

CCGS 1100 Class Propulsion Renewal**Q26. CCGS Ann Harvey, access to engine room area -**

Will the access way that has been cut into the hull remain open for installation of the new cycloconverters and can the contractor utilize this access way for the work? Will CCG repair and refurbish the existing hull access?

A26. No. The existing access for the propulsion motor removals will be closed up by March 2017.

Q27. Remainder of T1100 CCGS access to engine room -

To execute removal and installation of the cycloconverters in a safe cost efficient for the Crown manner, would PWGSC / CCG be open to have this work done while ships are at a dry-dock ?

A27. All bidders shall quote on completing the work while the vessel is alongside at the CCG base. The existing equipment and new equipment will require a route from the top down. The contractors are responsible for and free to create their own routing that works best for their equipment sizes.

The "typical" preferred routing for all equipment would be to utilize the engine room soft patch(es) above the main engines and then rig the equipment to and from the converter rooms by transiting between #1 and #2 (Port and Center) main engines and cutting an engineered access hole into the A60 bulkhead aft of the main engines into the converter room. There are existing 1ton "I" beams located in the engine room that can be utilized. The contractor must provide their own lifting gear.