
No Questions

Part 3 – Bid Preparation Instructions:
No Questions

Part 4 – Evaluation Procedures and Basis of Selection:
No Questions

Part 5 - Certifications:
No Questions

Part 6 – Financial and Other Requirements:
Question – 6.4 references dry-docking. Is it remaining?
Answer – Is being addressed in Solicitation Amendment 001 due to be posted in the next couple days. 6.4 will be removed and the requirement to submit as part of the bid package is being removed from Annex I – Item 8.

b. Part 7 - Resulting Contract Clauses
No Questions

c. Annexes B to I (PWGSC)

Annex B Basis of Payment: No Questions

Annex C Federal Contractors Program for Employment Equity - Bid Certification: No Questions

Annex D Insurance Requirements:

Question: Will D3 Environmental Impairment Liability Insurance remain as a requirement?

Answer – Is being addressed in Solicitation Amendment 001 due to be posted in the next couple days. It will remain a requirement due to the possibility of encountering and removal of asbestos in carrying out the specification.

Annex E Warranty: No Questions

Annex F Procedure for Processing Unscheduled Work: No Questions

Annex G Quality Control/Inspection: No Questions

Annex H Financial Bid Presentation Sheet: No Questions

4) Review of deliverables at bid closing ANNEX I (PWGSC)

Bidders were directed to Annex I, which includes the mandatory deliverables to include with the bid. I1 - All these deliverable must be included with the bid to be considered compliant. I2 – deliverables after contract award. Again the CA noted that Item 8 of Annex I1 will be removed as it relates to Solicitation item 6.4 and is also removed.

5) Review of CCGS Griffon – Annex A (PWGSC/CCG)

Drawings:

Bidders were notified that the missing drawings (MCR HVAC Installation and Fall Arrest) from the solicitation would be uploaded into the Buy and Sell site within the next 1-2 days as part of solicitation amendment #001.

Specification No. 814.15 – CCGS Griffon:

1.0 General Notes

There was request for the amount of crew that will be onboard. Response: The Chief Engineer (CE) stated here will be both deck and engine crew onboard. Total crewing estimate is 17-18 personnel that will be living onboard. There are plans in place to have catering brought in due to the galley being out of commission.

With regards to the shower drains, there are 3 overboard grey water valves. As long as two of the three are available at any time, there are enough showers for the crew to use. Roughly 7 showers at a time can be taken out of service if the work can be staggered. If the decision is made that the work must be done all at the same time, then the crew will have to live off the ship for that period but the work must be completed as quickly as possible. The Technical Authority (TA) restated that it is CCG's intention to have the crew onboard for as long as possible but if the contracted work impinges on the crew then the decision will be made at that time to put them in a hotel.

The Chief Engineer (CE) stated there will be a 5-year Transport Canada (TC) review done on engine #3 and a FSR will be assisting with disassembly and reassembly during the refit. CCG will work with the contractor for the 3-4 weeks required to complete the inspection to avoid delays on spec items.

A 5-year survey on the fuel oil pumps is also required but they will be removed without any disruption to the contractor. CE also stated the annual sewage maintenance will also be taking place but should not affect any work being completed by the contractor. It does mean that for 24-48 hours, the crew will need portapotties made available to them. CCG will try to make the arrangements ahead of time but may require contractor assistance at the time.

Water-tight hydraulic door seal kits will be installed late in the refit by CCG with no impact to the contractor.

Items deck crew would like to complete during refit:

-
1. Above waterline painting repairs at main deck, crane, and other locations which will require the use of a Genie boom or scissor lift to be put on deck at some point.
 2. There also some poop deck painting including the underside of the aluminum.
CE stated they will be working away from the areas where there is contracted work required.
 3. Logistics will be recarpeting 10 cabins so CCG will be bringing in an outside contractor to complete; Open to going through yard if need be.
- TA finalized by asking if there were any questions regarding CCG's planned work on board; None were raised.

2.0 Services

No Questions

3.0 List Of Acronyms

No Questions

4.0 General Particulars Of Existing Vessel

No Questions

5.0 Bilge Cleaning

No Questions

6.0 Engine Room Supply And Exhaust Fan Overhaul

No Questions

7.0 Steering Gear Work (Survey Item)

Question: At 7.2, will the FSR be available during that period? Response from TA: CCG will contact FSR and try to schedule during those 3 months. In the absence of the FSR, the CCG will have a class-approved procedure to hand to the contractor for this particular section.

Question: Can it be noted that travel expenses for the FSR be handled via a 1379? Response: To be noted.

Question: At 7.7.5.3, "if required". How do we bid that...allowance or dealt with by change order? Response from TA: Presently looking at some work in the machining part of that. If required, will be handled by work-arising.

8.0 Machinery Control Room (Mcr) Hvac System

Question: At 8.5.4.2.5, will the shutdown circuit drawings be included? Response by CE: CCG will locate the drawings to be uploaded.

CE reiterated the location of the condensing unit. To be installed in the upper engine room, beside the doorway going into the MCR. The cabinet currently in its place will be moved.

The Air Handling Unit will be installed where the bookcase is in the MCR. The openings are to be sealed to make the bulkhead fire rated again. CCG is still working with the supplier to obtain the final dimensions of each as well as the electrical details of the Air Conditioning unit and will be uploaded when received.

9.0 Grey Water Piping Replacement

Question: During the tour, it was mentioned that it was coming across 4-5'. There was more PVC piping there. Are we connecting to the existing pipe there? Response by CE: No, that is a separate system.

10.0 Mounting Of Iridium Antenna

No Questions

11.0 Replacement Of Weathertight Doors

No Questions

12.0 Shower Stall Refurbishment

12.3.1.5 - Chart to be updated to include what the decks are constructed of for the various showers.

CE specified that the upper deck and pop deck are all steel. The boat deck and the bridge deck are aluminum.

12.3.3.5 - TA stated that CCG recently learned that the Isolamin panels are no longer available and are in the process of replacing those with a Banko system. They will remain a GFM. CCG is still trying to obtain literature (including installation procedures) for the new product and will be uploaded as soon as possible. CE stated that the structural supports will also need to be updated and is seeking the information for that as well.

12.3.3.6 - CE and TA to confirm that the spec remains as written but any reference to Isolamin is replaced by Banko. Any changes, if required, will be noted at a later date.

13.0 FSR For The Griffon's Fire Systems

CA noted that Solicitation Amendment #002 will include a response to a vendor inquiry to remove the sole source and include any Fire Protection company certified and capable to provide the type of inspection/certification required in the spec. The response will include a change to the spec to allow other companies to provide the service.

Question: Has the company been made aware? Response by CA and TA: There has not been any discussion with the company at this time.

14.0 Galley Exhaust Fan

No Questions

15.0 Megger Testing Of Electrical Circuits

No Questions

16.0 Steering Gear Ventilation Modification

Missing drawing for the Electric Fan Schematic (10006513-01); CCG to provide for uploading.

Question: At 16.4.7, what is the size of the motor for the new fan? Response: CCG will provide the information shortly.

17.0 Galley Upgrade

Question: 17.3.3.4 currently states to use A-70 Latex but 17.3.3.4 requires the flooring to have an A-60 fire rating. Should 17.3.3.4 be amended to read A-60? Response: TA confirmed that both items should read A-60.

Question: 17.3.2.9 states to quote on 400 sq. ft. to a depth of 2"; is that correct or should it be to manufacturer's requirements? Response: CE confirmed that it should be to the manufacturer's requirement and not the 2" noted in the specification.

Question: Who is responsible for the packing and removal of all dishes, utensils, cookware and when will it be done? Response: CCG confirmed that the crew will be responsible the removal/storage of those items and will be done as the ship arrives.

Question: Will all of the GFM be coming onboard the boat or will it be delivered? Response: CE stated that all GFM will be arriving with the vessel in the cargo hold.

18.0 Sea Water Piping Systems Upgrade

No Questions

19.0 Installation Of Forward Searchlights

Question: Is there space for the new components and the movement of the existing components? Is it a drop in panel? Response: CE clarified that CCG has purchased Saco mimic boards. The one to the left of the centre console is steel fitting and will need to be propped to have a Saco mimic board installed as per the provided drawing. The wing consoles are already Saco mimic boards so they can easily be modified to install the slave controllers. It is all modifying of existing consoles for the new components.

Missing Drawing: G05ER60XS3000 will be sent to CA for uploading.

20.0 Installation Of Radar Scanner Heaters

Missing Drawing: GN01ZA (Radar Heater Installation) will be sent to CA for uploading.

21.0 Mercury Assessment Survey

Question: Can it be noted that travel expenses for the FSR be handled via a 1379? Response: To be noted.

22.0 Asbestos Material Survey

Question: Can it be noted that travel expenses for the FSR be handled via a 1379? Response: To be noted.

23.0 Supply And Install New Shorepower Box

No Questions

24.0 Breaker Coordination And Arc Flash Hazard Analysis Studies

Question: Is there an existing study to use as a starting point? Response: No, this is a new legislated requirement.

Question: 24.1.1 - Is there any key changes to the electrical distribution system over the last 46 years? Response: TA stated that there will definitely be changes but the starting point will be from the latest one line (approx. 2012). CCG has provided the existing one line and based on the coordination and arc-flash study, we are looking to update the one line to present day. If significant differences are noted after the studies are conducted, they will be handled through a 1379 to update those drawings.
If there are changes as a result of the studies, any required injection tests will be handled through a 1379...CCG is not anticipating any changes.

25.0 Potable Water Tank Piping System Upgrade

No Questions

26.0 Electrical Power Termination Maintenance

Question: Just the items listed on the spreadsheet are to be completed? Response: TA confirmed that is correct.
Question: The referenced tech bulletin mentions thermography as an example to verify the health. Is there an expectation to conduct thermography testing? Response: TA stated at this point the expectation is to do the inspection, cleaning, and torquing.

27.0 Fuel Transfer Manifold Overhaul

No Questions

28.0 Fall Arrest Points

CA confirmed that the drawings will be uploaded as part of solicitation amd.# 001.

29.0 Replacement Of Wheelhouse Telegraphs

CE confirmed the requirement is to remove the existing telegraphs, install new GSM units, and return the replaced units to CCG for refurbishment.

PART 3:

a. Varia

Question: Can the ship crane be used?

Response by CE: Initially use of the ship's crane will be considered while the ship is under power but is not available once it is on shore power.

Question: There was a requirement for lead paint inspection previously on the vessel. Is that required again?

Response: TA noted that paint inspection for lead where grinding of existing paint schemes will be added.

b. Conclusion of Bidders Conference

Both the TA and CA thanked all attendees for their interest.

Meeting adjourned at 1:20pm DST.

2.0 To Respond To Vendor Inquiries

Q10. Spec 13.0 (p.45) for Fire Systems is sole sourcing listing Troy/National Fire to do the inspections. I would like to challenge this and have the sole sourcing removed as there other companies capable of performing this work.

A10. Amended as per below.

Q11. Item 17.3.3.4 : The underlay A70 is fire resistant but does not meet the requirement of A-60 as per spec 17.3.3.5. To meet this requirement, we should go with a coat of Decklite 1 3/8'' minimum, a coat of A-70 of 1/2'' and a top coat of Colorflake of 1/8''?

A11. As specified at the bidders' conference, both spec items should read A-60.

Q12. Does the cost of all hazardous material abatement procedures need to be included in the bid?

A12. It is the bidder's responsibility to adequately identify and cost the requirements of the solicitation based on the specifications and pricing data sheets.

Q13. Do we include the abatement costs in the respective survey specifications, or distribute it across all of the affected specifications?

A13. All costs, including abatement, associated with the completion of the survey items must be included in the bid. Any abatement actions resulting from the surveys and in excess of what is required to fully complete the surveys will be handled with a 1379.

Q14. Since Canada states that sufficient information has been provided to the bidders with respect to the location and estimated amounts of hazardous materials, are the asbestos and mercury surveys necessary?

A14. Due to the age of the vessel, Federal regulations mandate the surveys be completed every 5 years.

Q15. PWGSC is requested to confirm that our bid submission can be submitted by fax.

A15. A faxed copy may be submitted as a hard copy but a soft copy must also be forwarded as specified in the solicitation at 3.1.

Q16. Is it possible to fill the potable water tanks onboard the vessel? Please let me know if this is possible and what the size of the potable water tanks are.

A16. Yes it is possible to fill the PW tanks from shore truck. The capacity is 152M.

Q17. Section 8.4 – During Bidder's conference it was stated that there would be electrical details for the AHU / Condensing unit provided for the purpose of Bid. Will that be included in an amendment?

A17. Attached as separate document.

Q18. Is it possible to have a bid submission extension of one week?

A18. Amended as per below.

3. To Clarify The Specifications

At 7.2 Field Service Representative - 7.2.1 and 7.2.2

Insert:

Travel expenses for the FSR will be charged with a 1379.

At 12.3.1.5 Shower identification and description:

Delete: In its entirety

Insert:

12.3.1.5 Shower identification and description:

Shower Number	Description	Location	Details
1	Captain's Cabin	Bridge Deck Midships	Ceramic tile bulkheads, cement base, exposed piping. On aluminum deck.
2	Third Mate	Boat Deck Port	Ceramic tile bulkheads, cement base, exposed piping. On aluminum deck.
3	Second Mate	Boat Deck Starboard	Ceramic tile bulkheads, cement base, piping through bulkhead. On aluminum deck.
4	Chief Engineer	Boat Deck Port Midships	Ceramic tile bulkheads, cement base, piping through bulkhead. On aluminum deck.
5	Chief Officer	Boat Deck Midships Stbd	Ceramic tile bulkheads, cement base, piping through bulkhead. On aluminum deck.
6	Ship's Clerk/Spare	Poop Deck FWD Port	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.
7	Senior Engineer	Poop Deck FWD Stbd	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.
8	Logo/2nd Engineer	Poop Deck Stbd	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.
9	3rd Engineer/Spare	Poop Deck Stbd	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.
10	Common Forward	Poop Deck Midships aft	Bare Isolamin bulkheads, cement base, exposed piping. On steel deck.
11	Common Aft	Poop Deck Midships aft	Bare Isolamin bulkheads, cement base, exposed piping. On steel deck.
12	Crew Fwd Stbd	Upper Deck Fwd Stbd	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.
13	Crew Aft	Upper Deck Midships Aft	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.
14	Senior Ratings	Upper Deck Fwd Port	Ceramic tile bulkheads, cement base, exposed piping. On steel deck.

At 13.0 FSR FOR THE GRIFFON'S FIRE SYSTEMS

Delete: In its entirety

Insert:

13.1 General

13.1.1 There is an annual TCMS safety inspection requirement. This will include inspection of all fire detection and prevention equipment on board the vessel including the Griffon's small boats (barge and FRC)

13.1.2 The Contractor must provide the services of a subcontractor recognized by TC to perform inspection, testing and certification of this equipment.

13.1.3 It is expected that this inspection will require 3 days to complete, and the removal/installation of the range hood system to take 2 days. .

13.1.4 All systems must be functional for this inspection. The contractor is to arrange for the sub-contractor to come aboard as late in the contract period as possible.

13.1.5 The Galley Range Hood suppression system (Aqua-Blue Model WHDR-250S) is obsolete. It requires replacement with a Class-type approved Marine Galley wet chemical system.

13.1.6 The Contractor must quote on subcontractor used for the completion of the TCMS safety inspection – this is to include all labour, overtime, incidental, material, and travel costs.

13.2

13.3 References

13.3.1 Documentation:

- 2015 Fire Systems Report – CCGS Griffon
- 2015 CO2 Systems and Portable Extinguishers – CCGS Griffon
- 2015 Sprinkler Systems Report – CCGS Griffon

13.4 Technical

13.4.1 Fire Systems

13.4.1.1 The Contractor must inspect, test and certify the Notifier NFS-640 Fire Detection System.

13.4.1.2 The contractor must inspect, test, and certify the work barge and Fast Rescue Craft FM-200 fire suppression systems (3 of).

13.4.1.3 The contractor must inspect, test, and certify the Griffon's fixed CO2 Suppression systems.

13.4.1.4 The contractor must inspect, test, and certify all the Griffon's portable fire extinguishers.

13.4.1.5 The contractor must inspect, test, and certify the Griffon's fixed sprinkler system and all associated components.

13.4.2 Galley Range Hood System

13.4.2.1 The contractor must make safe and remove the Kidde WHDR-250S (Aqua-Blue) wet chemical system from the Griffon. The contractor is responsible for disposing any of the un-used chemical according to all Federal, Provincial, and municipal regulations that may apply.

13.4.2.2 The contractor must supply and install a Kidde WHDR wet chemical system in place of the removed system.

13.4.2.3 The contractor must refer to the Galley Upgrade section of this specification for the layout of the appliances under the range hood. The contractor is responsible for ensuring that the design and installation of the discharge nozzles meets or exceeds the manufacturer's recommendations for flow point calculations.

13.4.2.4 The contractor must ensure that the WHDR cylinder assembly chosen for installation meets or exceeds the manufacturer's recommendations for flow point calculations.

13.4.2.5 The contractor must follow all recommendations by the manufacturer for the installation of the system. The installation must meet, at a minimum, the standards of NFPA 17-A and approval from TC.

13.4.2.6 All penetrations of the range hood are to be made grease tight.

13.4.2.7 Any existing piping that is no longer suitable for use must be removed and disposed of by the contractor.

13.4.2.8 Any new piping required must meet the standards of the manufacturer, and must be installed by the contractor.

13.4.2.9 The contractor must renew the fusible link cables and pulleys.

13.4.2.10 The contractor must ensure that all disconnected systems are re-connected after installation. This is to include:

- Fire Door Hold Back System
- Galley Power Panel NP-31
- Gaylord Ventilator Hood control cabinet
- Fire Alarm System
- Remote Manual Pull Station

13.4.2.11 Once the system has been installed, the contractor must perform a balloon test in the presence of the TA and TCMS. The balloon test must be performed using dry nitrogen gas, and prove the function of all associated alarms and interlocks.

13.4.2.12 The contractor must inspect, test, and certify the Griffon's Galley Range Hood System.

13.5 Documentation

13.5.1 The subcontractor must provide the TA with written reports detailing:

- Condition of each system or component based upon the inspections.
- Test results of each component or system based upon the testing.
- Defects found on any component or system.
- Repairs made to any component or system.

13.5.2 The reports will be similar to the referenced reports from 2015.

13.5.3 The reports must be acceptable to TCMS surveyor to show the Griffon's systems are in full working order as required for the Griffon's annual TCMS Safety Inspection.

13.5.4 The subcontractor must supply the TA with approved drawings of Griffon's Galley Range Hood System.

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13.5.5 The subcontractor must supply the TA with 2 copies of certificates showing that the installed WHDR system meets ABS and DNV type approval for Marine Galleys to ISO 15371:2000.

13.5.6 The subcontractor must supply the TA with 2 paper copies of any manuals relevant to the WHDR-260 system, to be retained on board the vessel.

At 16.3 References

Insert:

Fan Motor Supplier information:

CFM Item AID120-EO-A150A05-J0266

Motor: ¾ HP 230/460/3/60 3600 RPM, TENV 56, 1.15 SF, IP55, Rated for 50C Ambient, with Extended MTR leads, NEMA 4 Junction Box, and Stainless Steel Hardware.

Fan nameplate data:

CFM (Continental Fan)

Model: AID120/3450RPM

S/N: P46471

TAG: 460V-1.2A-60H-3P

At 21.0 MERCURY ASSESSMENT SURVEY - 21.1.1

Insert:

Travel expenses for the FSR will be charged with a 1379.

At 22.0 ASBESTOS MATERIAL SURVEY – 22.1.3

Insert:

Travel expenses for the FSR will be charged with a 1379.

At Annex I – DELIVERABLES/CERTIFICATIONS

Delete:

Item 8 Docking Facility, as per clause 6.4

4. To Upload Missing Drawings Associated With The Solicitation

Attached as separate documents.

5. To Extend Bid Closing Date

At Invitation to Tender - Cover Page – Solicitation Closes

Delete: July 13, 2016

Insert: July 20, 2016

All other terms and conditions remain the same.