



## RETURN BIDS TO:

## RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des soumissions -  
TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau, Québec K1A 0S5

Bid Fax: (819) 997-9776

## 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

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

<b>Title - Sujet</b> NGCC Leim - CCGS Leim	
<b>Solicitation No. - N° de l'invitation</b> F3065-210139/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> F3065-210139	<b>Date</b> 2021-09-14
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MD-040-28321	
<b>File No. - N° de dossier</b> 040md.F3065-210139	<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> Eastern Daylight Saving Time EDT <b>on - le 2021-10-07</b> Heure Avancée de l'Est HAE	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Abbas, Haitham	<b>Buyer Id - Id de l'acheteur</b> 040md
<b>Telephone No. - N° de téléphone</b> (873) 469-4678 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

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>

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Amendment 001 is published to:

1. Extend bid closing date
2. Answer bidders questions
3. Amend the solicitation document

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1. The solicitation closing date has been extended to October 7<sup>th</sup>, 2021 at 2:00PM DST

## 2. Answer bidders questions

**Q001:** Will the GHS Model of the CCGS Leim be provided at the award of contract? For the Inclination, Trim & Stability

**A001:** SOW 11.9 will be replaced by the attached document; In summary the CCG will provide the naval architecture firm and the GHS model

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**Q002:** Is it possible to bring the ship to the yard later than October 18th? We will be aiming for more between November 6 and 18

**A002:** These dates are the maximum acceptable for Safety reasons, ice conditions and the time needed for the work, so as soon as the contract is awarded, the ship will go to the yard if possible or to a nearby place to wait for its exit of the water

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**Q003:** Item G.1.3: We were very surprised to find such a requirement in the technical specifications and not in section 2.7 or 2.7.1 of the tender document. Is it possible to do the work more at the end of January to the beginning of March? The main purpose of bidding on such a wintering vessel is to have work during winter and spring which are dead seasons for shipyards

**A003:** The purpose of such a requirement is precisely to avoid the delays that afflict Canada's ships, this ship has been stationary since March 2021 and it is unthinkable and unacceptable for us that it be delivered late in the spring. , but we can change G.1.3 to help serious projects

**Delete:** G 1.3.1.1 Work deadlines: As a first step, the contractor must prioritize hull work requiring dry docking, such as shaft line and hull painting and hull valve inspection, this work must be completed before mid-December 2021. If the yard keeps the ship out of the water for the wintering period, this deadline will not change.

**Insert:** G1.3.1.1 Work deadlines: As a first step, the contractor must prioritize the hull work requiring its dry docking, for example the shaft line and the painting of the hull and the inspection of the hull valves. , this work must be completed before the first week of March, the contractor must agree to respect this deadline.

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3. Amend the solicitation document

a) Replace 2.5 Bidders Conference with:

**2.5 Bidders' Conference**

A bidders' conference call will be held on **Wednesday September 22, 2021, at 1:30PM (EDT).**

To join the conference:

- Toll-free dial-in number (Canada/US): 1-855-288-0982 or 1-855-244-8677
- Local dial-in number: 1-416-915-6530
- Attendee access code: 95230025

The scope of the requirement outlined in the bid solicitation will be reviewed during the conference and questions will be answered. It is recommended that bidders who intend to submit a bid attend or send a representative.

Bidders are requested to communicate with the Contracting Authority before the conference to confirm attendance. Bidders should provide to the Contracting Authority, by email to [Haitham.Abbas@pwgsc-tpsgc.gc.ca](mailto:Haitham.Abbas@pwgsc-tpsgc.gc.ca), the name(s) of the person(s) who will be attending no later than **Tuesday September 21, 2021, at 4PM (EDT)**. Without confirmation, the bidders' conference could be cancelled.

Any clarifications or changes to the bid solicitation resulting from the bidders' conference will be included as an amendment to the bid solicitation. Bidders who do not attend will not be precluded from submitting a bid

b) Delete the Table inserted in 6.3(2) and Annex H H6(2), and insert the following table in its place:

Shipyard / Ship Repair Facility	City	Applicable Vessel Transfer Cost (Unmanned)
Canadian Maritime Engineering	North Sydney, NS	\$19,161.00
Canadian Maritime Engineering	Sambro, NS	\$23,026.00
Canadian Maritime Engineering	Clareville, NL	\$24,252.00
Canadian Maritime Engineering	Pictou, NS	\$18,788.00
Caraquet Marine	Caraquet, NB	\$14,284.00
Davie Industries	Levi, QC	\$3,727.00
Irving Shipbuilding Inc.	Halifax, NS	\$22,946.00
Heddle Marine	Hamilton, ON	\$9,674.00
Heddle Marine	(PortW) - St. Catharines, ON	\$8,928.00
Heddle Marine	(TBay) - Thunderbay, ON	\$29,582.00
NewDock Dockyard - St. John's, NL	St. John's, NL	\$27,476.00

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North Sydney Marine	North Sydney, NS	\$19,161.00
Groupe Ocean	Isle-aux-Coudres, QC	\$4,051.00
Groupe Ocean	Quebec City, QC	\$3,727.00
Shelburne Ship Repair	Shelburne, NS	\$28,249.00
Verreault Navigation Inc.	Les Mechins, QC	\$9,301.00

c) Delete 11.9 of Annex A and replace with:

## **11.9 INCLINING EXPERIMENT, TRIM AND STABILITY BOOKLET**

### **11.9.A Identification**

- A.1 The Contractor must provide the manpower and certified weights to assist Fleetway in conducting a lightship survey and inclining experiment, in the presence of the ABS Surveyor, upon completion of the work and prior to vessel redelivery.
- A.2 Fleetway (Subcontracted by CCG) must conduct a lightship survey, perform an inclining experiment on the ship and produce the resulting new Trim and Stability Booklet.
- A.3 Fleetway must produce an inclining experiment report and must submit to ABS for approval. The results from the inclining experiment must form the baseline for the Trim and Stability Booklet.
- A.4 The inclining experiment must be done after the ship is undocked and after completion of all core work and all anticipated lightship weight changes.
- A.5 The Contractor must record all weight movement within the vessel and all weight removed and added to the vessel as a result of the work.
- A.6 The Inclining experiment and lightship survey must be carried out as directed by the attending ABS Surveyor and as described in the IMO International Code on Intact Stability, 2008 (2008 IS Code). This task involves moving a series of known weights, normally in the transverse direction, and then measuring the resulting change in the equilibrium heel angle of the vessel. By using this information and applying basic naval architecture principles, the vessel's vertical center of gravity KG will be determined.

### **11.9.B References**

#### **B.1 Equipment Data**

- B.1.1 CCGS LEIM Stability Booklet 2013
- B.1.2 CCGS LEIM Stability Booklet 2015

#### **B.2 Drawings and Documents**

- B.2.1 All ship's drawings are listed in the General Notes. The following Drawings are to be considered as Guidance Drawings.

Drawing Number	DRAWING TITLE
ISV22-38541RMM4	Draft Marks
ISV22-30002RMM3	Inboard Profile
ISV22-30000RMM13	General Arrangement
ISV22-10130RMM12	Tank Plan
ISV22-10010RMM12	Lines Plan

### B.3 **Regulations and Standards**

- B.3.1 The following Standards and Regulations apply to work carried out in this section; The Contractor must ensure all work completed in this section meets these Standards and Regulations as well as any other pertinent Federal/Territorial Regulation or Standard:

Publications	Title	Supplied by:
MECTS-#3350860-v5	Trim and Stability Book Production	CCG
MECTS-#4052524-v1	Inclining Experiment and Lightship Survey Checklist	CCG
Standards	Title	Supplied by:
TP 7301E	Transport Canada: Stability, Subdivision and Load Line Standards, STAB 2 and STAB 6	Contractor
TP 10943	Transport Canada, Marine Safety, TP 10943, Part II Damage Stability	Contractor
2008 - IS Code	IMO International Code on Intact Stability, 2008 (2008 IS Code).	Contractor
Regulations	Title	Supplied by:
CSA 2001	Canada Shipping Act 2001	Contractor
Canada Labour Code	Canada Labour Code (R.S.C., 1985, c. L-2)	Contractor
MOHS	Maritime Occupational Health and Safety	Contractor

### **11.9.C Statement of Work**

- C.1.1 The Contractor must provide the manpower and certified weights to assist Fleetway in conducting a lightship survey and inclining experiment, in the presence of the ABS Surveyor, upon completion of the work and prior to vessel redelivery.



- C.1.2 Fleetway must prepare an inclining experiment procedure. The procedure must be submitted to ABS for review and approval at least 2 weeks prior to the planned date of the inclining experiment.
- C.1.3 At the completion of the Inclining Experiment Fleetway must produce an Inclining Experiment Report which must be reviewed and submitted to the TA and ABS for approval.
- C.1.4 Fleetway must provide a new Trim and Stability Booklet, in metric units, for the modernized vessel in the condition at time of return of custody to Canada.
- C.1.5 Fleetway must assess the stability of the vessel for all operating conditions. Intact stability must be assessed for all operating conditions against the requirements of TP 7301. If the vessel is found to not meet the requirements in any respect, the TA and the ABS surveyor must be notified immediately.
- C.1.6 Fleetway must prepare the new stability booklet according to Transport Canada, Marine Safety, TP 10943, Part II.

#### **11.9.D Proof of Performance**

##### **D.1 Inspection Points**

- D.1.1 The Contractor is responsible for, and must schedule, all regulatory inspections. The ABS surveyor must be given 48 hours notice for attendance.

##### **D.2 Testing / Trials**

- D.2.1 The Contractor must hold a planning/scheduling meeting with the TA, to include CCG staff, one month prior to the inclining experiment. This meeting is to focus on requirements, scheduling and necessary CCG resources.
- D.2.2 The Contractor must notify the TA 24 hours before the inclining experiment of the expected time of arrival of the ABS Surveyor and the expected time of the start of data gathering. The Contractor must provide at least 48 hours' notice to the ABS Surveyor.
- D.2.3 The Contractor must provide the TA and the ABS Surveyor access to compartment survey, tank soundings, draft mark readings, pendulums, and water density readings as they are taken.

##### **D.3 Certification**

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- D.3.1 The Contractor must submit the calibration certificate for the scale used to weigh the inclining experiment weights.

#### D.4 **Documentation**

- D.4.1 The Contractor must submit to the TA and ABS the certificate for the weights used for the inclining experiment.

#### D.5 **Training**

- D.5.1 Not used.