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Place du Portage, Phase III

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Gatineau

Québec

K1A 0S5

Bid Fax: (819) 997-9776

LETTER OF INTEREST

LETTRE D'INTÉRÊT

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Ship Construction, Refit and Related
Services/Construction navale, Radoubs et services
connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet 400 Series Barge Replacement		
Solicitation No. - N° de l'invitation W8472-175662/A		Date 2017-01-27
Client Reference No. - N° de référence du client W8472-175662		GETS Ref. No. - N° de réf. de SEAG PW-\$\$MC-031-26160
File No. - N° de dossier 031mc.W8472-175662	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-03-10		Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>		
Address Enquiries to: - Adresser toutes questions à: Langdon, Jeremy		Buyer Id - Id de l'acheteur 031mc
Telephone No. - N° de téléphone (819) 420-2890 ()		FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: DEPARTMENT OF NATIONAL DEFENCE CFB Esquimalt Bldg 66 Colwood Wilfret Rd VICTORIA BC Canada		

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	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

**Annex A
to
Request for Information**

**Statement of Requirements for
400 Series Barge Replacement**

TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
1.0 STEVEDORE BARGE REPLACEMENT (Introduction)	3
2.0 BACKGROUND INFORMATION	3
3.0 INFORMATION SOUGHT	3
4.0 REQUIREMENTS.....	5
Appendix A to Annex A – Summary Response Table for Barge Requirements.....	8

1.0 STEVEDORE BARGE REPLACEMENT (Introduction)

- 1.1 Canada has a requirement to deliver four (4) robust, low maintenance, low draft steel barges to Canadian Forces Base Esquimalt Port Operations and Emergency Service Branch.

2.0 BACKGROUND INFORMATION

- 2.1 Canadian Forces Base Esquimalt Port Operations and Emergency Service Branch (POESB) has a requirement to provide stevedore barge support operations for Esquimalt Harbour and local adjacent waters throughout the year.
- 2.2 The original six 400 Series stevedore barges have been retired. The six barges had wood construction and were cost prohibitive to maintain. Due to the wood construction, more frequent maintenance was required than equivalent barges of steel construction. Furthermore, the frequent interval of maintenance was difficult to execute; resulting in significant deterioration which rendered the wooden barges unusable and unsafe.
- 2.3 The original 400 Series stevedore barges worked very well; POESB are looking for a modern equivalent to these retired barges.
- 2.4 The primary tasks of the stevedore barges include, but are not limited to, the following:
 - a. anchor removal and ranging;
 - b. installation and removal of towed arrays;
 - c. maintenance equipment transport platform; and
 - d. ship-side work for test, trials, and maintenance.
- 2.5 In order for POESB to effectively meet the stevedoring requirements, four (4) new barges are required that are robust, low draft, steel, and have low maintenance and operating costs.

3.0 INFORMATION SOUGHT

- 3.1 The primary information sought by this Request for Information (RFI) is to determine if a Commercial Off-The-Shelf (COTS) barge currently exists that is compliant with the requirements set out in Section 4.0.
- 3.2 Respondents are requested to provide both the technical specifications for any candidate barge identified and report any requirements the candidate barge does not meet.

- 3.3 Potential suppliers not having a compliant COTS barge, but who have a candidate barge that could be made compliant with reasonable design changes, are requested to submit a response using that barge as their candidate barge.
- 3.4 Respondents submitting candidate barges that require modification are requested to identify in their response the modification(s) that would be considered to make the barge compliant and/or identify the requirements that cannot be met with the candidate barge.
- 3.5 The secondary information sought through this RFI is to obtain prices for:
- a. the purchase of four (4) fully compliant candidate barges;
 - b. the price for candidate barges not meeting the defined requirements, and the price/cost to make the necessary modifications to become compliant;
 - c. price/cost for the delivery of four (4) compliant barges to CFB Esquimalt; and
 - d. the recommended initial provisioning for two (2) years of spares for the system, if any?
- 3.6 Potential suppliers are requested to clearly describe compliance with regulatory regimes, construction & design rules, safety standards and certifications during their candidate barges' design, construction, acceptance and entry into service.
- 3.7 General Questions:
- a. How long is construction estimated to take?
 - b. Is there any information requested, from National Defense, to reduce risk and simplify contracting, design, construction, or delivery?
 - c. Are any of the candidate barges in service? If so, where are they in operation and who is the owner?
 - d. How many candidate barges have been constructed?
 - e. Where will the barges be constructed?
 - f. an estimated delivery timeline of the candidate barges to CFB Esquimalt (for example, the number of weeks after contract award).
 - g. Is there any additional information that the responder feels will be of use to the Department of National Defence?

4.0 REQUIREMENTS

4.1 General Guidance and Administration

- a. All “must” requirements are considered to be attainable at reasonable cost.
- b. The principal particulars must fall within the following range:
 - i. length overall (LOA) between – 12 metres to 15 metres;
 - ii. beam between – 5.5 metres to 7 metres;
 - iii. depth between – 1.2 metres to 1.5 metres; and
 - iv. draft (equal to, or less than) – 0.9 metres.
- c. The barge replacement must meet all appropriate existing and forecast (at time of contract award) Transport Canada and national statutory regulations and/or selected Classification Society rule requirements for this vessel type.
- d. The barges must be built in accordance with approved drawings, using materials and type approved products, tested, inspected and certified by a Classification Society or body with acceptable delegated authority.
- e. The barge replacement must have a minimum of 75m² of unobstructed clear working deck.
- f. There must be sufficient deck equipment to secure the barge safely on any side while maximizing usable deck space.
- g. Deck obstructions must be kept to a minimum. A deck obstruction is considered anything which would prevent the landing of cargo, equipment, or prevent the passage of personnel, safe maneuvering and handling of loads and lines, or appropriate seamanship.
- h. The barge replacement must be capable of providing for personal safety when personnel are embarked; therefore, an appropriate safety standard must be invoked considering the platform is a barge.
- i. The barge replacement must have a service life of not less than 30 years.

4.2 Mission and Scenarios

- a. Cargo Transport: The barge must be used as a floating platform to transport cargo short distances under tow by a tug.
- b. Landing Platform: The barges must be used as a platform near the water surface to transfer cargo and passengers to and from ships and docks.

4.3 Hull Structure

Annex A of Requisition No. W8472-175662

- a. The barge hull and deck must be built of steel with robust wastage allowance, coatings, and sacrificial anodes.
- b. All materials and components of the barges must be marinized with water resistant properties.
- c. Barge hull and fendering must be constructed with sufficient strength to withstand an impact with a solid jetty at 5 knots at any angle.
- d. Sacrificial anodes must be located not to interfere with any operations and not to take any loads or impacts.
- e. The barge must not use liquid ballast.
- f. The barge must be innately stable.
- g. The barge must have an upper deck that passively sheds water.
- h. Any main deck recesses for removable stanchions, railings, stairs, ladders, staging, hard-points, for example, or recesses to provide access to internal tanks must be designed and constructed to prevent water collection and/or shed water overboard.
- i. The barge must have access to allow for safe tank entry and venting.
- j. Each towing hard point must be capable of withstanding a bollard pull load of 15 tonnes.
- k. The barge deck must be able to safely withstand a 6 tonne load drop from 2m above deck with the impact focused on a .25metre x 0.25metre area. Assume even load distribution, and assume a stationary barge with no hydrodynamic buoyancy response.

4.4 Stability (Survivability)

- a. The barge replacement must meet all appropriate existing and forecast (at time of contract award) Transport Canada stability regulations for this vessel type.

4.5 Environment

- a. Given the probabilities of occurrence of sea conditions in sheltered waters, the barge must be able to:
 - i. Be towed safely in sea state 3.
 - ii. Survive all wind, wave, tide and current conditions found in sheltered waters, specifically Esquimalt harbor British Columbia Canada. Wind generated wave heights in Esquimalt Harbour can reach 1 metre.

4.6 Mooring, Towing and Anchoring

- a. The barge replacement must have an appropriate number of hard-points for securing loads and equipment to the deck in anticipation of expected sea states and towing operations.
- b. The barge replacement must have an appropriate number of hard points for securing lines, tying-off, and towing, allowing for a variety of towing points and line arrangements.
- c. The barge must have sufficient deck equipment to safely tow the barge from bow and stern.

4.7 Deck Coverings

- a. The main deck must have a robust deck covering comprised of a sacrificial material, such as wood, to land payloads and equipment on.
- b. The robust sacrificial material to land loads must be easily replaced if the surface is damaged.
- c. The sacrificial deck covering material must not contribute to the watertight integrity of the barge.
- d. The sacrificial deck covering material must have a finish that provides high traction when wet and dry, and minimize equipment/payload slippage.

4.8 Barge Delivery

- a. Delivery of four (4) barges must be to CFB Esquimalt.

Appendix A to Annex A – Summary Response Table for Barge Requirements

Summary Response Table YC 400 Replacement Stevedore Barges						
Company:						
Id.	Requirements	Compliance		Estimated costing for non-compliant Scope Requirements only (See Notes 1 and 2 below)	Suppliers Reference	Suppliers Comments
		Yes	No			
4.1 General Guidance and Administration						
a.	Length Overall between 12 and 15 metres					
b.	Beam between 5.5 and 7 metres					
c.	Depth between 1.2 and 1.5 metres					
d	Draft ≤ 0.9 metres					
e.	Barge construction complies with Transport Canada regulations, national statutory regulations, and/or classification society rules,					
f.	Barge has a minimum of 75m² of unobstructed working deck.					
g.	Sufficient deck fittings to secure barge from any side.					
h.	Deck obstructions are kept to a minimum.					
i.	Barge is capable of providing for personal safety when personnel are embarked.					
j.	Service life of 30 years.					
4.2 Mission and Scenarios						
a.	Barge can transport cargo short distances under tow.					
b.	Barge can be used as near water surface cargo and passenger platform.					

Appendix A to Annex A of Requisition No. W8472-175662

Summary Response Table YC 400 Replacement Stevedore Barges						
Company:						
Id.	Requirements	Compliance		Estimated costing for non-compliant Scope Requirements only (See Notes 1 and 2 below)	Suppliers Reference	Suppliers Comments
		Yes	No			
4.3 Hull Structure						
a.	Barge has enhanced steel wastage margin, coatings, and sacrificial anodes.					
b.	Material and components are maritized with sea water resistance properties.					
c.	Barge can withstand a 5 knot impact from any angle.					
d.	Sacrificial anodes will not take any load or impact.					
e.	Barge does not use liquid ballast.					
f.	Barge naturally sheds deck water.					
g.	Main Deck recesses will not collect water.					
h.	Barge has access for safe entry and venting.					
i.	Barge can withstand a 6 tonne load drop from 2metres on a distributed area of 0.25m x0.25m.					
j.	Each towing hard-point can withstand a bollard pull of 15 tonnes					
4.4 Stability (Survivability)						
a.	The barge meets appropriate stability standards					
4.5 Environment						
a.	Barge can be towed safely in Sea State 3					
b.	Barge can survive all wind, wave, and current conditions found in Esquimalt harbour.					
4.6 Mooring, Towing and Anchoring						

Appendix A to Annex A of Requisition No. W8472-175662

Summary Response Table YC 400 Replacement Stevedore Barges						
Company:						
Id.	Requirements	Compliance		Estimated costing for non-compliant Scope Requirements only (See Notes 1 and 2 below)	Suppliers Reference	Suppliers Comments
		Yes	No			
a.	The barge has an appropriate number of hard-points to secure loads and equipment to the deck in anticipation of expected Sea States and towing operations.					
b.	The barge has an appropriate number of hard-points for securing lines, tying-off, and towing.					
c.	The barge has sufficient deck fittings to tow from both bow and stern.					
4.7 Deck Coverings						
a.	The barge has a sacrificial main deck covering to land loads and equipment on.					
b.	The sacrificial main deck material is easily replaced.					
c.	The sacrificial main deck covering does not form part of the watertight hull.					
d.	The sacrificial main deck covering has high traction and is non-slip when wet.					
Costing (see note 2 below)						
a.	Cost for one (1) candidate barge (only include costing associated with compliant Requirements).					\$
b.	Cost for four (4) candidate barges (only include costing associated with compliant Requirements).					\$
c.	Cost for the delivery of four (4) barges to CFB Esquimalt.					\$
d.	Total cost for non-compliant Scope Requirements modifications (see note 1 below).					\$
e.	Cost for the recommended initial provisioning for two (2) years of spares for the system, if any.					

Notes:

10/11

Appendix A to Annex A of Requisition No. W8472-175662

- 1- Only costing associated with the modifications necessary for a non-compliant requirement to achieve compliance, is required for this field.
- 2- This column/section is for estimation of project costs only, and in no way inhibit the bidder when and if DND goes forward with a contract in the future.