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Bid Receiving Public Works and Government  
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1713 Bedford Row  
Halifax, N.S./Halifax, (N.É.)  
Halifax  
Nova Scotia  
B3J 1T3  
Bid Fax: (902) 496-5016

**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**  
Atlantic Region Acquisitions/Région de l'Atlantique  
Acquisitions  
1713 Bedford Row  
Halifax, N.S./Halifax, (N.É.)  
Halifax  
Nova Scot  
B3J 1T3

<b>Title - Sujet</b> CCGS G. Peddle S.C dry Docking	
<b>Solicitation No. - N° de l'invitation</b> F5561-210006/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> F5561-21-0006	<b>Date</b> 2021-03-08
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$HAL-311-11196	
<b>File No. - N° de dossier</b> HAL-0-85218 (311)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> Atlantic Daylight Saving Time ADT <b>on - le 2021-03-16</b> Heure Avancée de l'Atlantique HAA	
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes	
<b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Dunne, Dave	<b>Buyer Id - Id de l'acheteur</b> hal311
<b>Telephone No. - N° de téléphone</b> (902) 401-4294 ( )	<b>FAX No. - N° de FAX</b> (902) 496-5016
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> SEE HEREIN	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Solicitation Amendment 002** is issued to provide:

- Responses to questions submitted to the Contracting Authority;
- Specification amendments; and
- ITT amendments.

### **Bidder Questions and Canada Responses**

#### **H-07**

Q1. Could you please confirm that this is an Annual inspection and not a 5 Year, As it states on page 9 of 12 and Pricing Data sheet that it is Annual inspection but on Page 72 of 216 H-07 under Scope it states the intent of this specification item is for contractor to complete 5 year inspection routine on Allied crane

A1. This is an annual inspection. References to 5-year inspection are changed to annual inspection. See Specification Amendments below.

Q2. Do we need to replace the hydraulic hoses on the crane?

A2. No hose replacement, this is the annual inspection. Hose replacement is only done at the 5 year as per the inspection matrix in the Appendix B.

#### **HD-14**

Q3. Reference HD-14 drawing TG-28380, do we need to supply new wear pads and retaining rings?

A3. Yes, as per paragraph 2.12.

#### **HD-13**

Q4. Can you give me the name of the representative at Wajax for the dismantling and reinstallation for MTU engine.

A4. Andrew Reid, Parts Representative, [AREid@wajax.com](mailto:AREid@wajax.com), 902-292-3725 (cell), 902-468-6200 (direct)

Q5. Is the NGCC G. Peddle is already equipped with "Fixed engine removal system", as shown on the drawing : "J20059-S03\_r0 MSPV Installation of Fixed Engine Removal System.pdf", hatch modification and all other modifications that have to be done before moving the engine?

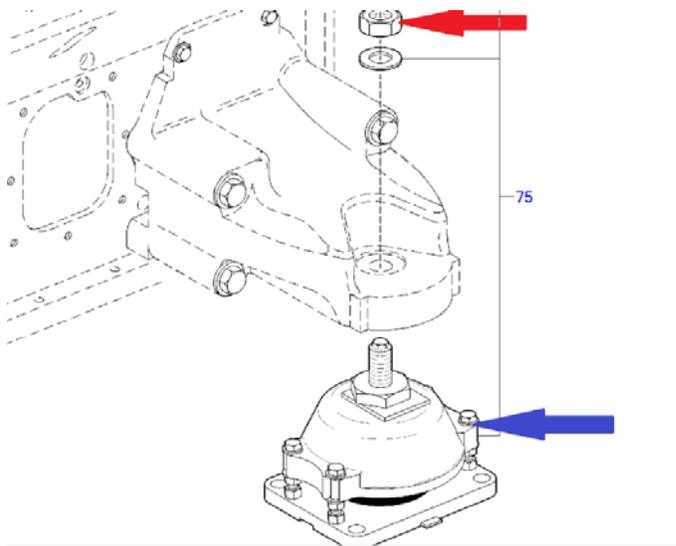
A5. The CCGS Peddle is already equipped with the fixed system (aka bolted hatch and most of the structural upgrades). However some minor bracketing and pillar reinforcement needs to be completed to finish off the fixed removal system, as described in the specification.

Q6. Is the "Loose engine removal system" as shown on the drawing : "J20059-S04\_r1 Eng and Gearbox Lifting and Removal System.pdf" will be supplied by Canada?

A6. The complete loose removal system will be supplied/fabricated by the contractor. In section 5.1 of the document J20059-R01 Hero Class Engine Removal Procedure, paragraph one, the language indicates the option for CCG or the contractor to supply the components for the loose removal system. This is removed via specification amendment below. Contractor must supply these components in accordance with HD-13, general section, paragraph 1).

Q7. Why must the resilient mounts be unbolted from each of their respective chock-fast? Do we have to remove existing resilient mounts and reinstall new ones? If yes, who's responsible for supplying the resilient mounts and do we need to redo the Chockfast?

A7. The 4 resilient mounts for each main engine are pre-adjusted to the loaded weight of the engine. Resilient mounts have to be completely unbolted (4 bolts indicated by blue arrow) from each chock-fast before lifting the engine. If you were to only remove the top nut holding the engine bracket to the mount (indicated by red arrow), the resilient mount would have to be re-adjusted. This way, the resilient mount remains pre-adjusted with the old engine and can be re-installed with the old engine after its overhauled. The new engine will come furnished with new pre-adjusted resilient mounts, which are installed directly to each chock-fast using the same 4 bolts. In the unlikely event that any of the chock-fasts are damaged by the FSR during the replacement, it will be up to the Contractor to replace them via 1379.



Q8. Reference J20059-R02\_r1 - Engine Room Interferences for Removal.pdf, 4.3.1, PIPING, Is figure 9 representing all the piping connected to the sewage treatment plan to be removed?

A8. The piping in figure 9 is not all of the sewage treatment plant's associated piping. The picture identifies the pipes that have to be removed.

Q9. Reference J20059-R02\_r1 - Engine Room Interferences for Removal.pdf, item 16.FM200, ND 1 ½". Is it possible to have pictures of the complete system? How long is it, how many spool?

A9. See Specification Amendment.

Q10. Reference J20059-R02\_r1 - Engine Room Interferences for Removal.pdf, item 20. Hot water copper pipe. Is it possible to have pictures of the hot water copper pipe? How long is it, how many spool?

A10. This pipe was extraneous to the system and the chief engineer removed it himself from the engine room last week. Please omit this pipe removal from the specification.

Q11. Reference J20059-R02\_r1 - Engine Room Interferences for Removal.pdf, item 22-23 & 24 Figure 76. Is all this MTU control equipment is considered under the responsibility of MTU (FSR) for the disassembly and reassembly?

A11. All electronics associated with the propulsion engines will be dealt with by the FSR.

Q12. Does line 49 of the pricing data sheet carry the interference item removal/install or is that encompassed by the 300k FSR allowance?

A12. As emphasized in the bidders conference, Contractor is responsible for the interference items for HD-13 and it must be included in the bid price.

Q13. Could you please indicate exactly which tasks are included in the \$300,000.00 allowance to MTU? It is not clear what is covered by the allowance. Series of questions below:

Q13a. Who is responsible for moving the engine parts below the deck opening inside the engine room?

A13a. FSRs will be responsible for moving engine parts within the engine room. However, some of the large engine parts may require assistance from the yard to move, in terms of a laborer and rigging. This will be supplied under allowance and was mentioned at the bidders conference.

Q13b. Who's responsible for moving the engine's parts in & out of the engine room?

A13b. FSR

Q13c. Who's responsible for moving the engine's bloc itself in & out of the engine room?

A13c. FSR

Q13c. Who's responsible for supplying the wooden boxes to ship the engines parts?

A13c. The engines will be shipped fully assembled, likely in large crates, the contractor will have to house these engines until the FSR arrives to do their portion of the work.

Q13d. Who's responsible for preparing and secure engine parts for the shipping?

A13d. CCG is responsible for shipping two fully assembled MTUs to the contractors facility.

Q13e. Who's responsible for shipping the engines parts?

A13e. The shipyard is responsible for receiving the fully assembled engines that CCG sends from our location in BC. The shipyard is responsible for housing and storing the engines safely, as detailed in the specification.

Q13f. Who's responsible for supplying the oil and the coolant for the new engines?

A13f. Engine oil and coolant will be supplied by the CCG when all work is completed.

Q13g. If required, who's responsible for the engines alignment?

A13g. Engine alignment will be looked at by the MTU FSR and the gearbox FSR before commissioning the engines for trial.

Q13h. How many MTU representative will be on site to perform the works?

A13h. I suspect two-three FSRs from the MTU certified company, but ultimately it will be up to the FSR to decide what's necessary to complete the work, and will be reflected in their appraisal of the specification.

Q13i. Did you receive an offer from MTU representative, if yes, is it possible to get a copy of this?

A13i. We did not receive an offer/quote from MTU, as MTU does not service their engines directly in Canada, they rely on the MTU certified companies like Wajax and Cullen Diesel.

### **Specification Amendments**

H-07 paragraph 1:

**DELETE:** 5 year inspection

**INSERT:** annual inspection

HD-13

**INSERT:** 5. Contractor must include 150 hours of labour in support of the MTU FSR and provide an hourly labour rate. Actual number of hours will be adjusted based on timesheets.

J20059-R01 paragraph 5.1:

**DELETE:** The Loose ERS is common to all Hero Class vessels, and as such, the complete Loose ERS may be supplied by CCG. If the contract requires the Contractor to procure and fabricate a set of Loose ERS or parts thereof, reference should be made to CCG drawing J20059-S04 "Fabrication of Engine Removal System" for system details and requirements.

**INSERT:** Contractor must procure and fabricate a set of Loose ERS, reference drawing J20059-S04 "Fabrication of Engine Removal System" for system details and requirements.

J20059-R02 section 16

**INSERT** figure 91, figure 92, figure 93, figure 94 (see below)

J20059-R02 section 20

**DELETE** in its entirety.

### **Invitation to Tender Amendments**

Appendix 1 to Annex "F" Pricing Data Sheet

**DELETE** in its entirety

**REPLACE** with Appendix 1 to Annex "F" Pricing Data Sheet, Rev 1.

*All other terms and conditions remain the same.*

Figure 91



Figure 92

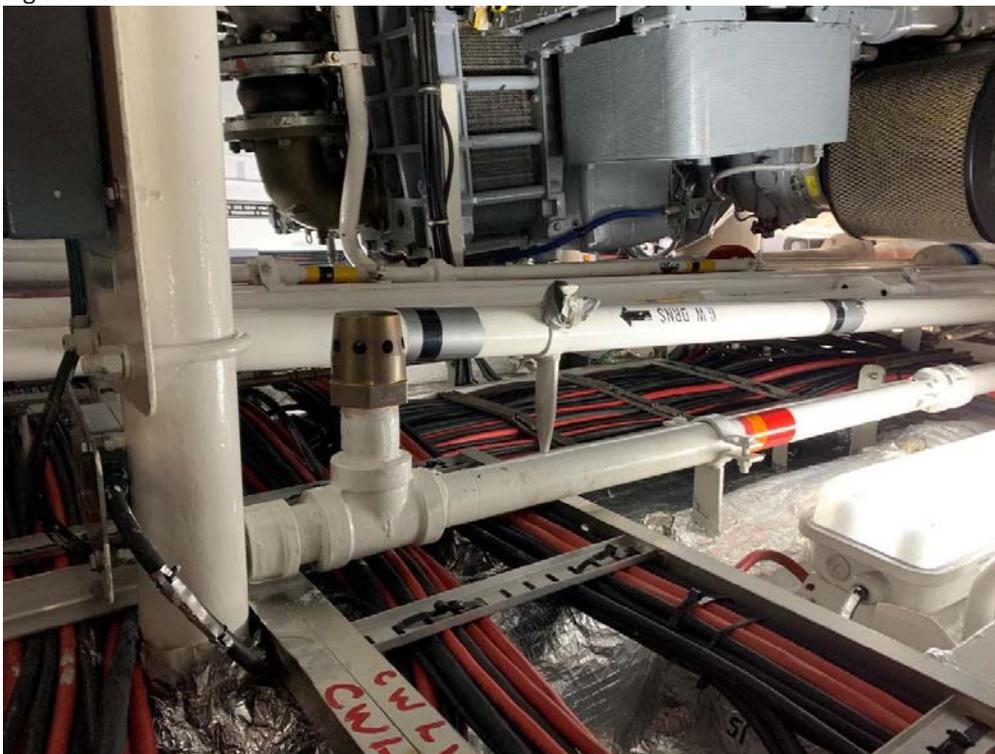


Figure 93



Figure 94



**APPENDIX 1 TO ANNEX F  
PRICING DATA SHEET, REV 1**

<b>SERVICES (124 Days)</b>	1	\$
Para 11 Electric Power \$ _____ / kWh x 372,000 kWh (estimate)	2	\$
Para 14 Cranage \$ _____ / hour x 20 hours (estimate)	3	\$
Para 15 Removal/disposal oily water \$ _____ / L x 5,000 L (estimate)	4	\$
Para 19 6mm Alley/Deck protection \$ _____ / m <sup>2</sup> x 150 m <sup>2</sup> (estimate)	5	\$
Para 19 3mm Alley/Deck protection \$ _____ / m <sup>2</sup> x 100 m <sup>2</sup> (estimate)	6	\$
Para 22(c) Subcontractor allowance	7	\$50,000.00
Para 22(c) allowance markup _____ % (max 10%) x \$50,000 (estimate)	8	\$
Para 22(g) Subcontractor allowance	9	\$25,000.00
Para 22(g) allowance markup _____ % (max 10%) x \$25,000 (estimate)	10	\$
Para 22(h) Subcontractor allowance	11	\$10,000.00
Para 22(h) allowance markup _____ % (max 10%) x \$10,000 (estimate)	12	\$
<b>PRODUCTION CHART, ITP AND SUBCONTRACTOR ALLOWANCES</b>	13	\$
<b>HD-01 BERTHING AND MOORING</b>	14	\$
2.1.3 Costs for Tugs and Pilots	15	\$
<b>HD-02 DRYDOCKING</b>	16	\$
2.1.10 Removal/Insertion of keel blocks \$ _____ / block x 5 blocks (estimate)	17	\$
<b>HD-03 HULL INSPECTION / BUTTS AND SEAMS</b>	18	\$
2.1.3,8 Arc gouging \$ _____ / ft x 50 ft (estimate)	19	\$
2.1.3,8 Bead Weld \$ _____ / ft x 150 ft (estimate)	20	\$
2.1.6 Person lift \$ _____ / hour x 8 hours (estimate)	21	\$
2.1.8 NDT \$ _____ / shot x 50 shots (estimate)	22	\$
2.1.8 Gas free certificates \$ _____ / certificate x 4 certificates (estimate)	23	\$
<b>HD-04 ANODES</b>	24	\$
<b>HD-05 STORM VALVES AND SEA CONNECTIONS</b>	25	\$
<b>HD-06 HULL CLEANING AND VESSEL PAINTING</b>	26	\$
<b>Underwater Hull (total area = 330 m<sup>2</sup>)</b>		
2.1.22 Blasting to bare steel \$ _____ / m <sup>2</sup> x 10 m <sup>2</sup> (estimate)	27	\$
2.1.22 sweep blasting \$ _____ / m <sup>2</sup> x 320 m <sup>2</sup> (estimate)	28	\$
2.1.22 Prep & apply 1 coat Intershield 300, 1 coat Intergard 263, & Interspeed 640 \$ _____ / m <sup>2</sup> x 10 m <sup>2</sup> (estimate)	29	\$
2.1.22 Top coat prep & paint 1 coat of Interspeed 640 \$ _____ / m <sup>2</sup> x 330 m <sup>2</sup> (estimate)	30	\$
<b>Above Waterline to Top of Bulwark (total area = 146 m<sup>2</sup>)</b>		
2.1.29 Prep & apply 1 coat Intershield 300, 1 coat Intergard 263, & Interthane 990 \$ _____ / m <sup>2</sup> x 25 m <sup>2</sup> (estimate)	31	\$
2.1.22 Top coat prep & paint 1 coat of Interthane 990 \$ _____ / m <sup>2</sup> x 146 m <sup>2</sup> (estimate)	32	\$
<b>HD-07 SEA CHESTS AND STRAINERS</b>	33	\$
2.1.12 Securing tabs \$ _____ / tab x 3 tabs (estimate)	34	\$
<b>HD-08 SPUR ROPE CUTTER INSTALLATION</b>	35	\$
2.1.4 Machining \$ _____ /hour x 24 hours (estimate)	36	\$
2.1.4 Mechanical Assistance \$ _____ /hour x 12 hours (estimate)	37	\$
2.1.4 Welder \$ _____ /hour x 48 hours (estimate)	38	\$
2.1.4 Fitter \$ _____ /hour x 36 hours (estimate)	39	\$
2.1.4 Two 360 degree production welds	40	\$

<b>HD-09 PROPELLER SHAFT SEALS AND CLEARANCES</b>	41	\$
<b>HD-10 TANK INSPECTIONS</b>	42	\$
2.3 Removal/disposal fuel \$ _____ / L x 5,000 L (estimate)	43	\$
2.4 Removal/disposal waste oil \$ _____ / L x 2,000 L (estimate)	44	\$
2.5 Removal/disposal sewage \$ _____ / L x 2,000 L (estimate)	45	\$
<b>HD-11 BOW THRUSTER GEAR OIL AND SEAL CHANGE</b>	46	\$
<b>HD-12 ANCHOR, CHAIN AND CHAIN LOCKER INSPECTION</b>	47	\$
2.1.5,7 Coating Renewal \$ _____ / m <sup>2</sup> x 5 m <sup>2</sup> (estimate)	48	\$
<b>HD-13 DOUBLE MAIN PROPULSION ENGINE REPLACEMENT</b>	49	\$
2 FSR allowance	50	\$300,000.00
2 allowance markup _____ % (max 10%) x \$300,000 (estimate)	51	\$
3 FSR allowance	52	\$50,000.00
3 allowance markup _____ % (max 10%) x \$50,000 (estimate)	53	\$
5 labour allowance \$ _____ / hour x 150 hours (estimate)	54	\$
<b>HD-14 RUDDER AND SKEG INSPECTION</b>	55	\$
<b>H-05 ANNUAL DUCT CLEANING</b>	56	\$
<b>H-07 ALLIED CRANE ANNUAL INSPECTION</b>	57	\$
2.1 FSR allowance	58	\$40,000.00
2.1 allowance markup _____ % (max 10%) x \$40,000 (estimate)	59	\$
<b>H-08 FRESH WATER TANK CLEANING AND INSPECTION</b>	60	\$
12 Coating Renewal \$ _____ / m <sup>2</sup> x 5 m <sup>2</sup> (estimate)	61	\$
<b>H-09 LEAD COATING SURVEY AND MANAGEMENT PLAN</b>	62	\$
2.1 Subcontractor allowance	63	\$10,000.00
2.1 allowance markup _____ % (max 10%) x \$10,000 (estimate)	64	\$
<b>T-1 RADAR SYSTEM REPLACEMENT</b>	65	\$
<b>T-2 VHF DIRECTION FINDER REPLACEMENT</b>	66	\$
<b>T-3 SAT TV SYSTEM</b>	67	\$
<b>T-4 VESSELINK INSTALLATION</b>	68	\$
<b>L-01 ANNUAL MEGGAR READINGS</b>	69	\$
<b>TOTAL TAXES NOT INCLUDED (items 1 to 69) This is the price for Known Work in Annex F</b>		\$ _____