



**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**

**Marine Machinery and Services / Machineries et  
services maritimes**

**11 Laurier St. / 11, rue Laurier**

**6C2, Place du Portage**

**Gatineau**

**Québec**

**K1A 0S5**

<b>Title - Sujet</b> HVAC SYS CCGS G PEARKES & A HARVEY	
<b>Solicitation No. - N° de l'invitation</b> F7049-160078/A	<b>Amendment No. - N° modif.</b> 005
<b>Client Reference No. - N° de référence du client</b> F7049-160078	<b>Date</b> 2016-11-09
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$ML-050-25991	
<b>File No. - N° de dossier</b> 050ml.F7049-160078	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-11-15</b>	<b>Time Zone</b> Fuseau horaire Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Richer, Francois	<b>Buyer Id - Id de l'acheteur</b> 050ml
<b>Telephone No. - N° de téléphone</b> (873) 469-4752 ( )	<b>FAX No. - N° de FAX</b> (819) 956-6648
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> Canadian Coast Guard Base (CCG), 280 Southside Road, St. John's, NL A1E 0A3	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

N° de l'invitation - Solicitation No.  
F7049-160088/A  
N° de réf. du client - Client Ref. No.  
F7049-160088

N° de la modif - Amd. No.  
005  
File No. - N° du dossier  
050ml.F7049-160088

Id de l'acheteur - Buyer ID  
050ML  
N° CCC / CCC No./ N° VME - FMS

## AMENDMENT NO. 005

This amendment 005 is raised to address the following questions and answers into the solicitation:

### QUESTIONS AND ANSWERS:

**Question 8:** (Part 3, Item 3.2.8 from the Bidders Conference minutes in Amendment 3)

In Amendment No. 3 {Solicitation Number F7049-160078/A, File Number: 50ml.F7049-160078}, the cooling load is mentioned as 106/kCal per hour (about 420 BTU/HR or 0.123 KW). This number seems rather low when compared to another Coast Guard Ship with similar airflow. Could you reconfirm this value? Is it at all possible that there was a conversion error in units?

**Answer 8:**

The information supplied was the K cal rating for the water cooling pump system for one plant; taken from the central cooling data (note system is comprised of 2 plants). This value does not refer to the actual air cooling BTUs (British Thermal Units).

**Question 9:** (Item 3.2.16)

Fresh air and return air dampers are identified as controlled by thermostatic pneumatic actuators. Is the intention to use the actuators purely for open/close positioning or are they meant to modulate in response to outside temperature in order to minimize heating/cooling loads.

Can the fresh air and return air dampers be controlled by electric actuators and controlled by the automation panel that will be supplied with the unit.

**Answer 9:**

They are meant to modulate. They may be controlled pneumatically or electrically.

**Question 10:** (Item 3.2.6)

In order to minimize noise and enhance performance an EC-motor plenum fan is considered for this application. This type of fans are mounted directly on a unit vertical partition and cannot be installed with resilient mounts. Their performance and noise profile, is better than resiliently mounted direct driven fans. Please confirm that EC-motor plenum fans are acceptable.

**Answer 10:**

This is acceptable for the fans however resilient mounts must be fitted to the main frame or the refrigeration skid in order to abate noise.

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**Question 11:**

The spec is not very clear in the number and type of heaters that the units require. There is mention of preheaters and reheaters.

Normally, we offer pre-heaters as a heater that adds heat to the fresh air stream so that in winter conditions, air that enters the system is always above freezing conditions. It is essentially a freeze protection strategy. Since the objective of this preheater is to protect equipment including the steam heating coil, it is normally an electric type heater. We would then add a steam heating coil that addresses the balance of the heating needs (reheater).

Please confirm that this approach and interpretation of the specs is the correct one.

**Answer:**

Each current HVAC system is comprised of a port and starboard plant. Each plant has a steam heater for the air. An electric pre-heater is an acceptable form of freeze protection for the steam heaters. It is the responsibility of the bidder to design the HVAC system.