



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

Title - Sujet HVAC SYS CCGS G PEARKES & A HARVEY	
Solicitation No. - N° de l'invitation F7049-160078/A	Amendment No. - N° modif. 005
Client Reference No. - N° de référence du client F7049-160078	Date 2016-11-09
GETS Reference No. - N° de référence de SEAG PW-\$\$ML-050-25991	
File No. - N° de dossier 050ml.F7049-160078	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-11-15	
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: Richer, Francois	Buyer Id - Id de l'acheteur 050ml
Telephone No. - N° de téléphone (873) 469-4752 ()	FAX No. - N° de FAX (819) 956-6648
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Canadian Coast Guard Base (CCG), 280 Southside Road, St. John's, NL A1E 0A3	

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

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.