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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

Title - Sujet MV Holiday Island – MES Install MV Holiday Island - MES, Davit & Rescue Boat Installation	
Solicitation No. - N° de l'invitation T2012-210051/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client T2012-21-0051	Date 2021-08-29
GETS Reference No. - N° de référence de SEAG PW-\$HAL-202-11338	
File No. - N° de dossier HAL-1-87063 (202)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Atlantic Daylight Saving Time ADT on - le 2021-09-09 Heure Avancée de l'Atlantique HAA	
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: Young, Chris	Buyer Id - Id de l'acheteur hal202
Telephone No. - N° de téléphone (902) 476-8829 ()	FAX No. - N° de FAX (902) 496-5016
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 001 is issued to provide:

- A. the Minutes of the Bidder's Conference (including Bidder's Questions and Response);
- B. respond additional questions received after the Bidder's Conference;
- C. amend the solicitation closing date;
- D. additional Drawings and Data Sheet
- E. updated Pricing Data Sheet; and

A. The Minutes of the Bidder's Conference

MINUTES OF THE BIDDERS CONFERENCE

Solicitation: T2012-210051

MV Holiday Island MES, Rescue Boat & Davit Installation

Date of meeting 19 Aug 2021 (1pm ADT)

List of Attendees

Name	Title	Organization
Chris Young	Contracting Authority	PSPC
Maurice Sabourin	Technical Authority	Transport Canada
Steve Raisbeck	Technical Superintendent	Northumberland Ferries Limited
Benoit Claveau	Estimator/Coordinator	Lyonsbrook Piping & Welding Limited
Gordon Steeves	Proposal Coordinator	CME Limited
Matt Connors	Project Manager	CME Limited
Marley Field	Naval Architect/P.Eng	CME Limited
Bud MacRoberts	Electrical Dept Head	CME Limited
Shone Bray		CMS Steel Pro
Bill Hopkins		CMS Steel Pro

Call Meeting to Order

Meeting was called to order at 1:05AM in order to give bidders an opportunity to join in the call.

Intro

The Contracting Authority (CA) introduced himself and the Transport Canada Technical Authority and NFL's Technical Superintendent to the attendees.

The CA gave a short overview of the project, as per the solicitation, for the installation of the Marine Evacuation System, Rescue Boat and Davit onboard the MV Holiday Island.

Solicitation Info

The CA reviewed some of the key points for the solicitation including:

Bid Submissions – The CA reiterated that submissions will only be accepted by ePost or facsimile only, no hard copies.

Proposed Work Location: Pictou Marine Terminals
2 Depot Street
Pictou, Nova Scotia B0K 1H0

Delivery

Attendees were reminded the all work under the awarded contracted is to be carried from 18 October 2021 to 19 November 2021.

NB: The MES FSR will need to have access to the ship to install the equipment no later than November 22, 2021. This means that all welding, painting, bowing line tracks, vacuum lines to be all run and connected, any work on the FRC & davit that may interfere with the MES and link rafts, etc. must also be completed that date.

Tender Deliverables

The Technical Authority (TA) discussed the Statement of Work (SOW) with the attendees.

The final work dates will be confirmed by the CA and addressed in an Amendment during the solicitation period.

Hot work – NFL noted that CA noted that the contractor must abide by NFL's hot work policy and all hot work certificates must be obtained through NFL for all hot work.

COVID Protocols

Attendees were informed that they must abide by NFL COVID protocols. NFL has a specific protocol for contractor management including its sub-contractors. The attached NFL Contractor Management COVID form, attached herein, must be filled out by all contractors that will be on board the vessel. The forms must be updated weekly.

Bidders Questions and Canada Answers

Q1. Are drawing approvals (structural and electrical) with Lloyd's going to be the responsibility of the Contractor?

A1. Yes, the drawing approvals will be the responsibility of the Contractor. There is an allowance in the Basis of Payment for the approval requirements with Lloyd's Register (LR).

Q2. Is organizing inspections with Lloyd's and the associated costs the responsibility of the Contractor?

A2. Organizing the inspections with LR is the responsibility of the contractor as is the associated costs. For all scheduled inspections, the contractor is responsible for notifying the Technical Authority in the event that the TA or its representative want to be available for the inspection.

Q3. What equipment is government supplied?

A3. Transport Canada, via NFL Ferries, will supply the Marine Evacuation Systems (MES X 2), life rafts, the rescue boats and their cradles (x 2) and the boat davits (x 2).

Q4. What is the coating system currently on the vessel?

A4. The current coating system on the vessel is Intershield 300 @ 6 mils, Intershield 300 stripe coat of the welds, Interthane 990 @ 2-3 mils with glass bead where required.

Q5. Is the asbestos testing and any abatement required going to be covered as an extra cost to the contract?

A5. The contractor is responsible for testing for asbestos if it is suspected to be in the affected area. Abatement will be an extra, if required. Asbestos is not expected to be in the area of work for this project.

Q6. Is the contractor responsible for supplying the light fixture inside the MES enclosure? And if so what type of fixture is required for the application?

A6. The Contractor is to supply 2 each light fixtures for each of the two MES enclosures – one light at the inboard corners on each side of the enclosure. Light fixtures to be LED type marine, emergency battery backup approx. 9W x 120V, and will be connected as an extension of the existing circuits for supply of power to emergency lighting points at the boat/raft stations.

Q7. Are there any specific requirements for the new light post?

A7. Posts have to be able to swivel and lock inboard and outboard, for illumination in case of an evacuation.

Q8. What facilities will the Contractor be responsible to supply in terms of washrooms and lunchroom or will the vessel facilities be available for use?

A8. NFL will be preparing to winterize the vessel and the contractor should make arrangements for its own washrooms. Additionally, the dining/cafeteria area of the vessel will not be available and contractors should make arrangements to accommodate their employees.

Q9. What will be the rules on the vessel with respect to COVID?

A9. In accordance with public health guidance, social distancing is required by all of the Contractor's staff. NFL will require forms to be filled out weekly by everyone on site and submitted to NFL. As regulations change, contractors will be informed accordingly and will required to adjust as per NFL's policies and public health requirements. Attached is NFL's COVID program/procedures.

Q10. Section 5.2 - Can you provide a definition for transit as normally a transit is not a location of termination?

A10. Regarding section 5.2 of the Statement of Work, delete in its entirety and replace with the following:

“5.2 Electrical Removals

The electrical cabling for the existing liferaft davits (P&S) and the small inflatable workboat davit (P) shall be pulled back and terminated at the nearest junction box. The cables shall also be terminated at the applicable distribution panel.

The electrical cabling for the existing emergency lights in way of the original lifeboat davit legs, forward and aft, shall be pulled back and tagged for reinstallation at the new light post locations.

All existing redundant cable transits in the Boat Deck for the original safety equipment being removed and the emergency light posts being relocated shall be removed and/or blanked.”

Q11. Section 5.2 - Does "the cables shall also be terminated at the applicable distribution panel" mean to re-terminate as a spare in the applicable distribution panel as TP127E states that distribution panels cannot be used as junction boxes?

A11. This statement shall be interpreted to mean that existing cables shall be disconnected from the terminals at the existing distribution panels. The cables taken out of the distribution panel, a junction box installed and cable terminated in junction box and identified.

Q12. Section 5.2 - The lifeboat davits are fitted with remote start/stop stations are these to be removed along with the cables?

A12. All electrical equipment associated with the original lifeboat davits are to be removed. Cables can remain in place with any loose length neatly coiled and secured provided the ends are terminated in a junction box and identified.

Q13. Section 5.2 – Both lifeboat and workboat davits have starter cabinets fitted in the emergency generator compartment, what is the intent for these starters? The current configuration of the two lifeboat davits is that they are feed from the MCR switchboard to the emergency generator room starters then to motor feeds to the davit on deck and the workboat boat davit is feed from the emergency switchboard in the emergency generator compartment to the starter with motor feeds to the davit on deck. Is this the desired configuration for the new davit?

A13. The power supply for the new davits shall be 440/3 @ 64 amps. (See attached electrical schematic at sheet 6.) Given that this ampacity exceeds that of the original cables, it will be necessary to supply and install a new cable between the breaker at the ships distribution panel, and the electrical panel at each davit – total of 2 runs. In addition, new breakers in required capacity shall be provided for installation at the electric distribution panel being used – total of 2 breakers. The new supply cable arranged from the ships 440V distribution system to each davit is to be in accordance with the requirements of TP-127 and LR class.

Q14. Section 5.2 - Would it be possible to amend the spec to install a junction box below the existing davit locations to terminate the power feeds to avoid disturbing the existing, rotted and paint covered bronze armoured marine cable? The way the wiring is currently there is a high likelihood of damaging the cables as well as the surrounding cables during the removal.

A14. Yes, the SOW is hereby amended to note that once the existing cables are pulled back to the deck area below the davits, the cables can then remain in place after disconnection from the existing davits through the use of a termination within a junction box. The deck penetrations vacated by removal of these cables shall be removed and sealed. Existing cables will also be disconnected from the terminals at their distribution panels and the loose ends are then to be terminated in a junction box and identified. See also Q 12. Above.

Q15. Section 5.3 - What are the full load amps or HP of the davit motor?

A15. The winch motor is 11 kw and hydraulic pump motor is 3.2 kw. The breaker for the incoming feed to the davit electrical system is 64 amps and which includes the above loads (see data sheet attached).

Q16. Section 5.3 - Upon inspection of the current power supplies to the existing davits we found it to not be TP127E compliant, it was seen that the power feeds to the lifeboat and workboat boat davits were 14AWG/15A and feed from a 30A breaker in the MCR switchboard, how would PWGSC like to address the situation?

A16. See reply to Q13 above.

Q17. Section 5.3 - Does the new davit come supplied with remote start/stop station, starter controller and emergency stop? If these are supplied are they fitted to the davit or are they installed elsewhere?

A17. The Davit's electrical system includes start/stop, emergency stop, motor controller. etc. and all are contained within an electrical enclosure mounted on the davit. The 440v/3ph supply from the ship is terminated here. See electrical drawing E20.0026.01 for further details.

Q18. Will DSS Marine require contractor assistance during the deployment and recovery of the MES?

A18. The contractor will be required to assist DSS Marine, MES Supplier, with the following assistance: during the deployment and recovery of the MES:

- a) during the installation and harbour deployment, DSS will requires a crane and man baskets or man lifts and qualified personnel to operate.
- b) divers will be required to recover canisters during the deployment.

Q19. For the MES certification, who will be responsible?

A19. DSS Marine will be responsible, via a separate contract currently in place, to contact LR and ensure there is someone available for the MES certifications.

Closing

The meeting was brought to a close at 1:35PM ADT.

B. Additional Questions posed by Bidders, post Bidder's Conference

Q20. Is there a bowsing line arrangement drawing? If not will this be supplied or Contractor's responsibility for creation and approval?

A20. See the attached drawing for LSA option 3. Note that the bowsing lines will be placed so they have an asymmetrical arrangement of lengths with regards to fore and aft line positions. The forward line has been shortened somewhat in comparison to the aft line so as to provide clearance for launching the rescue boat without interference.

Q21. Are there any drawings for the foundations and/or manufacturer installation drawings for the MES and davits?

A21. See the attached drawings. (NB: The drawing supercedes drawing HOL-01 with respect to forward bowsing line arrangements)

Q22. From our suppliers regarding Lloyds Grade A material. Do you suppose this would be an option?? *"Lloyds approved is something we likely won't be able to price. We can provide laser quality graded material with all back up mill certs. If equivalent material is acceptable we should most likely be able to quote."*

A22. The equivalent material being proposed would be accepted provided that LR indicates that it is acceptable to them with respect to class requirements for this project.

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C. Amend the solicitation closing date.

Solicitation Closes:

at – 02:00 PM

on – 2020-09-09 (9 September 2021).

Time Zone: Atlantic Daylight Time (ADT)

D. Additional Drawings attached.

1. Electrical Drawing - E20.0026.01
2. HOL-01 Issue 2
3. HOL-02 Issue 2
4. HOL-03 (Issue 1)
5. J18090-MES + Rescue Boat-Davit sketch - LSA Option 3
6. Technical Data Sheet

E. Pricing Data Sheet - delete Annex "F" in it's entirety and replace with the following:

Annex "F" - FINANCIAL BID PRESENTATION SHEET

Proposed Work Location: Pictou Marine Terminals
2 Depot Street, Pictou, Nova Scotia, Canada B0K 1H0

1. Evaluation of Price

a)	Known Work - Strip out of old equipment and cabling As per Annex A for a FIRM PRICE of:	\$ _____
b)	Known Work – Steel work/Installation As per Annex A for a FIRM PRICE of:	\$ _____
c)	Subcontractor Allowance - FSR Services (Lloyd's Register) Allowance markup _____% (max 10%) x \$5000.00 (estimate) for a PRICE of:	\$ _____
d)	Known Work – Cranage (including 2 days to assist MES FSR during deployment) As per Annex "A" for a FIRM PRICE of:	\$ _____
e)	Known Work - Travel and Living As per Annex "A" for a FIRM PRICE of:	\$ _____
f)	Unscheduled Work – Regular Labour Rate Estimated labour hours at a firm Charge-out Labour Rate, including overhead and profit: 200 person hours x \$ _____ per hour for a PRICE of:	\$ _____
g)	Evaluation Price HST Excluded [a + b +c + d + e + f]: For an EVALUATION PRICE of:	\$ _____

2. Unscheduled Work

2.1 Price Breakdown:

The Contractor must, upon request, provide a price breakdown for all unscheduled work, by specific activities with trades, person-hours, material, subcontracts and services.

2.2 Pro-rated Prices:

Hours and prices for unscheduled work will be based on comparable historical data applicable to similar work at the same facility, or will be determined by pro-rating the quoted work costs in the Contract when in similar areas of the vessel.

2.3 Payment for Unscheduled Work:

The Contractor will be paid for unscheduled work arising, as authorized by Canada. The authorized unscheduled work will be calculated as follows:

Number of hours (to be negotiated) x \$ _____, being the Contractor's firm hourly charge-out labour rate which includes overhead and profit, plus net laid-down cost of materials to which will be added a mark-up of 10 percent, plus Applicable Taxes. The firm hourly charge-out labour rate and the material

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mark-up will remain firm for the term of the Contract and any subsequent amendments. The 10% mark-up rate for materials will also apply to subcontracted costs.

2.4 Overtime

No overtime work will be compensated for under the Contract unless authorized in advance and in writing by the Contracting Authority. Any request for payment must be accompanied by a copy of the overtime authorization and a report containing such details as Canada may require with respect to the overtime work performed. Compensation for authorized overtime will be calculated by taking the average hourly direct labour rate premiums, plus certified fringe benefit additives, plus profit of 7 1/2 percent on labour premium and fringe benefits. These rates will remain firm for the duration of the Contract including all amendments and are subject to audit if deemed necessary by Canada

All other terms and conditions remain unchanged