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Bid Receiving - PWGSC / Réception des soumissions
- TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Quebec

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

Marine Chartering Services Directorate/Direction des

services d'affrètements maritime

11 Laurier St./ 11, rue Laurier

Place du Portage, Phase III, 6C2

Gatineau

Quebec

K1A 0S5

Title - Sujet Diesel Gensets - CCGS Earl Grey	
Solicitation No. - N° de l'invitation F7049-210251/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client F7049-210251	Date 2022-05-03
GETS Reference No. - N° de référence de SEAG PW-\$\$MB-009-28644	
File No. - N° de dossier 009mb.F7049-210251	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2022-05-19 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B.	
Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Girard, Maude	Buyer Id - Id de l'acheteur 009mb
Telephone No. - N° de téléphone (418) 571-4028 ()	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

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AMENDMENT 004

Solicitation Amendment 004 is raised to:

1. Respond to questions from the industry;
 2. Modify the related sections of the Bid Solicitation in accordance with the answers provided.
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QUESTIONS AND ANSWERS

Question 3:

Anti-vibration mounts position

As per 3.3.2, Anti-vibration mounts are requested between the engine/alternator and the base frame. Would it be accepted to have the engine/alternator mounted rigid on the base frame with Anti-vibration mounts mounted under the base frame? This is the current D16MG design in the vessel, it is a proven design and well accepted by the industry.

Answer 3:

Yes this is acceptable as long as each engine/alternator set comes on one continuous skid suitably isolated from the ship.

Question 4:

Raw water temperature

As per 3.4.4.1 e) The maximum raw water temperature is 35 deg. C. This is in contradiction with 3.2.1 and 3.2.2 which states 30 deg. C. Since most of engine OEM designs there cooling system for maximum 32 deg. C, can the maximum sea water temperature at engine inlet be 32 deg. C?

Answer 4:

Please delete the reference to 35 Degrees Celsius from section 3.4.4.1 of the TSOR. The maximum Sea Water Temperature at engine inlet must be changed to a maximum of 30 Degrees Celsius, so proposed units designed with a maximum of 32 Degrees Celsius will be accepted.

Question 5:

Anti-condensation heaters

As per 3.5.1.2, the anti-condensation heaters are requested to be with thermostat. As per industry standard as per current installed gensets, the generator OEM sizing of the anti-condensation heaters prevent any high temperature problems. Can the requirement be changed as per industry standard to: anti-condensation heaters properly sized by the generator OEM, with interlock control to be de-activated when the generator is running?

Answer 5:

Yes, this is acceptable.

Question 6:

Local main panel material

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As per 3.6.1, the local main panel must be of stainless steel construction. As per current local panel install in the vessel and industry current practice, can the stainless construction be changed to proper marine grade paint, as long as the panel meets IP54?

Answer 6:

Yes a substitute is acceptable as long as the panel meets IP54.

Question 7:

Local main panel power supply

As per 3.6.1 a) : the main supply must be 120V. We suggest this be changed to 24V as per current installation of the Volvo Penta local panel in the vessel and as per industry standard

Answer 7:

Yes, the requirement will be changed to indicate a requirement of a 24VDC main supply and a 24VDC backup supply.

Question 8:

VAC control and monitoring

As per 3.6.1 c) i to iv, 3.6.2.4, 3.6.3.2 a) to i) and 3.6.3.4 : VAC metering, warning and trip are requested to integrate in the generator set local panel. Currently in the vessel it is not the case. This is the function of the Easy-gen controller in the switchboard. It is also a common practice to have all VAC metering and alarms done with a proper dedicated control module such as the Easygen controller. Can these requirement be removed or replaced by specifications of a switchboard mounted panel as per current installation and industry best practice?

Answer 8:

Yes, these requirements can be removed. See the modifications to the bid solicitation below.

Question 9:

Turbo rpm monitoring

As per 3.6.2.5.1 m), engine monitoring must include turbo rpm. Turbo speed monitoring is not present in this size of engine, may this requirement be removed?

Answer 9:

Yes, this requirement can be removed.

Question 10:

Load shed command signal

As per 3.6.2.6.1 d) A output relay must indicate a signal for load shed command. Please give more details for this request

Answer 10:

This requirement will be removed. See the modifications to the bid solicitation below.

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Question 11:

Classification society for FAT

As per 4.2, the results of the FAT must be signed off by the attending class surveyor. Must the classification society of the surveyor be ABS or other IACS society such as BV / DNV-GL / Lloyds will be accepted in order to maximize the genset proposal?

Answer 11:

As the Vessel is currently delegated to ABS, an ABS approval certificate must be provided with delivery of the new units. All related costs associated with obtaining this certificate from ABS must be included in the Contractor's pricing for the supply of the new gensets.

MODIFICATIONS TO THE BID SOLICITATION

Related to the Answer to **Question 3** above, reference Annex A, TSOR is amended as follows:

Delete: Section 3.3.2 in its entirety;

Insert: Each complete Genset must be mounted on a common, skid-type steel base frame. The engines/alternators **should must be either insulated from the frame by suitably rated and oil resistant anti-vibration mounts, or rigidly mounted on the base frame with anti-vibration mounts mounted under the base frame, as long as each engine/alternator set comes on one continuous skid suitably isolated from the vessel.** The complete Genset skid assemblies must be capable of fitting into a maximum footprint of 3050 mm in length by 1560 mm in width. The Gensets must be a maximum of 1700 mm in height.

Related to the Answer to **Question 4** above, reference Annex A, TSOR is amended as follows:

Delete: Section 3.4.4.1 e) in its entirety;

Insert: Each engine's dual cooling water system (freshwater and sea water) must be cooled using water coolers constructed for high ambient/engine temperatures. The coolers must be capable of cooling the engine when the diesel alternator set is delivering full rated load at a maximum raw water temperature of **30° C** and an ambient air temperature of up to 50°C, in accordance with Section 3.2.

Related to the Answer to **Question 5** above, reference Annex A, TSOR is amended as follows:

Delete: Section 3.5.1.2 in its entirety;

Insert: Each alternator must be fitted with **anti-condensation heaters properly sized by the generator OEM, with interlock control to be de-activated when the generator is running.**

Related to the Answer to **Questions 6 to 10 inclusively** above, reference Annex A, TSOR is amended as follows:

Delete: Section **3.6.1** in its entirety;
Section **3.6.2.4** in its entirety;
Section **3.6.2.5** in its entirety;
Section **3.6.2.6.1** in its entirety;
Section **3.6.3.2** in its entirety;
Section **3.6.3.4** in its entirety;

Insert:

3.6.1 The local main diesel generator control panel must be a sturdy, self-supporting, of stainless steel construction. **A substitute would be acceptable as long as it meets ABS/IP 54 protection standards.** It must comprise all equipment necessary to support the function, controls and modes of operation described below:

- a) Must use a **24VDC** main supply and a **24VDC** backup supply.
- b) Automatic controls including operator interface capable of communications for transmission of status and alarms.
- c) Comprehensive indication including but not limited to:
 - i. Lube oil pressure/temperature
 - ii. Fuel system monitoring.
 - iii. Engine/Alternator speed.
 - iv. Coolant temperatures.
 - v. Start fail.
 - vi. Panel controls for circuit breaker.
 - vii. Panel controls and status of diesel alternator test, manual and automatic operations.
 - viii. Emergency stop – lock down / twist to release mushroom style.

3.6.2.4 Alternator AC Output Metering

3.6.2.4.1 The alternator set must be provided with a metering set including the following features and functions:

- a) The control system must log total number of operating hours and total kW hrs.
- b) The control system must log total fuel consumed given certain number of operating hours and or total kW hrs.

3.6.2.5 Engine Status Monitoring

3.6.2.5.1 The following information must be available from a digital display status panel on the alternator set control:

- a) Engine oil pressure (psi or kPA)
- b) Engine coolant temperature (degrees C)
- c) Jacket Water Pressure
- d) Raw Water Pressure
- e) Engine oil temperature (degrees C)
- f) Engine speed (rpm)
- g) Number of hours of operation (hours)
- h) Number of start attempts
- i) Fuel pressure
- j) Air manifold pressure
- k) Cylinder exhaust temperature
- l) Stack temperature

3.6.2.6.1 The control system must provide a minimum of **three (3)** programmable output relays. These relay outputs must be configured for any alarm, shutdown, or status condition monitored by the control. The relays must be configured to indicate at a minimum:

- a) Alternator set operating at rated voltage and frequency,
 - b) Common warning,
 - c) Common shutdown.
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3.6.3.2 The diesel alternator protection must include warnings and trips including but not limited to:

- a) Stator Winding and Bearing Temperature alarms.
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ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED