

CCGS 1100 Class Propulsion Renewal

Q13. In light of the changes in supply/work scopes between the former RFP and the current one, has a site visit been scheduled or proposed in order to enable all parties to view the existing as-fitted installation?

A13. The site visit for the CCGS Ann Harvey will be held at the St Johns Coast Guard Base October 25th, 2016.

Q14. Considering that the technology being requested in this RFP is older and no longer commonly used in ship propulsion is there an opportunity to provide proposals for alternate, more efficient, more supportable, potentially more cost effective and modern solutions while retaining the functionality of the ship? If yes, how would PWGSC entertain this?

A14. No. The vessels shall remain cycloconverter driven.

Q15A. In regards to item 4.2.4 in Annex H, it states that the bidder must provide proof the proposed system is not a prototype.

Could you please define when a system is considered a prototype?

A15A. A prototype is a system that you, as the bidder, have not previously obtained class approval for or have only recently received class approval for, and have not installed on a vessel. The bidder must be able to demonstrate by providing objective evidence that the proposed model of cycloconverter has been installed on other vessels.

Q15B To what extent are modifications allowed in the original proven design to modify the Cycloconverters to fit the specific CCG vessel requirements? Does the proposed system have to be 100% the same (eg. dimensionally, 100% the same on component level and 100% the same on automation and programming level) as the example installation we must provide that demonstrates the class approval compliance? If not 100%, please define what changes are allowed.

A15B. The changes allowed from your previous class approved installation to your current submission for this procurement must be defined by the classification society chosen. As a Class approved system, it is expected that all performance aspects of the system will remain the same. Modifications to the system's dimensions or other non-performance parameters could be altered for this project and still maintain the existing Class approval. The bidder bears all responsibility for the class approval of the system provided.

Q16. In regards to item 4.3.9 in Annex H. Do the reference Cycloconverter installations have to be the same as the proposed installation? Or is any (type, generation, age, technology etc.) of the bidders class approved Cycloconverter on board a vessel sufficient?

A16. Any generation of the bidder's class approved cycloconverter technology is acceptable.

Q17. We realized that there is no indication of the magnitude of the holdbacks, nor when the holdbacks on the first 8 milestones are to be paid. Could you please provide a clarification. If the holdbacks are 10% and there is another 10% for Milestone 9, this means that we would only be paid 80% on substantial completion/ completion of sea trials, which would not be acceptable.

A17. The holdbacks cannot be predefined as they represent a monetary value for incomplete or non-conformant work (multiplied by 2). If every deliverable or task is

CCGS 1100 Class Propulsion Renewal

accepted within each milestone, the total percentage for that milestone will be paid.

Q18. We feel that that the 10% Milestone 9 is quite large in relation to the amount of work to be provided, and the lengthy duration of the Completion of Performance Period. We would like to suggest this be reduced to 5% and increase Milestone 6 (Cycloconverter equipment arrives at CG/ Shipyard) to 25%, or increase Milestone 7 (Completion of Installation/ Initial Commissioning) to 15% as both these item will constitute very substantial portions of our costs in the project.

A18. Taking into account the Canadian Coast Guard's experience with the performance period phase of the cycloconverter installations, the 10% allotment for milestone 9 is an accurate representation of the effort and resources that will be provided by the successful contractor.

Q19. Please confirm that the reference to "Shipyard" in Milestone 6 is no longer relevant.

A19. The term "Shipyard" in milestone 6 is not relevant.