

**CCGS 1100 Class Propulsion Renewal****Q20.** With respect to Section 1.5.17 Lead Paint & Coatings and 1.5.18 Asbestos Containing Materials

Since the contractor has no way of determining the presence of these materials prior to the commencement of work, will CCG take responsibility to deal with this remediation and disposal directly and outside of this contract?

**A20.** Asbestos → Ann Harvey is the only ship known to contain Asbestos on any of the propulsion drive replacement components. The asbestos is contained within the clutch pads fitted within the telegraph control lever mechanical linkages in three consoles in the wheelhouse. Regular air tests have not revealed any airborne contaminants and these results can be shared. Once these clutch packs are removed, the asbestos is removed. There has been asbestos detected on the Sir William Alexander and Edward Cornwallis in some transit blocks within the vessel with the Firestop material that has been used in the past. This is non-friable but containment is necessary for removal. CCG can remove the mechanical clutch packs on the Ann Harvey but as for the transits, these are not all identified and will have to be dealt with as it arises. The Contractor shall allow for remediation of 10 transits with a unit cost thereafter.

Lead Paint → Only one vessel, the Sir Wilfrid Laurier, has been determined to contain lead paint but this is confined to the outer hull. Current plans will have the hull coating renewed completely prior to any work by Contractors on this contract for that particular vessel and as it is exterior coatings, there is no risk to the Contractor for this contract.