



RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Specified herein - précisé dans les présentes.

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
1550 Avenue d'Estimauville
Québec
Québec
G1J 0C7

Title - Sujet Cale Sèche Martha L. Black 2020	
Solicitation No. - N° de l'invitation F3065-201043/A	Amendment No. - N° modif. 007
Client Reference No. - N° de référence du client F3065-201043	Date 2020-05-04
GETS Reference No. - N° de référence de SEAG PW-\$QCV-018-17905	
File No. - N° de dossier QCV-9-42262 (018)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-05-14	
Time Zone Fuseau horaire Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes	
Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Piras, Gabriel	Buyer Id - Id de l'acheteur qcv018
Telephone No. - N° de téléphone (418) 956-2350 ()	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

**TITLE : CCGS Martha L. Black - Drydock Refit - 2020
Amendment 007**

Included in the present amendment:

1. Questions and answers 25 and 30
2. Modifications to the Specifications

QUESTIONS AND ANSWERS

Question 25

27.2.1 - In order to price accurately, we will need to know what ends are on these hoses (i.e. camlocks, NPT, flanges etc.).

We know from past experience that some of the Coast Guard vessels sometimes have non-standard fittings (like BSP-British Standard Pipe).

Can you provide this information?

Answer : See MODIFICATIONS TO THE SPECIFICATIONS, below.

Question 30

As per section 1.6 of the work scope, we have to pump off and store 100M3 of diesel fuel. I assume the vessel will be pumping the diesel off into the Contractor supplied truck? If this is the correct, what is the flow rate?

Answer : The flow rate is 50 m3/h for a supplied truck.

MODIFICATIONS TO THE SPECIFICATIONS

The Technical Specifications are amended as follows :

2.2.13 : Add the following text :

"The contractor must provide a price for the analysis of 25 paint samples for lead and mercury content. The sample must be taken by a qualified person in accordance with the requirements of Technical Bulletin 2020-03. The analysis must be performed in a laboratory in accordance with the requirements of technical bulletin 2020-03."

10.3.1 : Add the following text :

"The contractor will have to retain the services of a company specializing in the alignment, such as Lamalo technology Inc. or equivalent. The point of contact at Lamalo technology Inc. is Bruce Cowper (Phone: 403-244-3378). The technical expert must verify the alignment of the 2 propulsion shaft lines as part of the work to replace the stern tube bearings. An allowance of \$75,000.00 is set for the expert's services. The price will be adjusted after the work upon presentation of the invoice by the contractor.

Equivalence criterions for the technical expert in alignment: The technical expert shall have been in charge of verifying the alignment of ship propulsion shafts of at least 5 ships within the last 10 years. In at least 3 cases, the alignment shall have been carried out on water lubricated stern tubes . In at least 1 case, the alignment must have taken place as part of the stern tube line boring for the installation of new stern tube bearings. The contractor must, upon request from CCG, provide the 5 alignment reports to demonstrate the expert's experience. The technical

expert must demonstrate in the reports provided that he is able to measure and calculate the alignment using each of the following methods: Strain gauge, jacking and optical or laser sighting.

Strain gauge alignment measurements are to be taken and assessed by the qualified alignment specialist. Jack-load test of forward stern tube bearings to be conducted. The jack c/w pressure gauge and the dial gauge are to be provided contractor and personnel provided to operate jack and record dial gauge measurements. The qualified alignment specialist will provide guidance and assess jack-load measurements. Measurements are to be taken under the following three (3) conditions:

- Prior to drydocking the vessel
- On dock prior to shaft removal
- Afloat after dock work with vessel afloat.”

10.3.2 : Add the following text :

“While on the blocks, prior to the removal of the shaft, the contractor (shipyard) shall measure with feeler gauges the top, side and bottom clearances between the shaft and the rear end of the stern tube bearings.”

10.3.8 : Add the following text :

“Before machining the bronze liners, the machining specifications (required shaft diameters) shall be sent to the alignment expert for examination and approval.”

10.3.11 : Add the following text :

“The contractor shall take measurements using the optical sighting method under the following conditions:

- After removal of shafts and before removal of existing bearings.
- After installation of the new bearings

The relative position of the centre of the stern bearing bore and the coupling flange of the drive motor shaft must be measured using the optical sighting method (laser / wire / Scope). Vertical and athwartships offsets from the laser/sight should be measured from a reference line established with the targets set at zero offset at the forward end of the stern tube rear bearing and at the forward end of the stern tube front bearing. The offsets at the aft end and midpoint of the stern tube bearing, at the aft end and midpoint of the front stern tube bearing, and at the center of the motor rotor shaft flange should be measured. Target locations should be selected where the bearing surface is in good condition (e.g. undamaged). The qualified alignment specialist will provide additional advice if necessary. The measurements must be sent to the technical expert for analysis. The contractor should, among other things, provide photos of the existing bearings before disassembly and of the new bearings after installation.”

10.3.11 : Add the following text :

“Bearing measurements should be taken at 4 (four) locations (approximately equally spaced) along the length of the bearing (Vertical and horizontal). The diameters of the propeller shaft sleeve at the corresponding locations must also be measured. Bearing measurements must also be taken at 4 (four) points (approximately equally spaced) along the length of the bearing (vertically and horizontally) following installation of the new bearings.”

10.3.16 : Add the following text :

"Before machining new Thordon bearings, the machining specifications (required bearing diameters) shall be sent to the alignment expert for examination and approval."

27.2.1 : Delete :

"27.2.1 List of hoses:

- 27.2.1.1 Two (2) CONTINENTAL extreme flexpetroleum diesel fuel transfer hoses, 3 in. dia. and 50 feet long. (Test at 300 psi).
- 27.2.1.2 One (1) Jet A-1 fuel transfer hose, 1½ in. dia. and 85 feet long (leave no trace of water in this hose): # 1217-3 (Q-054) (test at 300 psi).
- 27.2.1.3 One (1) Jet A-1 fuel transfer hose, 1½ in. dia. and 85 feet long (leave no water residue): # 1217-3 (Q-054) (test at 300 psi).
- 27.2.1.4 One (1) ¾ in. by 50 feet long fuel transfer hose. # 2751 (Q-053) (test at 225 psi).
- 27.2.1.5 One (1) 1 1/2" diesel hose by 60 feet long. # 87025 (Q-052) (test at 225 psi).
- 27.2.1.6 Two (2) Petroleum Goodyear hoses, ¾" x 50 feet long. (Q-051 and Q-050) (test at 225 psi)."

Replace with :

"27.2.1 List of hoses:

- 27.2.1.1 Two (2) CONTINENTAL extreme flexpetroleum and BUCHANAN RUBER LTD tank truck diesel fuel transfer hoses, 3 in. dia. and 50 feet long. (Test at 300 psi).
M Camlocks x F camlocks
- 27.2.1.2 One (1) Jet A-1 fuel transfer hose, 1½ in. dia. and 85 feet long (leave no trace of water in this hose): # 1217-3 (Q-054) (test at 300 psi).
M Camlocks x MNPT
- 27.2.1.3 One (1) ¾ in. by 50 feet long fuel transfer hose. # 2751 (Q-053) (test at 225 psi).
MNPT x MNPT
- 27.2.1.4 One (1) 1 1/2" diesel hose by 60 feet long. # 87025 (Q-052) (test at 225 psi).
MNPT x MNPT
- 27.2.1.5 One (1) Petroleum Goodyear hoses, ¾" x 50 feet long. (Q-051 and Q-050) (test at 225 psi).
MNPT x MNPT"

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.