RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:

Réception des soumissions - TPSGC / Bid Receiving - PWGSC
1550 Avenue d'Estimauville
1550 D'Estimauville Avenue
Québec
Québec
G1J 0C7

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
TPSGC - PWGSC
601 - 1550 Avenue d'Estimauville
Québec
Québec
G1J 0C7

Title - Sujet Sterntube Bushings	
Solicitation No. - N° de l'invitation F3017-17N231/A	**Amendment No. - N° modif.** 001
Client Reference No. - N° de référence du client F3017-17N231	**Date** 2017-10-24
GETS Reference No. - N° de référence de SEAG PW-$QCW-028-17212	
File No. - N° de dossier QCW-7-40111 (028)	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2017-11-02**	**Time Zone** **Fuseau horaire** Heure Avancée de l'Est HAE
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes **Plant-Usine:** ☐ **Destination:** ☐ **Other-Autre:** ☑	
Address Enquiries to: - Adresser toutes questions à: Simoneau, Steve	**Buyer Id - Id de l'acheteur** qcw028
Telephone No. - N° de téléphone (418) 649-2816 ( )	**FAX No. - N° de FAX** (418) 648-2209
Destination - of Goods, Services, and Construction: **Destination - des biens, services et construction:** NGCC DES GROSEILLIERS Pêches et Océans Canada / Fisheries and Oceans Canada Garde côtière canadienne / Canadian Coast Guard 101 Boul. Champlain, Québec, QC, G1K 7Y7, Canada.	

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**	

AMENDMENT 001

TITLE: STERNTUBE BUSHINGS

Included in the present amendment:

1. Modification to the Statement of Requirement.
2. Modification of the General conditions clause.
3. Article 6.16 - Ship Repairers' Liability.
4. Questions and answers 1 to 3.
5. Modifications to Annex A, B and D.
6. Annex E - Technical drawings
7. Bidders Conference – Minutes of Meeting

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1. Modification to the Statement of Requirement

Articles 3.2 and 3.3 of the Statement of Requirement are removed from the Scope of requirement. As a result, the following modifications are made to the Invitation to tender document.

a) TITLE

DELETE:

TITLE: **STERNTUBE BUSHINGS AND MECHANICAL SEALS**

INSERT:

TITLE: **STERNTUBE BUSHINGS**

---

b) Under article 1.2 Requirement

DELETE:

1.2.2 Supply material and workmanship to fabricate and deliver at destination two (2) mechanical seals for the propulsion shafts.

1.2.3 Supply material and workmanship to fabricate and deliver at destination two (2) Adapter Plates.

1.2.4 Supply the manpower to prepare an application to Transport Canada for a Propeller Shaft Condition Monitoring Program.

INSERT:

1.2.2 Supply the manpower to prepare an application to Transport Canada for a Propeller Shaft Condition Monitoring Program.

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c) Under 4.1.1.1 Mandatory Technical Criteria at bids opening:

DELETE:

The Bidder must provide two (2) examples within the last ten (10) years where its systems have already been accepted for an extended shaft withdrawal interval of 15 years or more by a Transport Canada recognized classification society. Provide references.
INSERT:

The Bidder must provide two (2) examples within the last ten (10) years where its bushings have already been accepted for an extended shaft withdrawal interval of 15 years or more by a Transport Canada recognized classification society. Provide references.

---

2. **Modification of the general conditions clause**

DELETE

6.3.1 General Conditions

2010A (2016-04-04), General Conditions - Goods (Medium Complexity), apply to and form part of the Contract.

INSERT

6.3.1 General Conditions

2030 (2016-04-04), General Conditions – Higher Complexity - Goods, apply to and form part of the Contract.

---

3. **Article 6.16 - Ship Repairers' Liability**

INSERT:

6.16 Article 6.16 - Ship Repairers' Liability

1. Ship Repairers' Liability Insurance or Commercial General Liability Insurance shall be effected by the Contractor and maintained in force in an amount usual for a contract of this nature, but, in any case, for not less than $5,000,000 per accident or occurrence.

2. Should the Contractor decide to obtain and maintain Commercial General Liability insurance, the policy shall be endorsed as follows:

   "Notwithstanding anything to the contrary mentioned in the policy, it is agreed that:

   a. Watercraft exclusion is deleted;
   b. Broad Form Property Damage coverage is included; and,
   c. Broad Form Completed Operations coverage is also included."

3. The policy must include the following endorsements:
   a. Notice of Cancellation: The Insurer agrees to provide the Contracting Authority thirty (30) days written notice of cancellation.
   b. Contractual Liability: The policy shall, on a blanket basis or by specific reference to this contract, extend to assumed liabilities with respect to contractual insurance provisions.

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4. Questions and answers 1 to 3

Question 1:

Under 3.1.2, what is the minimum hydrodynamic operating speed required for bearing operation to determine hydrodynamic boundary conditions for both shaft speed up and slow down.

Answer 1:

This depends on actual bearing load, speed and shaft diameter. The CCG does not have a performance requirement for the hydrodynamic condition.

Question 2: Under 3.1.4 **:

a) Are the bearings being retrofitted into existing bearing housings or are new housings required for the tender?
b) Are the existing housings a fully split design or are the new proposed keys required to be a split design?
c) If new housings are required to be supplied, more detailed information is required regarding the stern tube interfacing dimensions.
d) More detailed information and drawings are required for the existing bearing and bearing housing designs.
e) Please provide information on how the current bearings are retained and how they are removed is needed.
f) Are the stated dimensions of 680mm x 734mm x 2720mm the final machined dimensions or the rough molded dimensions?
g) Bearing loads are required.

Answer 2:

a) Bearings will be installed in existing housing
b) The actual bushings, and new bushings are to be split design.
c) The existing housing will remain as is.
d) Please consult Drawings 06149M08 and 06149M09 included with this Amendment. Note that the dimension of the shafts will change for the original values during the next dry-dock.
e) Please consult Drawings 06149M08 and 06149M09 included with this Amendment. Note that the dimension of the shafts will change for the original values during the next dry-dock.
f) Yes, these are the final dimensions.
g) Bearing load must be calculated by the entrepreneur with the information provided.

**** These answer are also applicable to article 3.1.5**

Question 3:

Under 4.1.1.1, is the requirement for examples of extended shaft withdrawal interval of 15 years absolute as the class notation on this has only been in place for the last 2 years?

Answer 3:

Yes, item 4.1.1.1 is a mandatory technical criteria. The CCG would like 2 examples where the supplier's bushings have been accepted by a classification society for a 15 year inspection program based on shaft weardown measurements every 5 years.

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5. Modifications to Annex A, B and D

Completely delete original Annexes A, B and D and replace with the Annexes included to this Amendment

See following pages

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6. Technical Drawings

Technical Drawings 06149M08 and 06149M09 are added and included to this Amendment.

See following pages

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7. Bidders Conference – Minutes of Meeting

See following pages

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.

ANNEX "A" – STATEMENT OF REQUIREMENT

1.0 *SCOPE*

1.1 Supply material and workmanship to fabricate and deliver at destination two (2) aft, and two (2) forward bushings for the two (2) tailshafts of CCGC Des Groseilliers. The bushings must be approved by a classification society for class 1 ice breaker ship and in accordance with the following technical description and drawings.

1.2 Supply the manpower to prepare an application to Transport Canada for a propeller shaft condition monitoring program.

1.3 MAIN CHARACTERISTICS

The following are the main characteristics of the CCGS "DES GROSEILLIERS":

- Vessel name : CCGS "DES GROSEILLIERS"
- Type of vessel: Medium icebreaker
- Year of construction: 1982
- Draft: 7.40 m
- Gross tonnage: 6097.80
- Service speed: 12 knots
- Maximum speed: 16.5 knots
- Vessel class « Lloyds Class I Ice Breaker »

1.4 Dimensions of the propeller shaft to be supported by the new sterntube bearings:

- Weight 37 tonnes
- Length 46' 1-13/16".
- Diameter 26.57" minimum.

2.0 *REFERENCES (Drawings / Standards / Regulations)*

2.1 Drawings

2.1.1 24MA_48643_3 Michell aftmost bearing
2.1.2 68-2600-1 Arrangment of Shafting
2.1.3 68-H-101-T-Tabloid Deck profile
2.1.4 49199REF48482 2 Michell main thrust block
2.1.5 AW201941 Crane seal
2.1.6 AW201945 Tail shaft with liner
2.1.7 06149M08
2.1.8 06149M09

2.2 Certifications

2.2.1 Type Approval certificate by a classification society.

2.3 Quality assurance

2.3.1 ISO 9001-2008 or equivalent

2.4 Abbreviations

2.4.1 ASTM - American society for Testing Materials
2.4.2 CCGS – Canadian Coast Guard Ship
2.4.3 SCM - Shaft Condition Monitoring
2.4.4 MTRB - Marine Technical Review Board

3.0 *TECHNICAL DESCRIPTION*

3.1 SHAFT BUSHINGS AND ACCESSORIES

3.1.1 Supply material and workmanship to fabricate and deliver at destination two (2) aft, and two (2) forward COMPAC model bushings or equivalent product for the two (2) tailshafts of CCGS Des Groseilliers. Performance criteria in item 3.1.6.

3.1.2 The shaft speed varies from 0 to 181 RPM in both directions. The bearings must be usable for shaft diameters in excess of 26.57" inches in order to allow tailshafts to be interchangeable.

3.1.3 Prior to fabrication, provide dimensional pdf plans demonstrating that the bushings are compatible for the current installation and specifications.

3.1.4 **Bushing Aft Sterntube:** Supply and machine 2 water lubricated, Polar code compliant, Classification society approved split (for fixed anti-rotation key) bearings. No oil lubrication systems will be accepted. Homogeneous bearing material with no changes to properties as bearing wears. To promote early formation of a hydrodynamic film between the shaft and bearing, the lower (loaded) portion of the bearing is smooth, while the upper half of the bearing incorporates grooves for enhanced flow of the water lubricant/coolant. Bearing rough molded with 3/16" (4.7625mm), over (OD) and underbuilt (ID). The CCG will perform final machine groove and machine slot at shipyard to accommodate fixed key. Shaft 680mm X Bore 734mm x Overall Length x 2720mm.

3.1.4.1 Quantity: Two (2) aft bushings

3.1.4.2 Two (2) Fixed anti-rotation key set, bronze, with mounting fasteners

3.1.5 **Bushing Forward Sterntube:** Supply and machine 2 water lubricated, Polar code compliant, Classification society approved split (for fixed anti-rotation key) bearings. No oil lubrication systems will be accepted. Homogeneous bearing material with no changes to properties as bearing wears and non-catastrophic failure mode and survivability to allow vessel and crew to return to port for repairs. To promote early formation of a hydrodynamic film between the shaft and bearing, the lower (loaded) portion of the bearing is smooth, while the upper half of the bearing incorporates grooves for enhanced flow of the water lubricant/coolant. Bearing rough molded with 3/16" (4.7625mm) over (OD) and underbuilt (ID). The CCG will perform final machine, groove and machine slot by at shipyard to accommodate fixed key. Shaft 675mm x Bore 736mm x Overall Length 1333mm.

3.1.5.1 Quantity: Two (2) forward bushings

3.1.5.2 Two (2) Fixed anti-rotation key set, bronze, with mounting fasteners

3.1.6 **Mandatory performance criteria's for shaft bushings**

3.1.6.1 Accept shaft speeds between 0 to 181 RPM in both directions
3.1.6.2 Water lubricated,
3.1.6.3 Polar code compliant,
3.1.6.4 Homogeneous bearing – no property changes throughout
3.1.6.5 Coefficient of friction, hydrodynamic 0.020 max
3.1.6.6 Ultimate Tensile Strength ASTM D-412 MPa 37.5 min
3.1.6.7 Coefficient of expansion 0˚C to 30˚C: 15.1 x 10-5 (˚C) max
3.1.6.8 Modulus of Elasticity (Eo) 64,000 Eo (psi) min
3.1.6.9 Operating Temperature Wet -2/35°C
3.1.6.10 ASTM D5963-96 Rotary drum abrasion test - Wear result 0.2 cc maximum / 24 hours.
3.1.6.11 Izod Impact -notched ASTM D-256 Joules/m ~ 500 min

3.2 PROPELLER SHAFT CONDITION MONITORING PROGRAM

3.2.1 The Contractor shall; study drawings and technical documents, attend the ship for survey, and document all findings and recommendations in order to assess the technical feasibility to implement Shaft Condition Monitoring (SCM) onboard the subject vessel in lieu of propeller tail shaft withdrawal for periodic survey in accordance with Canada Shipping Act C.R.C.,_c._1431 Hull Construction Regulations and C.R.C.,_c._1432 Hull Inspection Regulations.

3.2.2 As a result of that assessment, the vessel's project authority will be provided with a detailed summary of the shipboard arrangements along with commensurate recommendations to achieve an equivalent level of safety intended by the Canada Shipping Act. The basis to achieve the equivalent level of safety shall be compliance with the Lloyd's Register of Shipping Constriction Rules for Steel Ship as related to Shaft Condition Monitoring (SCM) Descriptive Note requirements.

3.2.3 Based on the results of the assessment and compliance matrix, the detailed plans for implementation of SCM may be developed. This scope of work will include the preparation of the formal MTRB submission which details the implementation of the measures which will provide for an equivalent level of safety to the requirements of the Canada Shipping Act and Inspection Regulations as they pertain to the withdrawal of propeller shafts for periodic inspections.

3.2.3.1 In order to complete an initial review and familiarization with the current arrangements of the subject ship, the CCG will provide all necessary drawings, technical details and documents.
3.2.3.2 The undersigned will prepare an initial draft of the compliance matrix based on these in preparation for a shipboard visit to survey the ship in Quebec City.
3.2.3.3 The shipboard visit will, in consultation with ship staff, confirm the actual technical arrangements and functional/operational details and equipment as implemented. Once these are clear and a basic understanding of these with respect to rule compliance has been gained, the entrepreneur can the consult the CCG regarding the additional equipment, operational adjustments, and record keeping that may be required in order to achieve Rule compliance.
3.2.3.4 All of these findings will be documented and reported to owners.
3.2.3.5 A comprehensive assessment report will be prepared which will clearly lay out the current arrangements with regard to stern tubes, tail shafts, bearings and seals, any control and monitoring details and to what extent these already comply with the SCM rule requirements.
3.2.3.6 The Compliance Matrix will be updated with details to fully define current arrangements and will include potential solutions for any Rule deficiencies that may be identified.

3.2.3.7 This report will be suitable for further discussions between the CCG and TCMS to further clarify the requirements foreseen in order to gain Marine Technical Review Board (MTRB) approval.

3.2.4 Deliverables:

3.2.4.1 Initial assessment Report with recommendations
3.2.4.2 Rule Compliance Matrix
3.2.4.3 The Contractor will prepare a comprehensive technical submission containing the details which will outline the manner in which an equivalent level of safety will be achieved by implementation of a shaft condition monitoring program based on the rule requirements of the Lloyd's Register of Shipping Rule requirements for Shaft Condition Monitoring Descriptive Note.

4.0 DOCUMENTATION

4.1 Certification

4.1.1 The Contractor must, before contract award, provide a Type approval certificate from a classification society approved by Transport Canada, with plans, drawings and fabrication procedures.

4.1.2 The Contractor shall provide two examples where these bushings have been accepted in the past 10 years for an extended shaft withdrawal interval of 15 years or more by a classification society approved by Transport Canada.

4.2 **Documentation** (Reports/Drawings/Manuals)

4.2.1 Within four (4) weeks following contract award, supply all the engineering calculations (load, vibrations, torsion, etc.) for marine application onboard an ice breaker, and the original classification society approval certificates.

4.2.2 At the same time as the bearings delivery, supply three (3) copies maintenance, installation and parts manuals in both English and French. Supply all drawings associated to the bearings, and an electronic copy of the manuals and drawings.

5.0 OPTIONS

5.1 Option to purchase eight (8) split bearings (four (4) forward and four (4) aft), with an 8 month delivery time, including all items in 3.1's statement of work. This item is to be exercised within 24 months of the contract award.
5.2 Option to purchase a Canada Shipping Act Compliance Assessment, with an 8 month delivery time, including all items in 3.4's statement of work. This item is to be exercised within 24 months of the contract award.
5.3 After-sales service - Include in your quote 100 hours for a field representative, this amount will be adjusted up or down at the end of the work via a PWGSC 1379 Formula.

ANNEX "B" BASIS OF PAYMENT

Price for Supply material and workmanship to fabricate and deliver at destination the following equipment for the CCGS Des Groseilliers, in accordance with Annex A – Statement of Requirement. To be delivered deliver at destination (DDP) Coast Guard Base, Québec City.

A. DELIVERABLES

Item	Description	Quantity	Unit of distribution	Price / Unit	Total firm price CDN
3.1.4	Forward COMPAC bearings or equivalent Product Name (equivalent): _____	2	Ea.	_____$	_____$
3.1.5	Aft COMPAC bearings or equivalent Product Name (equivalent): _____	2	Ea.	_____$	_____$
3.2	Monitoring program	1	----	_____$	_____$
Delivery	Delivery Duty Paid (DDP)	1	------	_____$	_____$
				Sub-total A ($CAD, applicable taxes extra)	**_____$**

B. OPTIONAL DELIVERABLES

Item	Description	Quantity	Unit of distribution	Price / Unit	Total firm price CDN
5.1	Item 3.1: Forward bushings	4	Ea	_____$	_____$
	Item 3.1: Aft bushings	4	Ea.	_____$	_____$
5.2	Item 3.4: Option Condition Monitoring Program	2	Lot	_____$	_____$
5.3	After-sale service** (estimated hours)	200	Hours	_____$	_____$
Delivery	Delivery Duty Paid (DDP)	2	Ea.	_____$	_____$
				Sub-total B ($CDN, applicable taxes extra)	**_____$**

Total firm price (A+B) ($CDN excluding applicable taxes)	**_____$**

- Customs duties are included and applicable taxes are extra, if applicable.
- All mandatory requirements must be met before a financial evaluation is conducted and a price must be indicated for all items.
- Shipping costs: enter $ 0 if no charge.

* At this time, the application of additional options over the next 24 months is unknown. If an option is applied, the deliverable will be the same as the current deliverable, i.e. 2 front cushions, 2 rear cushions and one Condition Monitoring Program. Therefore, 2 additional optional requests are expected.

** Travel and living expenses will be processed in accordance with Article 6.6.3.

ANNEX D – TECHNICAL EVALUATION OF AN EQUIVALENT PRODUCT

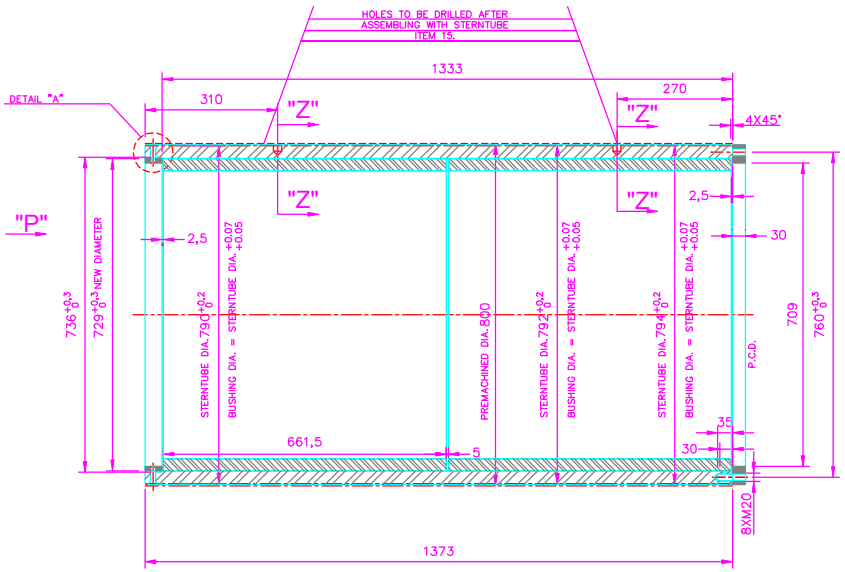
All of the following mandatory requirements must be met. Bidders must submit the product data sheet for confirmation that the following mandatory requirements are met.

ITEM	MANDATORY REQUIREMENTS	Bidder's Specifications (should indicate the reference to the technical specifications of the proposed product or indicate the exact information)
3.1.6	**Mandatory performance criteria's for shaft bushings** **Name of Equivalent Product: _____**	
.1 Accept shaft speeds between 0 to 181 RPM in both directions		.1_____
.2 Water lubricated,		.2_____
.3 Polar code compliant,		.3_____
.4 Homogeneous bearing – no property changes throughout		.4_____
.5 Coefficient of friction, hydrodynamic 0.020 max		.5_____
.6 Ultimate Tensile Strength ASTM D-412 MPa 37.5 min		.6_____
.7 Coefficient of expansion 0˚C to 30˚C: 15.1 x 10-5 (˚C) max		.7_____
.8 Modulus of Elasticity (Eo) 64,000 Eo (psi) min		.8_____
.9 Operating Temperature Wet -2/35°C		.9_____
.10 ASTM D5963-96 Rotary drum abrasion test - Wear result 0.2 cc maximum / 24 hours.		.10_____
.11 Izod Impact -notched ASTM D-256 Joules/m ~ 500 min		.11_____

ANNEX ‘‘E’’ – TECHNICAL DRAWINGS

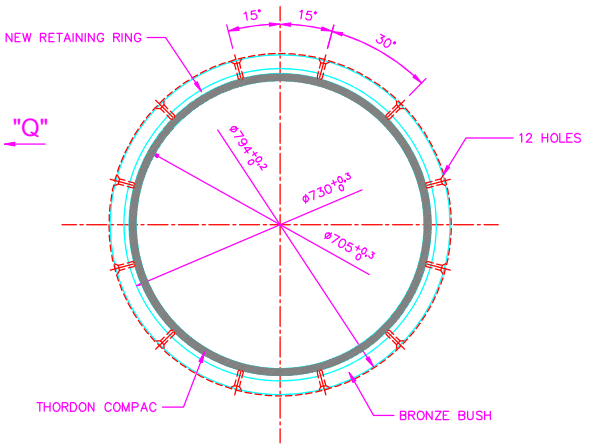
Technical Drawings 06149M08 and 06149M09.

See following pages



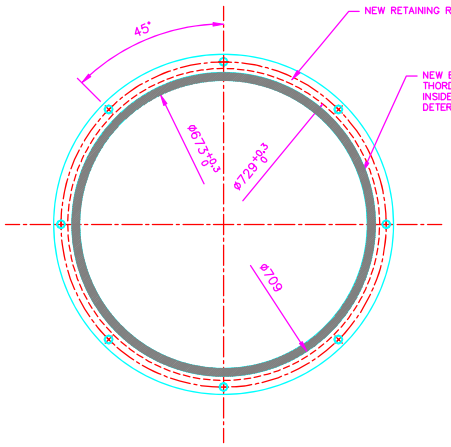
VIEW "P"

NEW BREAKING RING



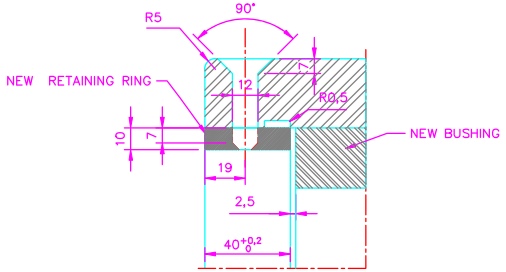
VIEW "Q"

NEW BUSHING DIAMETER

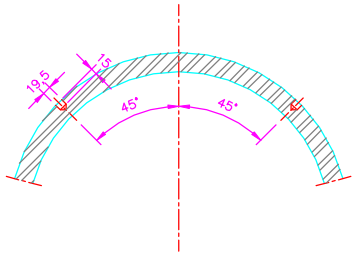


DETAIL "A"

SCALE 1:20



SECTION"Z-Z"



MATERIAL BRONZE 88-10-2

NOTES:

1- TWO (2) THORDON COMPAC BUSHING OF 661,5 MM IN LENGTH MUST BE INSTALLED.
2- INTERFERENCE SPACE OF 2,5 MM BETWEEN EACH THORDON BUSHING.
3- EACH THORDON COMPAC MUST BE MACHINED UNDER SUPERVISING OF BDI CANADA INC.
4- INSIDE DIAMETER OF BRONZE BUSHING MUST BE MACHINED TO 65 RPS.
5- INSIDE DIAMETER OF THORDON COMPAC MUST BE MACHINED TO 125 RPS.
6- EXPANSION PLAY OF 2,5 MM AND 5 MM BETWEEN EACH BUSHING MUST BE SEMILAR TO THIS DRAWING.
7- FINAL DIAMETER OF TORDON COMPAC MUST BE APPROVED BY BDI CANADA INC.
8. NEW RETAINING RING MUST BE ATTACHED TO NEW POSITION SUCH AS THE ORIGINAL POSITION VIEW "P" AND "Q".

Pêches et Océans Canada | Fisheries and Oceans Canada
Garde côtière | Coast Guard
Services techniques
Systèmes électroniques et informatiques
Informations techniques et graphiques
101 Boul. Champlain (Aliant 18)
Québec (Québec) G1K 7Y7

RÉFÉRENCE : FWD. STERNTUBE BUSH (AW302998)

Révision	Description	Par/By	Date
A	MODIFICATION DU "RETAINING RING"	I.T.G.	01/02/24
1	ORIGINAL	I.T.G.	01/01/24

A: Numéro du détail / Detail no.
B: Feuille sur laquelle le détail est référé / Location drawing no.
C: Feuille sur laquelle le détail est dessiné / Drawing no.
Toute modification doit être rapportée ici / All modification must be reported ici

GARDE CÔTIÈRE, RÉGION LAURENTIENNE
SERVICES TECHNIQUES
Systèmes électroniques et informatiques
Informations Techniques et Graphiques

Dossier/ File: N.G.C.C DES GROSEILLIERS
BRISE GLACE
TYPE 1200

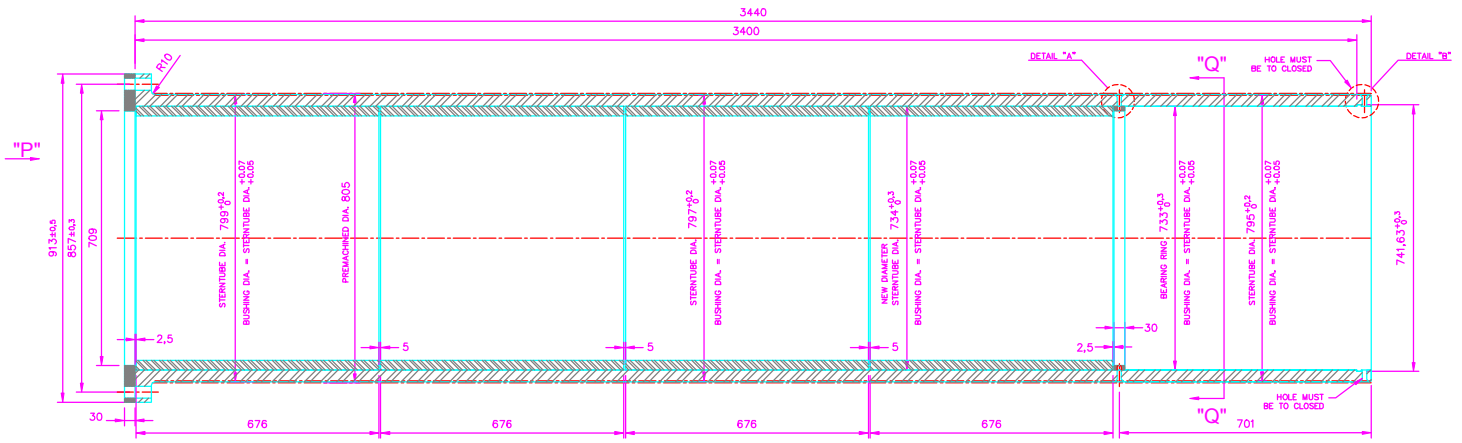
Dessin/ Drawing: "FWD. STERNTUBE BUSH"
CHANGEMENT DU SYSTEME DE PALIERS CUTLASS POUR THORDON COMPAC
TUBE D'ÉTAMBOT - AVANT

		Date
Conçu par/ Designed by		
Dessiné par/ Drawn by	I.T.G.	01/01/24
Vérifié par/ Verified by	D. CORBIN	01/01/24
Approuvé par/ Approved by		

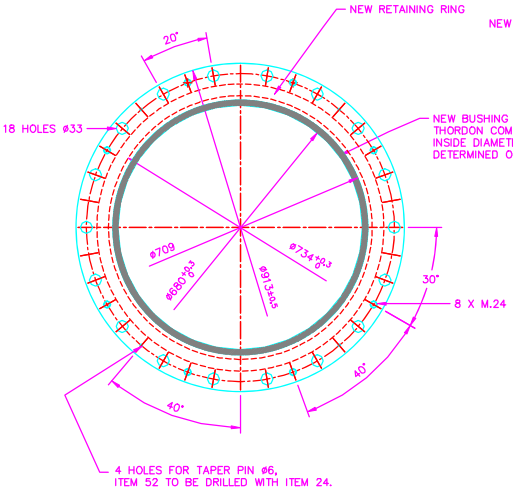
No. dossier/ File no.: COQUE 68
Échelle/ Scale: 1:5
No. dessin/ Drawing no.: 06149M08
No. feuille/ Sheet no.: 01

06149M08

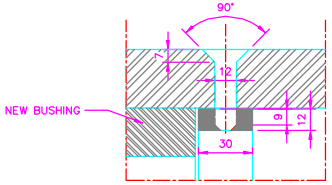
AutoCAD



VIEW "P"
NEW BUSHING DIAMETER

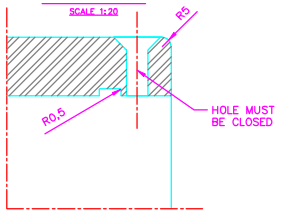


DETAIL "A"
SCALE 1:20

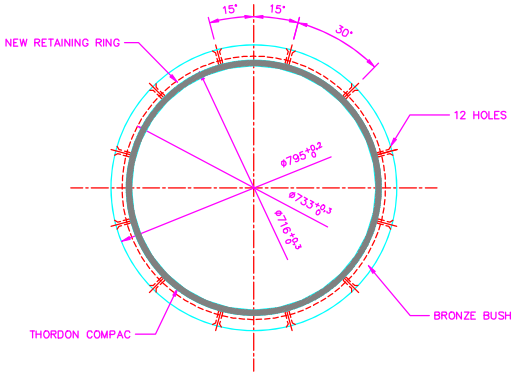


MATERIAL BRONZE 88-10-2

DETAIL "B"
SCALE 1:20



MATERIAL BRONZE 88-10-2



SECTION"Q-Q"

NOTES:

1–FOUR (4) THORDON COMPAC BUSHING OF 676 MM IN LENGT MUST BE INSTALLED.
2–INTERFERENCE SPACE OF 2.5 MM BETWEEN EACH BUSHING(5MM).
3–EACH THORDON COMPAC MUST BE MACHINED UNDER SUPERVISING OF BDI CANADA INC.
4–INSIDE DIAMETER OF BRONZE BUSHING MUST BE MACHINED TO 65 RPS.
5–INSIDE DIAMETER OF THORDON COMPAC MUST BE MACHINED TO 125 RPS.
6–EXPANSION PLAY OF 2.5 MM AND 5 MM BETWEEN EACH BUSHING MUST BE SIMILAR TO THIS DRAWING.
7–FINAL DIAMETER MUST BE APPROVED BY BDI CANADA INC.
8–NEW RETAINING RING MUST BE ATTACHED TO NEW POSITION SUCH AS THE ORIGINAL POSITION SECTION Q AND P THE HOLES OF ORIGINAL POSITION MUST BE CLOSED.

Pêches et Océans Canada / Fisheries and Oceans Canada
Garde côtière / Coast Guard

Services techniques
Systèmes électroniques et informatiques
Informations techniques et graphiques
101 Blvd. Champlain (étage 16)
Québec (Québec) G1K 7Y7

REFERENCE : AFT, STERNTUBE BUSH (AW002960)

Rév./Indice	Description	Par/By	Date
2	MODIFICATION DU "RETAINING RING"	I.T.G	01/10/25
1	ORIGINAL	I.T.G	01/01/25

GARDE CÔTIÈRE, RÉGION LAURENTIENNE
SERVICES TECHNIQUES
Systèmes électroniques et informatiques
Informatique Technique et Graphiques

N.G.C.C. DES GROSEILLIERS
BRISE GLACE
TYPE 1200

" AFT, STERN TUBE BUSH "
CHANGEMENT DU SYSTÈME
DE PALIERS CUTLASS
POUR THORDON COMPAC
TUBE DÉTAMBOT - ARRIÈRE

		Date
Dessiné par / Drawn by	I.T.G.	01/01/25
Vérifié par / Checked by	I.T.G.	01/01/25
Validé par / Verified by	D. CORBIM	01/01/25
Approuvé par / Approved by		

No. dossier / File no.	COQUE 68
Échelle / Scale	1:5
No. dessin / Drawing no.	06149M09
No. feuille / Sheet no.	01

Des Groseilliers – Sterntube Bushings
Des Groseilliers – Coussinets d'étambot
F3017-17N231A

CONFÉRENCE DE SOUMISSIONNAIRES
BIDDERS' CONFERENCE

COMPTE RENDU
MINUTES OF MEETING

La conférence des soumissionnaires présidée par l'autorité contractante aura lieu à bord du navire Des Groseilliers à 09h00 le19 octobre 2017 dans le salon des officiers. Le navire sera amarré au quai de l'Anse aux foulons, Port de Québec, ville de Québec. Une visite des lieux sera tenue immédiatement après la conférence de soumissionnaires.

The bidders' Conference chaired by the Contracting Authority will be convened on board vessel Des Groseilliers at 09:00 AM on October 19, 2017 in the Officers' Messroom. The vessel will be moored at the Anse-aux-foulons section of Québec Harbour, Québec City. A site visit will be held immediately after the bidders' Conference.

A) MOT DE BIENVENUE/WELCOMING MESSAGE

Le président s'est présenté et a souhaité la bienvenue à tous les participants et remercier les soumissionnaires présents pour leur intérêt pour le présent projet.

The Chairperson introduced himself and welcomed all attendees and thanked the bidders in attendance for their interest in this project.

B) INTRODUCTION

Le président a expliqué que le but de la présente réunion était de passer en revue le document d'Appel d'offres portant le numéro F3017-17N231/A et le devis technique afin d'éclaircir tout point qui pourrait être obscur pour les soumissionnaires présents. Il est demandé de débuter par la partie technique, car le chef mécanicien devra quitter plus tôt.

The Chairperson explained that this meeting was aimed at reviewing the Invitation to Tender document bearing serial number F3017-17N231/A in order to clarify any points brought up by any participant. It is requested to go over the technical specifications first since the chief engineer will have to leave early.

C) PRÉSENCES/PERSONS IN ATTENDANCE

Le président a indiqué qu'il agirait à titre d'autorité contractuelle pour le projet. Il a demandé aux participants de se présenter à tour de rôle.

The Chairperson stated that he will be acting as the Contracting Authority during the project. He asked the attendees to introduce themselves.

Participants:
Attendees:

Nom/Name	Occupation/Rank	Cie.ou min./Co. or Dept
Mathieu Gagnon	Chef de l'approvisionnement (marine) / Team leader – Acquisitions (marine)	TPSGC / PWGSC
Steve Simoneau	Supply officer	TPSGC / PWGSC

Christopher Broemeling	Agent principal de projet / Senior Project Officer	GCC / CCG
Paul Stead	Account Manager	Wartsila Canada
Jasmin Racicot	Directeur dév. Technique/Technical dev. Director	RMH Industries
Jocelyn Duchesne	Chef Mécanicien / Chief Engineer	GCC / CCG

D) RÉVISION DES DOCUMENTS DE SOUMISSION/BID PACKAGE REVIEW

1) DOCUMENT D'APPEL D'OFFRES/INVITATION FOR TENDER

- PARTIE 1 RENSEIGNEMENTS GÉNÉRAUX
  PART 1 GENERAL INFORMATION

- Sans commentaire / No comments

- PARTIE 2 INSTRUCTIONS À L'INTENTION DES SOUMISSIONNAIRES
  PART 2 BIDDER INSTRUCTIONS

- Sans commentaire / No comments

- PARTIE 3 INSTRUCTION POUR LA PRÉPARATION DES SOUMISSIONS
  PART 3 BID PREPARATION INSTRUCTIONS

- Sans commentaire / No comments

- PARTIE 4 PROCÉDURES D'ÉVALUATION ET MÉTHODE DE SÉLECTION
  PART 4 EVALUATION PROCEDURES AND BASIS OF SELECTION

- TPSGC a réitéré l'importance de la Partie 4.1.1.1 Critères techniques / PWGSC reminded all of the importance of Part 4.1.1.1 Mandatory Technical Criteria

  Article 4.1.1.1 a) Des précisions sont demandées sur ce critère. Voir question 3 /
  Article 4.1.1.1 a) Clarifications are requested regarding this criteria. Consult Question 3.

- PARTIE 5 ATTESTATIONS ET RENSEIGNEMENTS SUPPLÉMENTAIRES
  PART 5 CERTIFICATIONS AND ADDITIONAL INFORMATION

- 5.2.1 Certificat d'approbation de type Lloyd's et 5.2.2 Certification ISO 9001-2008 ou système de gestion de la qualité du manufacturier qui tient compte des exigences de la norme. / 5.2.1 Lloyd's Type Approval Certificate and 5.2.2 ISO 9001-2008 certification or a Quality Management System that takes into account the requirements of the standard.

- PARTIE 6 CLAUSES DU CONTRAT SUBSÉQUENT
  PART 6 RESULTING CONTRACT CLAUSES

- 6.2 Besoin / Requirement

- 6.3.1 Conditions générales / General Conditions
  Voir Article 2 de la Modification 001
  Consult Article 2 of Amendment 001
- 6.5 Responsables / Authorities
- 6.6 Paiement / Payment
- 6.8 Instructions relatives à la facturation / Invoicing Instructions

- ANNEXE A BESOIN
  ANNEX A REQUIREMENT

Le représentant de la GCC est passé au travers du devis pour s'assurer que le besoin était bien compris. / The CCG representative reviewed the specs to ensure the requirement was well understood.

Une série de questions ont été posées concernant les coussinets d'étambots, les joints mécaniques et la plaque d'adaptation. Les réponses aux questions sont présentées à l'article 4 de la Modification 001. À noter que puisque la portée des travaux a été modifiée, les réponses aux questions concernant les joints mécaniques et la plaque d'adaptation sont désormais inutiles.

A series of questions were asked about the sterntube bushings, the mechanical seals and the adapter plate. The answers to the questions are set out in Article 4 of Amendment 001. Note that since the scope of the work has been modified, answers to the questions concerning mechanical seals and the adapter plate are no longer required.

E) VISITE DU NAVIRE / VESSEL'S VIEWING

Une visite des lieux s'est tenue immédiatement après la conférence de soumissionnaires. / A site visit was held immediately after the bidders' Conference.

F) AUTRES / OTHERS

- TPGSC a avisé que les soumissions peuvent être présentées par télécopieur #418-648-2209. / PWGSC advised that bid may be submitted via fax #418-648-2209.
- Livraison au plus tard 5 mois après l'octroi du contrat. / Delivery at the latest 5 months after contract award.

G) AJOURNEMENT / ADJOURNMENT.

Time : 10h20 / 10 :20 AM

Steve Simoneau
Autorité contractante/Contracting Authority
Travaux publics et services gouvernementaux Canada
Public Works and Government Services Canada.