

SOLICITATION F1782-17C812/A – STATEMENT OF WORK SUPPLEMENT – REVISION 002

This Supplement is raised to:

- 1) Address questions raised by industry.
- 2) Present comments made by Canada; and
- 3) Revise the Statement of Work document.

This version of the Solicitation F1782-17C812/A – Statement of Work Supplement supersedes all previous versions of the Solicitation F1782-17C812/A – Statement of Work Supplement. If previously raised questions remain unanswered, please resubmit them by e-mail to the Contracting Authority.

Updates to this Supplement since the last version are in green text.

This Supplement affects the content of the Solicitation and its associated documents.

The bid must take into account:

- 1) The Solicitation documents available from the Government Electronic Tendering System at <https://BuyandSell.gc.ca/procurement-data/tenders>;
- 2) This Statement of Work Supplement; and
- 3) The documentation referenced within the Solicitation documents including this Statement of Work Supplement.

A. Questions and Answers

Item	Reference	Question	Answer	Date
1	Solicitation	Will Canada consider a bid extension of two weeks?	Yes, the bidding period will be extended for a two week period.	August 15 2017
2	Annex F	Why is Point Hope Maritime's Vessel Transfer Costs \$0?	There was an error in the calculation of the vessel transfer costs. The vessel transfer cost table has been corrected.	August 15 2017
3	G 1.4.14.6	Does the contractor have to pay LR for inspections?	This was included in error. CCG will pay all fees associated with LR inspections	August 15 2017
4	G 1.6.11	Can you clarify what are the expectations are for updates to As-Fitted Drawings?	Any changes to the drawing should be updated on the existing AutoCad template. The drawing number needs to be maintained and updated with revisions. New drawings must be to the CCG AutoCad standard found in the document update accompanying this document: 'ComputerAidedDesign-eng.pdf' and 'ccgstden.zip'	August 15 2017
5	S 1.9	Can you confirm whether or not the fire suppression system should be disabled?	Yes, the fire suppression system needs to be disabled for the duration of the work period.	August 15 2017
6	S 1.11.2	Can you confirm whether or not the security logbooks are	Yes, the security logbooks are required to be	August 15

		required to be signed? Please confirm the security requirements.	signed by the security guard taking rounds of the vessel while the vessel is in the contractors care and custody. S.11 SECURITY S.1.11.1The Contractor must provide security for the vessel during quiet hours at the Contractor's facility. Security rounds must be conducted at minimum every 4 hours during quiet hours 7 days a week including holidays during the entire work period. S.1.11.2Contractor provided Security log books are to be signed during every set of rounds in the following spaces – Bridge Forward Machinery Space (Bow Thruster Compartment) Main Machinery Room Auxiliary Machinery Room Steering Gear Compartment	2017
7	11.0 B.1.1	Can you clarify as to how quickly the NACE Inspectors certification must be provided to Canada after contract award?	The TA will request the NACE Inspectors certification at the inspectors first visit to the vessel at the contractor's facility.	August 15, 2017
8	11.2	Does LR require this survey and mapping work to be conducted?	No this is not an LR requirement, CCG wants this done to survey for plate wastage.	August 15, 2017
9	11.2	Does the NDT supplier need to log test results and issue a report or will 3GA do so?	The report is to be completed by 3GA inclusive of the log test results.	August 15, 2017
10	11.3 C 1.6	Does an FSR or specialized supplier need to apply the Echoshield to the rudders or can a shipyard painter?	The shipyard can apply Echoshield as long as the climate is controlled and the applicator adheres to the application guidelines.	August 15, 2017
11	11.8 C.1.11	Can you confirm whether an air test would be considered as a substitution for the required hydrostatic testing?	Yes, an air test will be acceptable in place of a hydrostatic test.	August 15, 2017
12	11.9	C1.1 & C1.3 Can Canada provide further clarification as to work required?	The qualities of water specified and the air pressure specified are estimates of the requirements to complete the work.	August 15, 2017
13	11.13	What kind of coolant is required to be refilled into the coolant lines?	The coolant required if it is necessary to refill the main engines, is MTU/Detroit Off Highway Powercool.	August 15, 2017
14	11.17	Can Canada provide photographs of the location of the hatch drain?	Two photographs provided for Goddard Chain Locker Void Drain. This pipe run is estimated to be 4 feet in length. Two photographs provided for the Goddard Fore Peak Stores Drain. This pipe	August 15, 2017

			run is estimated to be 3 feet in length.	
15	11.19	The specification and the drawing for this section seem to conflict, Can Canada clarify?	The drawing is correct. Canada requires new fabricated final sections of the exhaust pipes along with the new fabricated exhaust ports. Material will be GSM. The flappers, bushings and sprayers will be reused from the original exhaust pieces. MSPV SS Exhaust Spec 2017 04 19 provided as guidance for this work.	August 15, 2017
16	12.4	Can Canada provide drawings of the CPP feedback system or any other related technical documentation?	Drawings provided in Installation Manual – Kamewa CP- AD, Installation Manual Halifax MSPV_Part 2 and User Manual Kamewa CP-AD	August 15, 2017
17	15.2	Can Canada please confirm the number of flanges to be installed?	The requirement is for 6 sets of flanges. The purpose is to allow the overflow portions of the pipes to be removed so that the tank vents can be blanked for testing purposes.	August 15, 2017
18	G1 – 1.6	Can Canada identify those As Fitted drawings that will require updating?	Based on the known body of work; no As Fitted drawings are required to be updated.	August 22, 2017
19	11.3 Para C.1.5	Will block-spotting be required?	Yes, block-spotting of the bilge blocks (side blocks) is required.	August 22, 2017
20	Spec 11.7	Can the crown provide the sizing information/ supply chain info for the new MME 26AA anodes that are to be CFM?	<p>The MME 26AA anodes were supplied to the new build from the supplier Russel Metals Inc.</p> <p>The Anodes CMZ22LSA supplied by Canmet will be accepted as an alternative. These can be ordered from:</p> <p>Tyler Seebach Vice President, Sales – CMP Marine Division</p> <p>P: 604.952.2670 F: 604.952.2650 C: 604.968.6051 E: tseebach@canmet.com Skype: cmp.tyler.seebach Web: http://canmet.com</p>	September 6, 2017
21	Spec 11.9	<p>The specification states we are to replace 100% of the suction line listed in paragraph C.1.7 .</p> <p>While attending the viewing, there was some discussion around installation of direct suction lines c/w cam-lock fitting being fitted . Will the crown review and advise as to what we are to supply pricing on?</p>	Canada requires that new 2" suction lines be installed in each the waste oil and bilge water tanks. From these new suctions Canada will require the Contractor to adapt down to connect with the existing ½" discharge line. The adaptation shall be accomplished with the installation of two sets of flanges. The first set of flanges can be directly off of the tank, the pipe will then reduce from the 2" pipe to the ½" pipe and flange in again.	September 6, 2017

22	Spec 11.12	<p>Para A.2 states 10 blow down valves- 3 to service & 7 to be blanked.</p> <p>Further on in The spec - table B.5 states there are twelve blow down valves .Please review and clarify the overall scope.</p>	The number of blow down valves is 12. The number to be serviced and reinstalled is 3. The spec has been corrected.	September 6, 2017
23	Spec 11.13	Can the crown supply a QTY to quote on or will the Off High way coolant be dealt with as a 1379?	If coolant lines need to be parted in order to complete the requirements of this spec item, and if coolant is lost from the engines, then that coolant must be replaced prior to the completion of the contract. Canada expects that coolant lines must be parted for the required work but if the work is done carefully very minimal coolant should be lost to the bilge, therefore there will be no requirement to refill the engines. If the engines are allowed to drain out then the Contractor will be responsible for both the loss of the coolant and for the disposal of the same.	September 6, 2017
24	Spec 11.18	Para c.2 states we are to bid on 1 sq meter of GSM plating to be installed IWO dent. Please confirm the cost to repair is to include removal / replacement of interference items (ie bhds, beds etc within the stateroom) or will the crew have done this prior to arrival?	The cost to repair is to include the removal of all interference items. The crew will remove all non-fixed items. The furniture, cabin structure and insulation will remain for the Contractor to remove and reinstall.	September 6, 2017
25	Spec 15.1	The spec 15.1 discusses the installation of flanges sets for future cleaning. While viewing, it was apparent that the flange installation locations available could pose a fire hazard should they leak. There was discussion held around the idea of moving the line either inboard or outboard of the engine to alleviate this concern. Please review and advise as to how we are to proceed.	Contractor to bid on the cutting of the pipe in two places and the installation of the flanges as specified. Any work in addition to this will be	September 6, 2017
26	Spec 13.3	<p>Spur Rope Cutters: Spurs Marine has contracted directly to CCG for the supply of materials and the FSR to install the cutters.</p> <p>For this reason, Spurs Marine say it's unnecessary for them to quote a price to us for the FSR installation service. To date, we have not been given a quote.</p> <p>Would you mind clarifying whether or not we are to include a FSR in our quotation please?</p>	<p>The materials have been purchased from Spurs Marine and will be supplied GSM.</p> <p>The Contractor is to supply the Spurs Marine FSR on site for the duration deemed necessary by Spurs in order to complete the installation and test the materials. The tests are to be completed with the ship out of the water. There is no requirement to test cut with the ship in the water.</p>	September 6, 2017
27	11.0.B	Is it acceptable for the Contractor to use their in house NACE inspector to fulfill Canada's paint inspection requirements?	Please see Revision 23 to the Statement of Work Document.	September 11 2017
28	N/A	Can Canada extend the bidding period to September 27 th ?	Canada will extend the bidding period to September 19 th . No further extension requests will be considered, due to the planning requirements for the vessel requiring the establishment of a contract.	September 11, 2017

29	N/A	We notice there is no public opening. We ask the results of the bids – Shipyard Name, Firm Price, Evaluation Price and Charge Out rate be announced on the Closing Day so contractors can make plans.	Preliminary Notification Pending the completion of the bid evaluation process, each Bidder will be notified of its preliminary ranking within 2 working days of the solicitation closing date. The notification will be made by e-mail by the Contracting Authority.	September 11, 2017
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B. Comments

Item	Reference	Comment	Date

C. Revisions to the Statement of Work document

Item	Reference	Remove	Insert	Date
3	G 1.4.14.6	The Contractor must pay for all visits and inspections all costs and fees associated with LRS, HC, Environment Canada, or any other Inspection required by the specification unless otherwise indicated.	The Contractor must arrange for all visits and inspections associated with LRS, HC, Environment Canada, or any other Inspection required by the specification unless otherwise indicated. All costs and fees associated with these visits and inspections will be billed directly to Canada.	21 August 2017
5	S 1.9.2	N/A	The Contractor must isolate the vessel's fixed fire suppression system for the duration of the contract period to prevent accidental discharge.	21 August 2017
7	11.0 B 1.1	The Contractor must provide to the TA the inspector's certification by the next business day after contract award.	The TA will request the NACE Inspectors certification at the inspector's first visit to the vessel at the Contractor's facility.	21 August 2017
11	11.8 C.1.11	hydrostatically	air	21 August 2017
13	11.13 C.1.6	N/A	If coolant is required to refill the main engines due to loss through the disturbed pipes the coolant required is MTU/Detroit Off-Highway.	21 August 2017
15	11.19.A	N/A	and MSPV SS Exhaust Spec 2017 04 19	21 August 2017
15	11.19 C.1	N/A	The Contractor must refer to provided MSPV SS Exhaust Spec 2017 04 19 for the complete work specification.	21 August 2017
17	15.2	N/A	The Contractor must install 12 flanges total.	21 August 2017
19	11.3 C.1.5	N/A	The Contractor must include in this work block-spotting of the area under the bilge blocks.	22 August 2017
20	11.12 A.2	Of the 10 total Blow Down Air Valves only the three to the sea chest (Port, Starboard and Forward) are to be serviced and reinstalled. The remaining 7 are to be removed and	Of the 12 total Blow Down Air Valves only the three to the sea chest (Port, Starboard and Forward) are to be serviced and reinstalled. The remaining 9 are to be	07 September 2017

		blanked with blind flanges and gaskets.	removed and blanked with blind flanges and gaskets.	
21	11.12 C.14	Of the ten (10) total Blow Down Air Valves only the three to the sea chest (Port, Starboard and Forward) are to be reinstalled. The remaining seven (7) are to be removed and blanked to the approval of the TA.	Of the twelve (12) total Blow Down Air Valves only the three to the sea chest (Port, Starboard and Forward) are to be reinstalled. The remaining nine (9) are to be removed and blanked to the approval of the TA.	07 September 2017
22	11.19 C 1.7	The Contractor must remove the suction pipe from both tanks. Each pipe is to be replaced with a two inch (2") seamless steel pipe having flanged joints suitable for a working pressure not less than seven (7) bar. The flanges are to be machined. The Contractor will install welded reduction fittings to join the new suction lines to the existing piping system. The Contractor is to bid on 20 feet of two inch (2") seamless steel pipe 4 flanges and 2 reducing fittings from 2 inch (2") to half inch (1/2").	The Contractor must remove and replace the suction pipe from both tanks. Each pipe is to be replaced with a two inch (2") seamless steel pipe having flanged joints suitable for a working pressure not less than seven (7) bar. The flanges are to be machined and are to be located outside of the tank in an accessible location. The Contractor must fabricate and install a welded reduction section in the pipe to join the new suction lines to the existing piping systems. For each of the two tanks the Contractor is to bid on 10 feet of 2" seamless steel pipe, 2 flanges to connect to the 2" suction, a reducing section of pipe to bring the 2" suction down to the existing 1/2" pipe and two (2) flanges to connect to the existing 1/2" pipe.	08 September 2017
23	11.0.B	<p>The Contractor must follow the quality control requirements identified in the Paint Specification (CCGS Goddard Docking Spec 10 07 2017 rev1) and Product Data Sheets. All paint work preparation must be in accordance with manufacturer recommendations and under guidance of a NACE certified Inspector and printed reports must be provided. The inspector must view the work prior to commencement of painting, and after each coating. The shipyard must contract a NACE Inspector. The TA will request the NACE Inspectors certification at the inspector's first visit to the vessel at the Contractor's facility.</p> <p>The shipyard QA must obtain the latest information and advice on the Paint system from Mr. Keegan Gemmil, Account Executive, International Paint, 2435 Beta Avenue, Burnaby BC V5C 5N1, tel 604 940 4479, cel 604 315 4347, Keegan.Gemmill@akzonobel.com</p>	<p>The Canadian Coast Guard will be contracting International Paint contact - Mr. Keegan Gemmil, Account Executive, International Paint, tel 604 2, cell 604 315 4347, Keegan.Gemmill@akzonobel.com directly as its technical inspector for all coating system work. International Paint will be given full authority by The Canadian Coast Guard to perform technical inspections. The contractor must present International Paint a coating time line and update International Paint of any changes.</p> <p>Keegan Gemmill may designate another NACE inspector within International Paint to act as technical inspector if agreed to by the TI/TA</p> <p>The Contractor must hoard the vessel to ensure they meet the coating requirements as laid out in the Interspec.</p> <p>The Contractor must follow the quality control requirements identified in the Paint Specification (CCGS</p>	11 September 2017

			Goddard Docking Spec 10 07 2017 rev1) and Product Data Sheets. The Contractor must afford the International Paint NACE inspector the opportunity to view the work prior to commencement of painting, and after each coating.	

ALL OTHER INSTRUCTIONS, TERMS AND CONDITIONS REMAIN UNCHANGED.