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**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

Ship Refits and Conversions / Radoubss et
modifications de navires and / et

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau, Québec K1A 0S5

Title - Sujet CCGS Griffon Summer Refit	
Solicitation No. - N° de l'invitation F2599-180006/C	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client F2599-180006	Date 2018-05-17
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-034-26786	
File No. - N° de dossier 034md.F2599-180006	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-05-31	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
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: Green, Dave	Buyer Id - Id de l'acheteur 034md
Telephone No. - N° de téléphone (819) 420-2900 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

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

Solicitation Amendment # 3

This amendment is hereby raised to affect the following:

1. To make administrative revisions to the Solicitation
2. To respond to vendor inquiries
3. To post the minutes of the Bidder's Conference
4. To upload missing drawings associated with the Solicitation

1. To Make Administrative Revisions to the Solicitation

At 6.3 Vessel Transfer Costs and ANNEX H – H6. VESSEL TRANSFER COSTS

Delete:

Company	City/Province	Manned Transfer Cost
Caraquet Marine Industry Ltd.	Caraquet, NB	\$42,696
Canadian Maritime Engineering Limited	Sambro, NS	\$62,650
Canadian Maritime Engineering Limited	Halifax, NS	\$62,460
Chantier Forillon	Gaspe, QC	\$39,085
Meridien Maritime	Matane, QC	\$27,873
Davie Industries Inc.	Levis, QC	\$15,267
Heddle Marine	Hamilton, ON	\$13,873
Hike Metal Products Ltd	Wheatley, ON	\$24,325
MetalCraft Marine Inc.	Kingston, ON	\$3,484
Réparations Navales et industrielles Océan	Quebec, QC	\$15,267
Shelburne Ship Repair	Shelburne, NS	\$68,858
Verreault Navigation Inc.	Les Mechins, QC	\$29,329

Insert:

Company	City/Province	Manned Transfer Cost
Caraquet Marine Industry Ltd.	Caraquet, NB	\$42,696
Canadian Maritime Engineering Limited	Sambro, NS	\$62,650
Canadian Maritime Engineering Limited	Halifax, NS	\$62,460
Chantier Forillon	Gaspe, QC	\$39,085
Meridien Maritime	Matane, QC	\$27,873
Davie Industries Inc.	Levis, QC	\$15,267
Heddle Marine Services	Hamilton, ON	\$13,873
Heddle Marine Services	St. Catharines, ON	\$12,669
Hike Metal Products Ltd	Wheatley, ON	\$24,325
MetalCraft Marine Inc.	Kingston, ON	\$3,484
Réparations Navales et industrielles Océan	Quebec, QC	\$15,267
Shelburne Ship Repair	Shelburne, NS	\$68,858
Verreault Navigation Inc.	Les Mechins, QC	\$29,329

At 6.1 Financial Capability

Delete: In its entirety

At Annex H – H7 Ventilated and Heated Shelter

Delete: In its entirety

At Annex H – Appendix 1 Pricing Data Sheet

Delete: In its entirety

Insert:

Ref #	Spec #	Description	Total Hours	Total Labour Cost (\$)	Total Material Cost (\$)	Total FSR & Sub-Contractor Cost (\$)	Total Firm Price (\$)	Unit Cost (\$)
4.0		TOTAL SPEC. 2 SERVICES		\$	\$	\$	\$	
	4.2	Berthing		\$	\$	\$	\$	
	4.3	Mooring Lines		\$	\$	\$	\$	
	4.4	Gangways		\$	\$	\$	\$	
	4.5.5	Electrical Power - Estimated Consumption Of 150,000 Kw-Hr		\$	\$	\$	\$	
	4.5.5	Unit Rate/Kw-Hr For Estimated Consumption Of 150,000 Kw-Hr						\$
	4.6.9	Potable Water – 10m³/Day For Duration Of Contract (108 Days)		\$	\$	\$	\$	
	4.6.9	Unit Rate/M³ For Estimated Consumption Of 10m³/Day						\$
	4.7.1	Compressed Air Supply – 150 psig at 36 Cubic Feet per Minute For Duration Of Contract (108 Days)		\$	\$	\$	\$	
	4.7.1	Unit Rate/Day for Compressed Air Supply						\$

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	4.8.1	Cranage Including Operator – 80 Hrs. For Duration Of Contract	80	\$	\$	\$	\$	
	4.8.2	Unit Rate/Hr For Crane Supply						\$
	4.9.1	Garbage Removal – Supply And Emptying Of 5 M ³ Dumpster (Min. Every 4 Days) For Duration Of Contract		\$	\$	\$	\$	
5.0		TOTAL SPEC. 5 - BILGE CLEANING		\$	\$	\$	\$	
	5.3.1.4	Removal And Disposal Of 20m ³ Of Oily Waste		\$	\$	\$	\$	
	5.3.1.6	Optional Bilge Cleaning for End of Work Period		\$	\$	\$	\$	
6.0		TOTAL SPEC. 6 - PROPULSION GENERATOR REMOVAL ROUTE		\$	\$	\$	\$	
	6.3.7.4	Testing and Certification of Equipment in Table at 6.3.7.6		\$	\$	\$	\$	
	6.3.7.4	Unit Price for Testing and Certifying Lifting Anchors						\$
	6.3.7.5	Supply and Replace Five (5) Lifting Anchors		\$	\$	\$	\$	
	6.3.7.5	Unit Price to Supply and Replace Lifting Anchors						\$

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7.0		TOTAL SPEC. 7 – OVERHAUL OF PROPULSION GENERATORS (Survey Item)		\$	\$	\$	\$	
	7.3.1.6	FSR (Fairbanks Morse) – Allowance for Duration of Contract				\$50,000.00	\$50,000.00	
	7.3.3.5 & 7.3.3.6	Optional Armature Work		\$	\$	\$	\$	
8.0		TOTAL SPEC. 8 - PROPULSION SYSTEM INSPECTION		\$	\$	\$	\$	
9.0		TOTAL SPEC. 9 – PROPULSION OVERCURRENT PROTECTION SYSTEM		\$	\$	\$	\$	
10.0		TOTAL SPEC. 10 - PROPULSION MOTOR TACHOGENERATOR REPLACEMENT		\$	\$	\$	\$	
11.0		TOTAL SPEC. 11 – PROPULSION MOTOR SURVEY		\$	\$	\$	\$	
12.0		TOTAL SPEC. 12 – OVERHAUL OF PROPULSION MOTOR BLOWERS		\$	\$	\$	\$	
13.0		TOTAL SPEC. 13 – OVERHAUL OF PROPULSION MOTOR & GENERATOR		\$	\$	\$	\$	
14.0		TOTAL SPEC. 14 – SURVEY OF SHIP'S CIRCUIT BREAKERS		\$	\$	\$	\$	
15.0		TOTAL SPEC. 15 – MEGGER TESTING OF ELECTRICAL CIRCUITS		\$	\$	\$	\$	

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16.0		TOTAL SPEC. 16 – HULL CONDITION SURVEY		\$	\$	\$	\$	
	16.3.1.2	FSR (Classification Society - TBD) – Allowance for Duration of Contract		\$	\$	\$10,000.00	\$10,000.00	
	16.3.1.6	Man-lift Including Operator – 100 Hrs. For Duration Of Contract	100	\$	\$	\$	\$	
	16.3.1.6	Unit Rate/Hr For Man- lift Supply						\$
	16.3.4.4	FSR (NDT Specialist - TBD) – Allowance for Duration of Contract		\$	\$	\$10,000.00	\$10,000.00	
	16.3.5.2	Unit Rate For Removal and Re-installation of Each Additional M ² of Insulation Removed						\$
	16.3.5.2	Unit Rate For Removal and Re-installation of Each Additional M ² of Deck Coverings Removed						\$
	16.3.5.2	Unit Rate For Each Additional Panel Removed and Re- installed						\$
	16.3.5.2	Removal and Re- installation of Fan Housings, Lights, Speakers, Smoke Detectors, and Other Similar Components. Price Based on 50		\$	\$	\$	\$	
	16.3.5.2	Unit Rate For Each Additional Component Removed and Re- installed						\$

17.0		TOTAL SPEC. 17 – SHIP SERVICE GENERATORS MAINTENANCE AND OVERHAULS		\$	\$	\$	\$	
	17.3.1.2	FSR (Toromont) – Allowance for Duration of Contract		\$	\$	\$90,000.00	\$90,000.00	
18.0		TOTAL SPEC. 18 – HVAC SOFTWARE AND CONTROL REPLACEMENT		\$	\$	\$	\$	
19.0		TOTAL SPEC. 19 – MIRANDA DAVIT MAINTENANCE		\$	\$	\$	\$	
	19.3.1.3	FSR (Palfinger) – Allowance for Duration of Contract		\$	\$	\$10,000.00	\$10,000.00	
20.0		TOTAL SPEC. 20 – HIAB SEA CRANE INSPECTION (QUINQUENNIAL)		\$	\$	\$	\$	
	20.3.1.3	FSR (Atlas Polar) Allowance for Duration of Contract				\$10,000.00	\$10,000.00	
21.0		TOTAL SPEC. 21 – WATERTIGHT DOOR REFURBISHMENT		\$	\$	\$	\$	
22.0		TOTAL SPEC. 22 – POOP DECK CARPET REPLACEMENT		\$	\$	\$	\$	
23.0		TOTAL SPEC. 23 – ANNUAL FIREFIGHT SYSTEMS INSPECTION		\$	\$	\$	\$	
24.0		TOTAL SPEC. 24 – ANNUAL REFRIGERATION MAINTENANCE AND DAIRY ROOM EVAPORATOR		\$	\$	\$	\$	

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		<u>TOTALS</u>		\$	\$	\$	\$	
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At Annex I – I2 Deliverables After Contract Award

Delete: In its entirety

Insert:

Item	Description	Reference	Due
1	Insurance requirements as per Annex D	Article 7.12 and Annex D	Ten (10) working days after Contract Award
2	Financial Securities	Article 7.14.2	Five (5) working days after Contract Award
3	Revised work schedule	Article 7.17	Five (5) working days after Contract Award
4	The Contractor's Quality Control Plan	Article 7.22	Five (5) working days after Contract Award
5	The list of Government specialized loaned equipment that the Contractor intends to request	Article 7.29	Five (5) working days after Contract Award

At Annex A – Statement Of Work – Specifications – Item 13.3.2.10

Delete: Propulsion Motor Cooler

Insert: Propulsion Generator Cooler

At Annex A – Statement Of Work – Specifications – Item 21.2.1 Drawings

Insert:

D-WK-852-47A	Water Pump Assembly	D-WK-852-47A.pdf
C-WK-852-63	Pressure Switch Assembly	C-WK-852-63.pdf

At Annex A – Statement Of Work – Specifications – Item 17.2.1 AVR model for SSG #2

Delete: VR3

Insert: VR6

At Annex A – Statement Of Work – Specifications – Item 17.0 Ship Service Generators Maintenance and Overhauls

Insert: 17.3.2.7 The Contractor must disassemble and chemically clean the lube oil cooler for each of the diesel engines. The coolers must be reassembled using new gaskets and pressure tested as per manufacturer's recommendations.

At Annex A – Statement Of Work – Specifications – Section 15.0 Megger Testing of Electrical Circuits

Insert: 15.3.1.4 – The Contractor must ensure that all equipment is properly isolated and made safe prior to megger testing so that no electrical equipment is damaged during the testing. In the past voltage regulators have been damaged by testing. The Contractor must coordinate the inspections with the IA since the vessel will be manned.

At Annex A – Statement Of Work – Specifications – Section 22.0 Poop Deck Carpet Replacement

Insert: 22.3.2.3 The following items in each of the cabins must not be moved for the carpet installation: bunks, desks, dressers, and lockers. Existing carpeting must be removed up to and flush with these items, so that no visible trace of the removed carpeting remains. All other interference items must be removed and reinstalled by the Contractor unless stated otherwise.

For bidding purposes, the Bidder must note that the vanities in the rooms will be replaced and the carpeting must extend under the existing vanities.

Delete: 22.3.3.3 In its entirety

Insert: 22.3.3.3 The Contractor must direct-glue the new carpeting and cut, bind and install new carpet skirting boards (baseboards) in each cabin. The carpet must be KRAUS Congress Elite 28 oz. level loop carpet – colour #2232/08 grey flannel, or an equivalent or better, commercial grade carpet product. The skirting boards must be made of the same carpet as the floor covering, be no less than 4 inches and no more than 5 inches in height, and must have the top edge hemmed. Prior to the purchase and installation of an equivalent product (or better), the Contractor must provide all technical specifications of the proposed product to the TA and the IA for approval. The new carpet must be trimmed to fit around all the following items in each cabin: bunks, desks, dressers and lockers. The Contractor must ensure that the new carpet is neatly fitted flush to those items.

Delete: 22.2.3 Cabins to be carpeted

Item #	Cabin Identification	Approximate square footage
1	Cabin #6, Spare Cabin	90.9
2	Cabin #8, 1st Engineer's Cabin	106.6
3	Cabin #9, 2nd Engineer's Cabin	108.3
4	Cabin #10, 3rd Engineer's Cabin	108.3
5	Cabin #11, Electrical Officer Cabin	103.5
6	Cabin #12, 2 Passengers Cabin	96.2
7	Cabin #13, 2 Passengers Cabin	94.7
8	Cabin #14, 2 Passengers Cabin	113.4

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Insert: 22.2.3 Cabins to be carpeted

Item #	Cabin Identification	Approximate Square Footage
1	Cabin #5, Logistic's Officer	93.3
2	Cabin #6, Spare	90.9
3	Cabin #8, 1 st Engineer Cabin	106.6
4	Cabin #9, 2 nd Engineer Cabin	108.3
5	Cabin #10, 3 rd Engineer Cabin	108.3
6	Cabin # 11, Electrical Officer Cabin	103.5
7	Cabin #12, 2 Passengers Cabin	96.2
8	Cabin #13, 2 Passengers Cabin	94.7
9	Cabin #14, 2 Passengers Cabin	113.4

2. To respond to vendor inquiries

Q6. Is DFO willing to entertain refit of CCGS Griffon at the CCGS base in Halifax? If so, can you please add it to the vessel transfer costs.

A6. No, the scope of work does not allow for the use of either of those facilities.

Q7: 7.2.2 Drawings

We cannot find these drawings mentioned at section 7.2.2 page 52 of 166 are they available?

- **169D571**
- **529F075**
- **549A428**
- **640J771 f. 1 & 2**
- **735D861**
- **736D088**
- **6192C88**

A7. "Technical Package 1" zip file attached on the Buy and Sell site includes all drawings you have listed. Let me know if you have further problems locating them and I will send them individually.

Q8. Will space on the wharf be required for the anchor chains?

A8. Yes some wharf space will be required. This work will have to be coordinated with the work on the windlass by Hawbolt as well as the vessel condition survey.

Q9. Will a crane services be required for the removal of the anchor chains?

A9. The crane services required for this work will be deducted from the hours/rate allotted for in section 4.8 of the SOW.

Q10. Will the anchor chains be painted?

A10. The chains will not be painted in their entirety. Each chain consists of 8 shots. Joining shackles and nearby links will be re-painted with identifying marks by the ship's crew.

Q11. Can CCG confirm if Group Ocean will be installing the bridge window as this creates some concerns with regards to unions?

A11. This work will be added to the work package as spec item 25.0. The CCG will provide a specification shortly.

Q12. Will staging be required to complete the window work, as it may interfere with the removal route?

A12. The templating work was conducted from within the bridge. Since only the window glass is being replaced and not the frames, it may be possible to complete the work without staging from within the bridge. It will be up to the Contractor to determine how they want carry out the work. Upon completion of the work, the Contractor is expected to carry out a hose test on the windows. At this point some sort of staging and/or lift will be required to carry this out.

Q13. Are the stator saddles still on board the vessel or do they need to be fabricated?

A13. No they are not. The Contractor will have to fabricate new ones. It should be noted that the photo depicted in section 6.3.8.1 shows the rigging for the upper part of the stator only. No photo of the lower part is available.

Q14. Will the FSR (Fairbanks) be conducting any overhaul work on the main engines?

A14. No, the FSR is there to ensure the proper removal and installation of the various engine parts.

Q15. At 7.3.3.3.2, are the test voltages correct? 6000 VAC doesn't seem to be standard and could potentially damage the armatures. How were these values determined?

A15. The 6000 V mentioned was intended for a completely renewed armature. This value was provided by Shurwest who wrote the original specification for the CCG, with the intention of completely renewing the armatures. Since the armatures are not being renewed, the CCG is currently reviewing the testing mentioned in section 7.0 and will provide a revised version of this section with the upcoming amendment.

Q16. In section 7.3.3.1 it mentions that the armatures must be varnished and in section 7.3.3.4 it mentions VPI. Which is correct?

A16. The armatures are to be varnished as mentioned in 7.3.3.1. In the event an armature needs to be rewound, then VPI must be used. This will be reflected in the revised version of section 7.0.

Q17. Are there any construction drawings for the armature? These drawings are needed to properly quote on a complete armature overhaul.

A17. Aside from the drawings provided in the technical data package, the CCG doesn't have any other drawings.

Q18. Is it possible to have shaft dimensions for the undersized shaft and oversized bearing?

A18. The estimated undersize of the shaft is 0.020". This will have to be confirmed onsite.

Q19. At 7.3.7.2, where are the voltages to be used during the testing coming from? Would CCG accept the manufacturer's recommendations? Can we propose a method based on industry regulations?

A19. The voltages stated are coming from Shurwest and are based on the manufacturer's recommendations. This section of the SOW will be revised to clarify the standards to be used for optional rewinding of armatures. Reduced voltages must be used for the cleaned armatures. A method based and industry standards can be proposed for review and acceptance by CCG.

Q20. At 7.3.9.3, should there be an allowance for 2 fitups of the bearing and anything above that would be treated with a 1379?

A20. The Contract must quote for 2 fitups.

Q21. Is it possible to get detailed drawings of the babbit bearings?

A21. See propulsion generator bearing drawing (37305.tif) provided in the technical data package. Actual dimensions and materials of each bearing must be determined upon disassembly.

Q22. At 8.1.1, Is it possible to have more information on the control issues to be investigated?

A22. Please see reply to solicitation question 2.

Q23. At 8.4.1.2, How long will it take between tests? How much time should be allotted for each test?

A23. Please see reply to solicitation question 5.

Q24. At 8.3.1.2, Is possible to have more information on the fans to be replaced?

A24. Please see reply to solicitation question 3.

Q25. At 9.3.1, Do the breakers have to be removed from the vessel or will secondary injection be accepted by the CCG?

A25. Secondary injection will be accepted by the CCG, as long as TCMS accepts secondary injection.

Q26. Is it possible to get a copy of the shunt certificates?

A26. Yes, see documents attached with this amendment.

Q27. At 10.0, Are these tachogenerators the same as the tachogenerators on the CCGS Pierre Radisson?

A27. No they are not the same.

Q28. Have drawings for the tachogenerators been provided?

A28. Yes they were provided in the technical data package.

Q29. At 11.0, How much of the motors need to be dismantled for the cleaning?

A29. The removal of the blowers and coolers will provide some access. There will also be access via the inspection ports. Where necessary the Contractor can remove fiberglass housings, but everything is to stay on the bearings.

Q30. At 14.1.1, Do the breakers need to be serviced by an authorized ITE service centre or can they be serviced by another certified service center?

A30. No the breakers do not have to be serviced by an authorized ITE service center. They can be serviced by another certified service center, as long as all work meets TCMS approval.

Q31. At 14.1.2, Will additional work required to determine and repair the cause of the buzzing noise be treated by a 1379?

A31. Yes it will, as per section 14.3.2

Q32. At 15.0, It was noted on previous years reports that some panels (EL-1, EL-2, and EL-21) were marked N/A. Are these panels obsolete?

A32. No, these panels are not obsolete. EL-1, EL-2 and EL-21 panels are circuit breakers that are connected to power-sensitive electronic equipment and must not be subjected to megger testing. The EL-6, EL-8 and EL-23 panels have some circuits that power electronic equipment and these circuit breakers must not be subjected to a megger test. Bidders must bid based on the 2017 report.

Q33. Who is the vessel classed with?

A33. The vessel is not classed to a specific Classification Society.

Q34. Can the survey be done through Transport Canada? A Class NDT technician will cost a lot more than a TCMS NDT technician.

A34. No, this survey must be conducted through a Classification Society recognized by TMCS, as stated in the SOW.

Q35. Is it possible to have more information regarding tanks to be inspected, quantities of liquids to be removed, tank coatings, etc.?

A35. CCG is currently revising this section of the specification and will provide a revised version shortly.

Q36. Will potable water tanks need to be super chlorinated?

A36. Yes, upon completion of work the tanks must be properly super chlorinated, drained, filled and tested. The Contractor must coordinate testing with Health Canada.

Q37. At 16.3.5.1, How do we quote on this? Does it have to be blasted?

A37. CCG is currently revising the spec. A revised version will be provided shortly.

Q38. At 16.3.5.2, The insulation on the provided plan no longer exists. Is it possible to get some clarification on the type of insulation onboard and the quantity so that all bidder's are bidding on the same thing.

A38. CCG is currently revising the spec. A revised version will be provided shortly.

Q39. Is it possible to have the operating hours for the generators since their last overhaul?

A39. The hours are as follows:

	#1 SSG	#2 SSG	#3 SSG
Serial #	1SS01190	1SS01191	1SS01188
Last Overhaul Date	2014	2013	2013
Last O/H Hours	29,676	26,011	23,543
Est. Hrs July 2018	40,941	40,579	37,440
Hours since O/H	11,265	14,568	13,897

Q40. At 17.3.3, Will the CCG consider a surge test of the SSG alternator windings with the rotor is out?

A40. The CCG acknowledges the value of a surge test, as well as the risk. The CCG stands by the requirement of Megger, Polarization Index, and Dielectric discharge testing. After the results of those tests are presented to the IA, the CCG may consider surge testing on the recommendation of the OEM. The contractor must quote on an optional surge test of each alternator winding while the rotor is removed. The optional surge test must be carried out at a voltage safe for the age of the equipment, under IEEE guidelines. The TA/IA must determine whether or not to exercise the option to conduct a surge test.

Q41. Will the CCG consider simplifying the tests in the SOW by deferring to another standard such as IEEE?

A41. No. All testing must be conducted in accordance with OEM guidelines, IEEE standards and TCMS approvals. The insulation tests listed in the SOW are required by the CCG. After inspection of the alternator, recommendations for further testing and examination may be presented to the TA/IA and handled by 1379.

Q42. Is it possible to get the names of the Carrier Reps that were onboard today?

A42. Yes, the Contracting Authority issued the names and contact info via email to the Bidders' Conference attendees on May 4, 2018.

Q43. Does the work have to be subcontracted to Carrier?

A43. The existing system is a Carrier system and they have all the rights to the system, including access to modify the software. That said, if the Bidder wants to propose another compatible system that meets all the requirements of the SOW, they may.

Q44. Is the work on the Miranda davit a 5 year inspection?

A44. No this is an annual inspection. Recently the davit suffered a mechanical failure and there is some hydraulic work that needs to get done.

SECTION 22.0 Poop Deck Carpet Replacement

For bidding purposes, the Bidder must note that the vanities in the rooms will be replaced and the carpeting must extend under the existing vanities.

Q45. Is it possible to have a list of the items that don't need to be removed from the cabins for the installation of the carpet?

A45. Spec items 22.2.3, 22.3.2.3 and 22.3.3.3 are amended as follows:

22.3.2.3 The following items in each of the cabins must not be moved for the carpet installation: bunks, desks, dressers, and lockers. Existing carpeting must be removed up to and flush with these items, so that no visible trace of the removed carpeting remains. All other interference items must be removed and reinstalled by the Contractor unless stated otherwise.

Paragraph 22.3.3.3 must be replaced by the following:

22.3.3.3 The Contractor must direct-glue the new carpeting and cut, bind and install new carpet skirting boards (baseboards) in each cabin. The carpet must be KRAUS Congress Elite 28 oz. level loop carpet – colour #2232/08 grey flannel, or an equivalent or better, commercial grade carpet product. The skirting boards must be made of the same carpet as the floor covering, be no less than 4 inches and no more than 5 inches in height, and must have the top edge hemmed. Prior to the purchase and installation of an equivalent product (or better), the Contractor must provide all technical specifications of the proposed product to the TA and the IA for approval. The new carpet must be trimmed to fit around all the following items in each cabin: bunks, desks, dressers and lockers. The Contractor must ensure that the new carpet is neatly fitted flush to those items.

At this time the CCG would like to add an additional cabin (#5, Logistics Officer) to the list specified in section 22.2.3. Replace the existing table with the following:

Item #	Cabin Identification	Approximate Square Footage
1	Cabin #5, Logistic's Officer	93.3
2	Cabin #6, Spare	90.9
3	Cabin #8, 1 st Engineer Cabin	106.6
4	Cabin #9, 2 nd Engineer Cabin	108.3
5	Cabin #10, 3 rd Engineer Cabin	108.3
6	Cabin # 11, Electrical Officer Cabin	103.5
7	Cabin #12, 2 Passengers Cabin	96.2
8	Cabin #13, 2 Passengers Cabin	94.7
9	Cabin #14, 2 Passengers Cabin	113.4

Q46. Drawing 664-4200-1 Bilge and Ballast Diagram (electronic G05181p11.dwg) appears to be blank. Can you please provide an alternate version if available?

A46. This drawing can be replaced by the attached files:
664-4200-1.dwg or 664-4200-1.pdf

Q47. 4.5.1 Will DFO accept 200 amp electrical power instead of 300 amp?

A47. No.

Q48. The meeting and visit report and technical information requested are not available; all this information will need to be sent to sub-contractors. Will Canada extend the bids deposits for two weeks after May 24th 2018?

A48. The closing date will be extended to May 31 2018.

Q49. 16.0 Can we get the tank capacity plan?

A49. Yes. Please see drawing 664-AF-501.dwg supplied with this amendment. It should be noted that this drawing does not reflect the changes made to the Deep tanks (frames 95-113) to accommodate the bow thruster.

Q50. 16.0 Please confirm exact FO tanks to be cleaned for the survey on the list. Deep tanks frame 95-113 (P&S), are they FO or Ballast tanks?

A50. All the fuel tanks on the list are to be cleaned for inspection. The Deep tanks are FO tanks.

Description	Location	Particulars
Fuel Oil Deep Tank (Port)	Frames 95-113	Capacity: 62.6 L.Tons
Fuel Oil Deep Tank (Stbd)	Frames 95-113	Capacity: 58.3 L.Tons
Fuel Oil Settling Tank Port	Frames 62-67	Capacity: 41.53 L. Tons
Fuel Oil Settling Tank Center	Frames 62-67	Capacity: 43.09 L. Tons
Fuel Oil Settling Tank Stbd	Frames 62-67	Capacity: 41.53 L. Tons
Fuel Oil Day Tank	Frames 53-54	Capacity: 3.51 L. Tons
#2 Double Bottom Tank Port	Frames 48-62	Capacity: 31.58 L. Tons
#2 Double Bottom Tank Stbd	Frames 48-62	Capacity: 31.58 L. Tons
Emergency Generator Fuel Tank	Nav Bridge Deck Frames 34 to 35	Capacity 900 gallons.

Q51. What residual quantity of fuel will remain in the tanks for cleaning?

A51. The Contactor must bid on removing and disposing of a combined total of 20 m3 of residual fuel from the tanks.

Q52. Final line of G1001C "The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies." The question was, Why?

A52. Canada may request that contractors maintain insurance in order to mitigate the financial impact of risks under the control of contractors and to which Canada may be exposed. Canada may request contractors' insurance policies in order to ensure that contractors, and Canada, are adequately protected.

Q53. Limitation of Contractor's Liability for Damages to Canada - The Bidder requested an explanation regarding section 4 as to why the company's additional insurance coverage would come into play; believes it should remain at the stated amounts requested by Canada in sub-article 2 and would like it removed.

A53. The limitation of liability provisions are based on the commodity grouping to which this requirement applies. In some cases, contractor insurance coverage may be greater than the limitation values set for a commodity grouping. In cases such as these, it is reasonable, and prudent, for Canada to be protected to the available limit of the contractor's insurance.

Q54. 12.0 - Do the blower motors have to be removed from the ship?

A54. Yes. Refer to sections 12.3.2 and 12.3.3 of the SOW.

Q55. 16.0 - What type of wood is on the main deck (buoy)? Will it be reusable or must it be replaced?

A55. Douglas green ("Douglas Fir"). With reference to the "Wood Deck Layout.pdf" document provided with this modification, zones S-2 and S-4 will be removed and replaced by the vessel's crew. Any other area deemed

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necessary by the classification society for inspection must be removed, retained, identified, marked and reused by the contractor. It should be noted that the plan provided is for reference purposes and contains minor errors with respect to the exact position of the bridge rings.

Q56. Will TCMS be present during the hull condition inspection to supervise the work? How will problems that may require immediate repair be addressed?

A56. Hull condition inspection is not a TCMS requirement for this contract. This inspection is for information purposes for the vessel and the vessel life extension (VLE) program. All major issues will be assessed and addressed as required using Form 1379.

Q57. 18.0 - What type of refrigerant is used in HVAC systems?

A57. 407C

3. To post the minutes of the Bidder's Conference

CCGS Griffon Summer Refit 2018
PWGSC File Number: F2599-180006
Bidders' Conference
1 PM, Wednesday May 2, 2018
Canadian Coast Guard Base, 17 rue Prince, Sorel Quebec. Board Room

INTRODUCTIONS:

Attendees:

Dave Green	Public Works and Government Services Canada (PWGSC)
John Cole	Canadian Coast Guard
Shawn Cook	Canadian Coast Guard
Amanda Macko	Canadian Coast Guard
Dave Williams	Heddle Marine Service Inc.
Barry Galbraith	Shelburne Ship Repair
Brandon Hart	Shelburne Ship Repair
Amanda Taylor	Shelburne Ship Repair
Guy Roy	Madsen Controls
Francois Leblanc	Groupe Maritime Verreault
Doris Chevrier	Reparations Navales et Industrielles Ocean Inc.
Donald MacNearney	Canal Marine
Mark Hall	Canadian Maritime Engineering
Andrzej Marasinski	Chantier Davie Canada Inc.

Note : All those named above were also in attendance for the mandatory site visit that was conducted at 9 am, Wednesday May 2, 2018, Canadian Coast Guard Base, 17 rue Prince, Sorel Quebec.

OPENING REMARKS:

Canada welcomed all bidders and appreciated their participation in the process.

The purpose of the conference was to review all documents issued to date with respect to the CCGS Griffon floating refit and to discuss any contractual and technical issues related to them. Canada stated that they will not be reading the document in its entirety, only highlighting specific areas; it is assumed that prospective bidders have read the document and have some predefined questions or that clarifications are required after the site visit.

Bidders were reminded that when asking questions that they were to reference the specific section of the solicitation/SOW.

PART 1:

1) Documents Issued to Bidders:

The following documents have been published:

- A) Invitation to Tender (ITT) No. F2599-180006/C dated April 11, 2018.
- B) Solicitation Amendment No. 001 dated April 27, 2018.
- C) Forthcoming: Solicitation Amendment No. 002 will respond to all questions submitted prior to the conference and will include the Bidders' Conference minutes.

2) Reminders on the procurement process.

The following comments were made by the PWGSC Contracting Authority (CA):

- a. Reminder of Bid Closing – May 24 at 2:00 PM Eastern Daylight Savings Time.

- b. Bids are to be submitted to the PWGSC Bid Receiving Unit in Gatineau Quebec – address included on the cover sheet of the solicitation document. This is the only office that can accept the bids for this solicitation.
- c. Bidders were reminded not to submit to any CCG office or any other PWGSC Regional Office other than the address indicated on the cover sheet. Bids submitted to these offices would not be redirected to PWGSC Bid Receiving Unit in Gatineau Quebec.
- d. Bidders were reminded not to send their bids directly to Contracting Authority.
- e. This is a manned refit.
- f. Only one contract will be issued.
- g. The winning bidder must be capable of beginning the work on July 3, 2018 and complete by October 17, 2018.
- h. As specified in the ITT, Bidders can only request clarifications/changes to the ITT to the PWGSC CA up to 5 business days prior to bid closing.
- i. Bidders shall not add comments, notes or conditions to the ITT. Adding comments, notes or conditions to the ITT will result in the bid being non-responsive.
- j. CA emphasized that in their technical bid, it is not sufficient to simply state that the Bidder can complete the work. Bidders must demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders must demonstrate their capability and describe their approach in a thorough, concise and clear manner for carrying out the work. Bidders must provide detailed evidence that they and/or their proposed subcontractors have completed work similar in scope and complexity.

Confirmation was requested with regards to the allowable form for the submission of bids. CA confirmed that facsimile will not be accepted and that there should be two hard copies and one soft copy on a USB.

3) Review of the Invitation to Tender (ITT)

a. Part 1 to 6 Instructions and Procedures (PWGSC)

Part 1 – General Information:

The CA reiterated that the requirement is for an alongside refit to carry out inspections, regulatory maintenance, main propulsion refurbishment, replacement of steel, equipment replacement and coordination of work separately contracted and executed by two external contractors on board the Canadian Coast Guard Vessel Griffon.

The expected Commencement date is: July 3, 2018

The expected Completion date is: October 17, 2018

Part 2 – Bidder Instructions:

Bids must be submitted only to PWGSC Bid Receiving Unit by the date, time and place designated on the front page Invitation to Tender (ITT) of the bid solicitation.

Due to the nature of the bid solicitation, bids transmitted by facsimile will not be accepted. May submit a USB key but it will only be used for assisting in locating where a mandatory deliverable may be located in the printed bid. The printed bid takes precedence.

All enquiries must be submitted in writing to the Contracting Authority (CA) no later than five (5) working days before the bid closing date. Enquiries received after that time may not be answered.

Part 3 – Bid Preparation Instructions:

CA noted that the previous question of bid submission format is detailed in this section. CA reminded all that there should be no financial information in the Technical portion of the bid. CA also noted that if there is a discrepancy between the hard and the soft copy of the bid, that the hard copy will take precedence. The soft copy is used to simply try to locate something that was not immediately evident in the hard copy.

CA again emphasized that within the Technical bid, the bidders must demonstrate their understanding and capability of completing the requirement in a clear, concise manner as well as provide concrete evidence that they and/or their sub-contractors have completed work of similar scope and complexity.

Part 4 – Evaluation Procedures and Basis of Selection:
No questions

Part 5 - Certifications:
No questions

Part 6 – Financial and Other Requirements:

6.1 Financial Capability – Was noted by a Bidder that it is not always included in the solicitation documents and requests that it be removed from this solicitation as well. CA noted that it is standard clausling but will pose the question to determine if it may be removed.

6.12 & 7.26 Hazardous Waste – Bidder expressed concern with regards to the Hazardous Waste clause and not being able to accurately supply a cost with their bid and not necessarily in the best interest of PWGSC to have those costs built in. Suggested that the 1379 process would be used to dispose of any hazardous waste removed from or uncovered. Was also noted by another Bidder that in previous jobs, if a hazardous waste was suspected, that a sample was sent for testing by Canada and action taken based on the results. Chief Engineer (CE) stated that although they cannot guarantee that there is no hazardous materials as defined in the clause on board, it is considered to be minimal as there has been significant abatement over the years. Bidders expressed concern that they could not accurately quote on the cost and given that we feel there is minimal, if any, remaining hazardous materials, it would best be served using the 1379 process. CA took it under advisement and stated he will seek advice on whether it may be removed.

6.3 Vessel Transfer Cost – Heddle Marine Services requested that their Port Weller site be added to the list.

b. Part 7 - Resulting Contract Clauses

7.26 – See note above.

7.12 Insurance – Question was raised as to why the final sentence is in the clause G1001C "The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies." CA noted they will seek Legal's opinion as to why it is there.

7.13 Limitation of Contractor's Liability for Damages to Canada – Bidder expressed that the clause changes for ITT's for various regions and only the Quebec office inserts sub-article 4. The Bidder requested an explanation regarding section 4 as to why the company's additional insurance coverage would come into play; stated large companies could potentially have unlimited liability vs a smaller company who would only have to match the stated liability. Believes it should remain at the stated amounts requested by Canada in sub-article 2 and would like it removed or adjusted back to the standard SACC Clause. CA stated that they would consult Legal on issue and will be in next amendment.

c. Annexes B to H (PWGSC)

Annex B Basis of Payment:

Question whether there are progress payments? CA stated there are and it is shown in the resulting contract clauses.

Annex C Federal Contractors Program for Employment Equity - Bid Certification:
No Questions

Annex D Insurance Requirements:
No Questions

Annex E Warranty:
No Questions

Annex F Procedure for Processing Unscheduled Work:
No Questions

Annex G Quality Control/Inspection:
No Questions

Annex H Financial Bid Presentation Sheet:

CA highlighted Table H1, Section B – When completing the table, the full hourly rates should be used, not just the premium above the standard hourly rate. The same values entered at H3 should be used in table H1, Section B for the overtime rates. Bidder noted that it reads differently in the French document. CA to verify the language and amend to match English document.

H7 Ventilated and Heated Shelter – Question as to whether this is applicable for the alongside refit. Is standard for a dry-dock but don't believe it is required for this requirement. CA stated it will be removed. ANNEX H – Appendix 1 – PRICING DATA SHEET – CA noted that when completing the Pricing Data Sheet, the bolded lines should be the full value of completing that spec item. The line items below form part of the total in the bolded lines but not necessarily all inclusive. The full bid price should be the sum of all bolded lines.

Was clarified that, as at item 17, the \$90k amount for the Toromont FSR would be included in the bolded full amount for the spec item. CA confirmed.

16.3.5.2 Was noted by Bidder that the Insulation and deck coverings should be broken out into their own separate line items. It was also noted that it would be preferable to amend the wording to include "re-installation" as stated in the SOW.

4) Review of deliverables at bid closing ANNEX I (PWGSC)

Bidders were directed to Annex I, which includes the mandatory deliverables to include with the bid. I1 - All these deliverable must be included with the bid to be considered compliant. I2 – deliverables after contract award.

Was requested to amend all deliverables after contract award to 5 working days. CA will amend all to read 5 working days.

Part 2:

Review of CCGS Griffon – Annex A (PWGSC/CCG)

Statement of Work No. 864.17 – CCGS Griffon:

1.0 List Of Acronyms
No Questions

2.0 General Notes

2.9.4.2 - Technical Authority (TA) stated that the 8hrs. for Sea Trials does not include transit. Transit was defined as from the harbour to the testing area.

2.12.1 Inspection Authority (IA) reiterated that it is a manned refit and provided a list of the additional work that will be completed by the crew during the work period. All work will be coordinated with the yard and all efforts will be taken to ensure that there is no negative impact on the yard completing its tasks.

The list includes: Servicing jacket water and lube oil coolers, surveying and overhauling the main air compressor, annual surveys/servicing of pumps, servicing a boiler, barge davit annual inspections, checking main crane on main

deck, possibility of electronic items but extent still to be confirmed, exterior painting of the upper hull, work on fairleads and wood repairs, plans to payout and range the anchor chains alongside which will cut into the requested crane operation time, annual maintenance on the sewage plant.

A question was raised as to whether the yard's crane would be required for the ranging of the anchor chains. IA confirmed that it would be part of the hours/rate allotted for in the spec. He also noted that some of the liferafts on the port side will also need to be craned off as well.

Question was raised as to whether the ranging of the anchor chains will require wharfage space. IA will get final confirmation but believes that it is thought that it will need to be done on the dock. Also noted that it will need to be coordinated with the work that is to take place on the windlass. Bidder expressed that it could potentially pose a space problem if not completed quickly. Would like to know in advance so that space could be set up for it.

Question whether the chain will be painted. IA stated that they tend to paint the shackles only (5-7 lengths).

2.12.2 & 2.12.3 CA noted that there are two separate contracts that will also be completed during the course of the refit; Hawbolt for work on the windlass and potentially Groupe Ocean for the installation of Bridge windows. Both of these were noted in the previously posted Request for Information and their free access to the yard is included as a requirement of the contract. Bidder confirmed that Hawboldt is a certainty but the Groupe Ocean is still only a possibility. They expressed that they would like to have confirmation whether or not it will be happening so that they may begin discussions; concern with union having a possible issue. A question was raised whether there will be a requirement for staging to install the windows; potential interference with removal route. TA confirmed with IA that the preliminary work was completed from the interior of the Bridge so staging may not be a requirement. TA will confirm at a later date. Also stated that it is just the glass and not the frame.

3.0 General Particulars Of Vessel

No Questions

4.0 Services

No Questions

5.0 Bilge Cleaning

No Questions

6.0 Propulsion Generator Removal Route

6.3.8.1 Question whether the stator saddles were still on board of if yard will need to fabricate. The IA confirmed that the yard must fabricate. Photo depicts only the upper stator rigging; no photo of the lower stator rigging available.

7.0 Overhaul of Propulsion Generators

7.3.3.3.2 - Question regarding the voltage for the testing. It is very high (not standard). Are there regulations this is based on? IA stated it came from a spec written for CCG by Shurwest; he will confirm the voltage. Concern was raised that the level of voltage stated for the test could cause damage to the windings.

7.3.3.1 & 7.3.3.4.3 - Question raised regarding varnish or VPI required. TA to confirm.

7.3.3.5 - Concern that based on the information provided, would not be able to provide a quote. TA and IA to find drawing that include dimensions and to clarify spec item.

7.3.9.3 - Question: Should there be an allowance for 2 fitups and anything above that would be 1379? TA to confirm. Are more detailed drawing available of the babbit bearing? IA will see if any are available.

7.3.3.5 - additional bidder requested clarification what is expected for this optional spec. item. TA stated looking for a price for a complete armature overhaul. Bidder stated would need construction drawing to do so. TA will try to find additional information. Spec item will require full review.

7.3.1.5 TA specified that where it states the engine blowers are to be removed and the openings protected, the protection must also be supplied to the main engine as the crankcase will be exposed.

7.3.7.2 Question where the voltages to be used during the tests are coming from. Would CCG accept the manufactures recommendations? AI stated he believes that that is where most of the numbers are from but will try to confirm. Bidder questioned whether they could propose a method based on industry regulations. TA/IA agreed.

IA clarified that the FSR is there strictly to ensure the the removal and reinstallations of the various components is done correctly; he will not be completing any overhaul work.

8.0 Propulsion System Survey

8.1.1 Request for clarification/elaboration of additional control issues to be investigated. IA gave a brief explanation and will be followed by a more detailed, written explanation.

8.4.1.2 Question re: Operation tests; how long does it take to switch in each load to test? How much time should be allotted for each test? TA/IA to provide estimated allotment times.

Will the tests be alongside or at sea? TA stated will need to be at sea.

8.3.1.2 Is there a part number for the cooling fans to be replaced? IA stated that a part number is forthcoming.

8.5.1.1 and 8.5.1.2 TA clarified looking for initial reports prior to sea trials and then final report after the sea trials.

9.0 Propulsion Overcurrent Protection System

IA stated that CCG will provide copies of the shunt certificates.

Question whether circuit breakers need to be removed. CCG would accept secondary injection testing as long as accepted by Transport Canada inspector.

10.0 Propulsion Motor Tachogenerator Replacement

Question if the units are similar to what is on the CCGS Radisson? TA can't confirm if they are similar or not. IA explained current arrangement.

Drawing for specs included in the Technical package.

No allowance dedicated to the GE technician.

11.0 Propulsion Motor Survey

Question on how much dismantling required for the cleaning? IA stated as far as the fibreglass housings but everything is to stay on the bearings.

12.0 Overhaul of Propulsion Motor Blowers

No Questions

13.0 Overhaul of Propulsion Motor & Generator Coolers

13.3.2.10 CA noted a correction to be included in next solicitation amendment. Where it reads "motor", should read "generator".

14.0 Survey of Ship's Circuit Breakers

14.1.1 Question: Do the generators need to be serviced by ITE? Wording to be changed to "be serviced by a certified service centre"...remove authorized.

14.1.2 Question: Once the source of the buzzing has been identified, is the repair to be handled via a 1379? Response is yes.

For pricing it was confirmed by CA that the bidders should quote on the cost to complete the initial inspection and any resulting repairs will be handled through 1379 process as stated in 14.3.2

15.0 Megger Testing Of Electrical Circuits

TA stated that all equipment must be isolated or made safe so that no electrical equipment is damaged during the megger testing. Noted voltage regulators have been damaged previously. Noted that as it is a manned vessel that it will require coordination between the IA and yard. The vessel cannot be completely blacked out.

Question regarding panels that were previously marked N/A on report. Is it to be assumed that those panels are obsolete? Taken from reports for years 2013-2017 (EI-1, EL-2 & EI-4). IA stated that those panels still exist and are operational handling mostly bridge navigational equipment so the chances are that they weren't megger tested due to the electronics...he will confirm. Bidders will need confirmation so they know whether to quote on it or not.

16.0 Hull Condition Survey

Question: Who is the class? IA responded that they are not in class.

Was noted that a class NDT technician will cost a lot more and will be harder to schedule than a TC level 2 NDT technician. TA to confirm.

Question regarding the tanks that require opening and emptying in order to complete hull survey: will there be allowances for the pumping of tanks (amount of liquid to be removed), cleaning, and new gaskets? Will potable water tanks require super chlorination? Will need coating repairs built in as well. TA and IA to provide updated spec with amounts of liquids to be removed, baselines for amount of coating repairs to be completed and types, etc so that bidders are quoting on same thing.

Fuel will be able to be transferred; potable water tanks can be emptied since ship has direct feed capability.

16.3.5.1 How should this be handled; through a 1379? Amend language to remove blasting and to read prepare and prime instead. Also add language to quote on coating XX m².

16.3.5.2 Bidder noted that a lot of the insulation listed is no longer available. Can we have information on type of insulation so that everyone is bidding on the same thing? After discussion, it was decided that TA/IA will review and advise.

17.0 Ship Service Generators Maintenance and Overhauls

IA noted an addition to the spec. to ensure that the lube oil cooler coils are removed and chemically cleaned to have the carbon and scale removed before reinstallation. Will be added in solicitation amendment.

A request for the operating hours since last overhaul and refit was received. IA stated that he will be compiling and submitting that information.

It was suggested that there are additional tests on the windings. IA stated they will look into and advise.

18.0 HVAC Software and Control Replacement

Request for Carrier contacts that visited vessel to be distributed to all. CA to distribute.

Does it have to be sub-contracted to Carrier? TA stated that it is their system and they have the access required. That said, CCG doesn't require it to be Carrier, if a bidder wants to propose a compatible system, they may.

19.0 Miranda Davit Maintenance

Question: Is it a 5-year inspection/maintenance? IA responded no it is an annual but that they had a mechanical failure this year so there will be repairs required including an overhaul of the hydraulics.

20.0 HIAB Sea Crane Inspection

No Questions

21.0 Watertight Door Refurbishment

21.2.1 - IA stated that two new drawings will be supplied for this section.

22.0 Poop Deck Carpet Replacement

No Questions

IA to note which items will remain; not all interference items (bunks) to be removed.

23.0 Annual Firefighting Systems Inspection

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No Questions

24.0 Annual Refrigeration Maintenance and Dairy Room Evaporator

No Questions

IA reminded bidders to coordinate with crew to ensure no loss of food.

PART 3:

a. Varia

A roundtable was conducted and no further questions or comments were received.

b. Conclusion of Bidders Conference

Both the TA and CA thanked all attendees for their interest.

Meeting adjourned at 3:25pm.

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4. To upload missing drawings associated with the Solicitation
See Technical Package 3