

Questions and Answers for CCGS Cygnus

Q: The Cygnus Refit spec indicates that either Transport Canada or ABS inspectors will be utilized for this refit. Can you please stipulate which standard will be utilized for welding inspections, either TC or ABS.

A: ABS will be the onsite inspector and will be inspecting to TC Standards/Requirements.

Q: Is water blasting to strip paint acceptable?

A: Water blasting is acceptable as long as they meet SSPC-SP10-631, near white blast.

Q: Is this arrangement will be considered compliant to paragraph 3.1.7?

A: The current arrangement is not compliant. In the event that we have to access the transducers located in the keel on the centerline, we require 4' to remove and perform the work. As it is shown in the attached drawing, there is a concrete divider on the centerline and 4' cannot be achieved.

Q: HD-02, paragraph 3.1.9 : Do the Cygnus is really consuming 300 Amps? Is 200 Amps can be use?

A: 300 amps is required. We currently draw close to 200 amps in summer season with no heat on.

Q: Could we have a consumption amount for Fire main water usage during contract period?

A: Consumption should be zero as it is only pressurized and not actually being used. The only consumption would be the bleed off required to prevent the Fire main from freezing. However, this should not be an issue due to time of year.

Q: Will sewage be discharge overboard?

A: The hose is connected to the overboard on the ships side at the expense of the yard (as per Services 3.1.8) Normally this is drained below the dock and into the harbor.

Q: How much will be discharged during the contract period?

A: I would estimate approx. 3m³ per day. Total 150m³ to be adjusted up or down by PWGSC 1379 if they are required to capture and pump ashore.

Q: Would it be possible to issue the Stability Booklet?

A: The Stability book has been included as an electronic attachment.

Q: Could the surface areas of all the sea bays be provided?

A: Estimate of 9m². To be adjusted up or down by PWGSC 1379 if required.

Propeller and Mechanism

Q: Will both Lamalo and Wartsila alignment FSR be required? Is the Wartsila FSR covered by the allowance?

A: No, only one of Lamalo or Wartsila alignment FSR will be required. This will be covered under the 20K allowance in 3.1.2. The Wartsila propulsion FSR for overseeing the disassembly/ installation of the shaft/bearings and propeller hub is included in under 3.1.1.

Q: The specification states that there is a stern gland assembly however the drawings show a PSE Face type seal, could this be clarified? Does it require servicing?

A: This was copied from an old spec. It is a PSE Face Type seal to be overhauled by Wartsila FSR with a GSM overhaul kit.

Q: Can you send us technical information about the transducers installed under the keel and removal procedure? Normally minimum clearances are shown on docking plan, only the X and Y position is shown on the Cygnus one.

A: Other than the 2 feet of clearance, the bidders do not require the technical information about the transducers.