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11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau, Québec K1A 0S5

Bid Fax: (819) 997-9776

LETTER OF INTEREST

LETTRE D'INTÉRÊT

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 CCG Multi-Vessel (3) Refit	
Solicitation No. - N° de l'invitation F7049-190081/A	Date 2020-05-22
Client Reference No. - N° de référence du client F7049-190081	GETS Ref. No. - N° de réf. de SEAG PW-\$\$\$MD-042-27785
File No. - N° de dossier 042md.F7049-190081	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-06-22	
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: Benoit (042md), Patrick R.	Buyer Id - Id de l'acheteur 042md
Telephone No. - N° de téléphone (873) 469-3862 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	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

REQUEST FOR INFORMATION

Procurement Strategy for the Refit of Three Atlantic Canadian Coast Guard (CCG) Class 1100 Vessels

This document is not a bid solicitation and that there are no commitments with respect to future purchases or contracts. This Request for Information (RFI) will not result in the award of any contract. As a result, potential suppliers of any goods or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI. This RFI will not result in the creation of any source list. Whether or not any potential supplier responds to this RFI, it will not preclude the supplier from participating in any future procurement. Also, the procurement of any of the goods and services described in this RFI will not necessarily follow this RFI. This RFI is simply intended to solicit feedback from industry with respect to the matters described in this RFI. Funding has not yet been approved for this project and the Solicitation and Contract Award may not be issued.

1- Background

As part of the Vessel Life Extension (VLE) of the Canadian Coast Guard (CCG) Class 1100 vessels in Atlantic Canada, the CCG and the Department of Public Services and Procurement Canada (PSPC) is considering issuing one solicitation for VLE refits involving the re-powering of the CCGS George R. Pearkes, CCGS Sir William Alexander, and CCGS Martha L. Black.

The current VLE Schedule (attached) is subject to change, but provides a rough idea of the timeline for these refits. Each refit will require a portion of the work to be completed in dry-dock. An alongside commissioning and sea test/trials period shall follow. Generally, the sequential refits' time frames should fall within the following periods listed below:

- **CCGS George R. Pearkes → between May 2021 to May 2022**
- **CCGS Sir William Alexander → between May 2022 to May 2023**
- **CCGS Martha Black → between May 2023 to Dec 2023**

The actual availability of the vessels would be communicated with the shipyard as the information becomes known, since delays may occur. A delay of the Pearkes refit, for example, would affect the delivery of the subsequent ship to be refitted, the Alexander, to the shipyard. Alternatively, the CCG may be unable to deliver the ship on time, as forecasted.

The vessels will be unmanned during the majority of the refit work period and would be under the care and custody of the shipyard. Access, for separate work on the vessel, would need to be granted to contractors performing work under separate contracts with Canada. The Vessel Crew may also be involved in conducting some maintenance and repair work during the latter part of the work period.

Additionally, continuous presence from Canada at the shipyard would be expected throughout a refit period. The shipyard would be expected to accommodate and provide enough office space for Government of Canada personnel (i.e. minimum space of to 3 individuals with Internet access), as well as to collaborate daily in regards to refit progress.

The work also entails that the presence of FSRs be accommodated by the awarded shipyard.

A summary of some tasks is listed in the two subsequent sections.

2- Repair Tasks Common to all Vessels

- Removal of three engines/generators (GSM) and mounts in the engine room;
- Removal of certain auxiliary system components in the engine room (i.e. replace with new start air vessels, start air compressors, fuel oil cooler, CO2 bottles, engine preheat units – GSM components), and modifications of their pads;
- Ventilation system upgrade (i.e. utilize as much of the existing system as is possible), including replacement of several components (i.e. fans and VFDs, silencers, dampers, bellows – GSM components);
- Update/modify the existing exhaust system with GSM components;
- Temporary removal of piping, cabling, etc. in engine room for installation of larger components listed above;
- Update the fuel oil, lube oil, cooling water, and compressed air systems to work with new genset interfaces;
- Update the automation and instrumentation system (I/O addition), including the addition of a new engine management system (GSM) integration;
- Update (replace or modify) the electrical distribution system to work with new gensets;
- Installation of three new engines/generators and mounts in the engine room;
- Hull surface preparation, coating storage, coating preparation and application;
- Tail shafts inspection and installation of new bearings (GSM);
- Regulatory shaft, propeller, and rudder inspections;
- Fabricate replacement rope guards for replacement;
- Sea bay, sea chest and strainer inspections;
- Replace wasted anodes;
- Galley refit including new wall and ceiling panels, deck coverings, and replacement of kitchen equipment (GSM);
- Replace central cooling system Cu-Ni piping, valves and plate and frame heat exchangers (GSM) with supplied new exchangers;
- Valve inspections/maintenance (approximately 85 valves ranging from ½ inch to 16 inch, where about 2 are 6" or greater);
- Fresh water tank cleaning, painting, testing and disinfecting;
- Fixed firefighting systems' inspections including detection system;
- Pipe tunnel inspection and cleaning;
- Replacement of helicopter hangar rails;
- Commissioning, set to work, tests and trials;
- Documentation including manual, certificates, drawings, reports, etc., associated with tasks.

3- Repair Tasks Unique to Certain Vessels

- Removal and replacement with updated cycloconverters (GSM) ;
- Removal and replacement of Mimic and switchboard replacement.
- Bow Thruster (GSM) replacement and subsequent tunnel top portion modification, hydraulic oil system replacement, and controls replacement ;
- Replacement of Auxiliary Generator (GSM) and modifications to fluids interface piping/ducts (fuel system, air start system, exhaust system, cooling water system, lube system);
- Buoy Crane Replacement and associated vessel and electrical modifications; installation of new cabs; fluids systems modifications;
- Forward mast replacement and navigation equipment relocation;
- Measure wear down on the stern tube bearings in way of each propeller tail shaft;
- Stern tube seal inspection;

- Thrust block inspections and seals replacement;
- Hull Condition Survey;
- Various sewage system upgrade, including new tank fabrication or components replacement;
- 6 ft. gunnel section replacement;
- Potable water tank coating replacement;
- Electrical insulation survey;
- Various Davit surveys;
- Various Tank Surveys;
- Life raft inspection;

4- **Procurement Strategy**

The intent would be to issue one Contract for the three vessels, and to, subsequently, use a similar contract model to issue future multi-vessel contracts for distribution between the shipyards.

The advantages for the shipyards:

- Establish, and consistently provide repairs on sequential refits of like-vessels, with minor improvements acquired in previous refit lessons-learned;
- Establish a long-term continuous work process and enhance the relationship between the shipyard and Canada;
- Run through one solicitation period for one contract award, as opposed to three, and facilitate long-term planning;
- Acquire and retain specialized labour, trades and resources due to the length of the contract;
- Ability to forecast and set/acquire long-term resources for work on Canada CCGS like-vessels;
- Ability to negotiate the long-term bulk purchase of like-parts and consumables with supplier;
- Read thru only one solicitation and consolidated Statement of Work (SOW);
- Fill out one customized pricing data sheet, where the data sheet rows would contain all the tasks, including those common to all vessels and those particular to one, or two vessels. One price could then be applied to each task. The sheet would automatically populate each vessel with the tasks that apply (per the SOW). The contract would include an indexing clause to accommodate the cost of inflation for the latter refits;
- The scheduling effort would be repeated, and would only require tweaking, with each subsequent refit.

The mandatory requirements that have typically been requested for previous single-vessel solicitations would continue to be used for the multi-vessel solicitation. These include:

- Welding certifications (both steel);
- Labour union agreement;
- Firefighting procedures;
- Safety procedures;
- Prelim schedule for first ship only;
- Proposed team ;
- Quality management systems (i.e. ISO);
- Letter of insurance attainability;
- Integrity certification;
- Project management team and resumes;
- The shipyard must be fully-operational with year round access to an existing certified dry dock that would need to accommodate the following particulars:

CCGS George R. Pearkes	CCGS Sir William Alexander	CCGS Martha L. Black
a. Construction - Steel	a. Construction - Steel	a. Construction - Steel
b. Length Overall (LOA) – 83 m	b. Length Overall (LOA) – 83 m	b. Length Overall (LOA) – 83 m
c. Draft: 6.0 m	c. Draft: 5.8 m	c. Draft: 6.1 m
e. Breadth Extreme – 16.2 m	e. Breadth Extreme – 16.2 m	e. Breadth Extreme – 16.2 m
f. Displacement – 4,662 long tons 4,737 t full load (Class Average)	f. Displacement – 4,662 long tons 4,737 t full load (Class Average)	f. Displacement – 4,662 long tons 4,737 t full load (Class Average)

The criteria for award of contract would be determined by the lowest overall bid evaluation figure submitted, that is able to satisfy all the mandatory requirements. This is the same model applied to previous single-vessel refit contracts (i.e. CCGS EDWARD CORNWALLIS Pricing Data Sheet). Link below.

https://buyandsell.gc.ca/cds/public/2020/01/15/27857f6c220b8933aa492422a6d934df/pricing_data_sheets_en_fr_-_cornwallis_-_jan_14.zip

The financial evaluation figures would be determined by the sum of the following:

- The cost of all the tasks applicable for each vessel (i.e. cost of refit of the three vessels in current Canadian dollars);
- The cost of a number of anticipated unscheduled work hours for each vessel refit, for which the bidder would assign hourly rate costs for. These rates would be honoured in the awarded contract and would thus apply to the actual refit. Canada is contemplating a minimum hourly rate for unscheduled work, similar to the CCGS Cornwallis refit;
- Consideration of economic price adjustment (EPA) and/or a foreign currency adjustment (FCA) with annual rates provided;
- Vessel Transfer Costs

5- Request for Information

CCG and PSPC would appreciate feedback from potential contractors on the above Procurement Strategy.

- 1) Would you be interested in bidding on the solicitations?
- 2) Do you see any problems with the procurement strategy?
- 3) Does the financial evaluation selection criteria used for single vessels (i.e. as described in Section 4) pose any issues for this multi-vessel strategy?
- 4) What is a sustainable incoming ship delay that the shipyard would be able to work with, without any penalty to Canada? What would be deemed to be a fair consequence to Canada if the delay is extended past that acceptable point?
- 5) Is the shipyard able to accommodate 2 ships, short term in dry-dock if there is overlap?
- 6) Are there any issues with outgoing ship delays, i.e. to start the subsequent refit?
- 7) In the event of unforeseen events, some forecasted, future refit work (on the Alexander or Martha) may need to be completed sooner, and consequently get removed from the refit roster. Alternatively, other work may be found sooner, and the shipyard could be warned ahead of time. Is this arrangement acceptable and how could it be worked around?
- 8) Historically, Canada has made progress payments on a monthly basis. Is this basis still acceptable or has the shipyard come across better arrangements (i.e. with milestones, deliverables, a combination of both, etc.)?
- 9) Canada wants to ensure continued efforts, as well as consistent quality in the delivery of all three refits in a timely manner. Does the shipyard have any suggestions on tracking and grading its own performance?
- 10) How can the shipyard guarantee that Canada's needs shall be a priority over the span of the three refits?

- 11) Could incentives and penalties be implemented (i.e.: Incentives for milestones met prior to target dates and penalties for work completed past the set target dates.) Clear definitions and mitigating solutions would be outlined.
- 12) Should the mandatory requirements list be expanded (i.e. are there other capabilities or requirements that a shipyard must have in order to be able to sustain a contract of this magnitude?)
- 13) Are there sufficient manpower resources available at your shipyard to be able to sustain the refits?
- 14) What are the onsite capabilities that your shipyard has that would facilitate the work to be completed?
- 15) What are the offsite resources required for this endeavor associated with your shipyard?
- 16) Do you have alternate/additional suggestions on the basis of selection to use for contract award? (i.e.: Lowest evaluated price with mandatory technical evaluation criteria met, Point rated criteria, etc.)
- 17) Canada anticipates including a Vendor Performance Scorecard in the contract and are presently looking at criteria to include in the document. Does the shipyard (s) have any suggestions of areas for evaluation?
- 18) Canada is considering including a vendor facility evaluation in the solicitation. It would have to be completed prior to contract award and it would include as a minimum, Infrastructure, financial capability and HR capacity. Does the shipyard (s) have any suggestions of areas for evaluation?

All responses received will remain confidential. They will only be used to define an appropriate solicitation strategy.

Please send your responses to the Contracting Authority's named below. You may contact him should you require any clarifications.

Patrick R. Benoit
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The Government of Canada thanks you in advance for your participation.