



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

Bid Receiving - PWGSC / Réception des soumissions -  
TPSGC  
Gatineau  
Québec

**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 Construction, Refit and Related  
Services/Construction navale, Radoubs et services  
connexes  
11 Laurier St. / 11, rue Laurier  
6C2, Place du Portage  
Gatineau  
Québec  
K1A 0S5

<b>Title - Sujet</b> CCGS McLaren- Drydocking & Storage	
<b>Solicitation No. - N° de l'invitation</b> F7044-211566/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> F7044-211566	<b>Date</b> 2022-06-08
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MC-038-28660	
<b>File No. - N° de dossier</b> 038mc.F7044-211566	<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 2022-06-17</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> Robson, Vicki	<b>Buyer Id - Id de l'acheteur</b> 038mc
<b>Telephone No. - N° de téléphone</b> (613) 286-4376 ( )	<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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

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## **Solicitation Amendment #002**

This amendment is raised to:

- Add and modify sections of the RFP
  - Add Insurance Requirements
  - Add Annex "F"- Financial Bid Presentation
  - Update Annex D- Bidder Questions and Canada Responses
  - Post the minutes from the Bidder's Conference.
- 

### **1. Add RFP Section 2.8- Vessel Unmanned**

The vessel will be unmanned during the work period and will be considered to be out of commission. The vessel during that period will be in the care and custody of the Contractor and under its control.

In the event the vessel is required to be towed:

- a) The tow must take place, in an uninterrupted manner, while the vessel is in the care, custody and control of the Contractor, in accordance with Annex G;
- b) The tow must comply with the insurance requirements of the Contract as per Annex C. The Contractor must maintain continuous insurance coverage without lapses between the Ship Repairers Liability Insurance, Marine Liability Insurance, and Marine Hull Insurance;
- c) The planned towing date must be reflected in the Preliminary Schedule submitted with the bid;
- d) The Bidder must include **\$75,000.00 CDN in the bid**, for the cost of towing insurance and vessel valuation, to be adjusted up or down after award;
- e) The bidder must include, in the bid, all other associated towing costs such as the tow, storage, docking and undocking

For details, please refer to Appendix 1- Acceptance Certificate of Annex "G"- Vessel Custody

For details please refer to Appendix 2- Acceptance Certificate of Annex "G"- Vessel Custody

### **2. Update RFP Section 3.3.1 Section II: Financial Bid**

**Delete:** Bidders must submit their financial bid in accordance with the Pricing Schedule in Annex "B". The total amount of applicable taxes must be shown separately.

**Insert:** Bidders must submit their financial bid in accordance with the **Financial Bid Presentation Sheet in Annex "F"**.

### **3. Modify Section 7.15- SACC Manual Clauses**

**Delete:** A0024

#### **4. Add Section 7.17- Stability**

The Contractor will be solely responsible for the stability and trim of the ship during the period the vessel is in the care, custody and control of the Contractor. The Contractor must maintain weight change information pertinent to the vessel's stability during the docking period. The Technical Authority will supply

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

the Contractor with cross curves of stability, hydrostatic curves, tank status, location of centre of gravity, and other information relevant to the ship's condition upon handing over of the vessel.

## 5. Add Section 7.18- Vessel Unmanned

The vessel will be unmanned during the work period and will be considered to be out-of commission. The vessel during that period will be in the care and custody of the Contractor and under its control.

In the event that the vessel requires to be towed:

- a) The tow must take place in an uninterrupted manner, while the vessel is in the care, custody and control of the Contractor, in accordance with Annex G;
- b) The tow must comply with the insurance requirements of the Contract as per Annex C. The Contractor must maintain continuous insurance coverage without lapses between the Ship Repairers Liability Insurance, Marine Liability Insurance, and Marine Hull Insurance;
- c) The Contractor must provide the Contracting Authority with towing insurance evidence at least 7 days prior to the commencement of the tow, i.e: Certificates of Insurance with respect to the Marine Liability Insurance and the Marine Hull Insurance as outlined in Annex C, confirming that the insurance policies complying with the requirements are in force for the upcoming tow to the subsequent facility;
- d) Towing details must be updated in associated contract reporting and scheduling.

Refer to Annex "G"- Vessel Custody for details.

## 6. Modify Annex "B"- Basis of Payment

**Delete:** Note: Bidders must indicate the following items, their unit bid price, excluding taxes

**Insert:** Annex "B" will form the Basis of Payment for the resulting Contract and should not be filled in at the bid submission stage.

**Delete:** B1 Pricing Table, in its entirety

**Replace With:**

	Description	Firm Price (CAD\$)
<b>B1</b>	Known Work (work as stated in Part 7- Article 7.1 and specified in Annex "A"- Statement of Work.	\$
<b>B1.1</b>	Transfer of CCGS McLaren to a drydock storage arrangement and tasks performed as per Annex "A"	\$
<b>B1.2</b>	Cost of Towing from BIO to Contractor Facility	\$
<b>B1.3</b>	Cost of Towing from Contractor Facility to BIO	\$
<b>B1.4</b>	CCGS McLaren returned to CCG custody and tasks performed.	\$

## 7. Add Insurance Requirements

### Add to Annex C:

#### C3. Marine Liability Insurance (when towing)

1. The Contractor must obtain protection and indemnity insurance that must include excess collision liability and pollution liability during the tow of the vessel from Bedford Institute of Oceanography to\_\_\_\_\_. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the [Marine Liability Act](#), S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.
2. The Contractor must obtain worker's compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the territory or province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is subject to an additional contravention, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.
3. The protection and indemnity insurance policy must include the following:
  - a. Full joint insured: Canada is added as full joint insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as full joint insured should read as follows: Canada, represented by Public Works and Government Services Canada.
  - b. Waiver of subrogation rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by the Canadian Coast Guard/the Department of Fisheries and Oceans, and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.
  - c. Notice of cancellation: The Contractor will provide the Contracting Authority a written notice of policy cancellation or any changes to the insurance policy as soon as the contractor becomes aware of any changes or cancellation.
  - d. Litigation rights: Pursuant to subsection 5(d) of the [Department of Justice Act](#), R.S.C. 1985, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

**For the province of Quebec, send to:**

*Director Business Law Directorate,  
Quebec Regional Office (Ottawa),  
Department of Justice,  
284 Wellington Street, Room SAT-6042,  
Ottawa, Ontario, K1A 0H8*

**For other provinces and territories, send to:**

*Senior General Counsel,  
Civil Litigation Section,  
Department of Justice  
234 Wellington Street, East Tower  
Ottawa, Ontario K1A 0H8*

A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

**C4. Marine Hull Insurance (when towing)**

1. The Contractor must obtain Hull & Machinery insurance covering the watercraft, its equipment and appurtenances, and maintain it in force during the tow of the vessel from Bedford Institute of Oceanography to \_\_\_\_\_ for an amount of not less than the agreed value of the watercraft as described below. Coverage must conform to the Institute Voyage Clauses (Hulls), 1/11/95, or an agreed equivalent.

CCGS Corporal McLaren M.M.V. (Mid Shore Patrol Vessel) **\$10,000,000.00 Canadian Dollars**  
Watercraft Agreed Value

2. The policy must include the following endorsements:
  - a. Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Canadian Coast Guard, the Department of Fisheries and Oceans, and Public Works and Government Services Canada for any and all loss of or damage to the watercraft, however caused.
  - b. Notice of Cancellation: The Contractor will provide the Contracting Authority thirty (30) days prior written notice of policy cancellation or any changes to the insurance policy.

**C5. Environmental Impairment Liability Insurance**

1. The Contractor must obtain Contractor's Pollution Liability insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$5,000,000 per accident or occurrence and in the annual aggregate.
2. If the policy is written on a claims-made basis, coverage must be in place for a period of at least 12 months after the completion or termination of the Contract.
3. The Contractor's Pollution Liability policy must include the following:

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

---

- a. Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.
- b. Notice of Cancellation: The Contractor will provide the Contracting Authority thirty (30) days prior written notice of policy cancellation or any changes to the insurance policy.
- c. Separation of Insureds: The policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
- d. Contractual Liability: The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.
- e. Incidental Transit Extension: The policy must extend to losses arising from any waste, products or materials transported, shipped, or delivered via any transportation mode to a location beyond the boundaries of a site at which the Contractor or any entity for which the Contractor is legally liable is performing or has performed the operations described in the contract.

**8. Add Annex "F"- Financial Bid Presentation**

*See below*

**ANNEX "F"- FINANCIAL BID PRESENTATION**

**SHEET F1 Price for Evaluation**

<b>A)</b>	<p><b>Known Work</b></p> <p>For work as stated in Part 1 of the solicitation- GENERAL INFORMATION Article 1.2.1 and specified in Annex "A"- Statement of Work:</p> <p><b>A1.</b> Vessel towing from CCG- BIO to Contractor Facility: \$ _____</p> <p>Proposed facility location _____</p> <p><b>A2.</b> Vessel drydocking arrangement and work performed: \$ _____</p> <p><b>A3.</b> Vessel towing (Return to CCG): \$ _____</p> <p><b>A4.</b> Vessel returned to CCG custody and work performed: \$ _____</p>	
<b>B)</b>	<p><b>Option to Extend Storage</b></p> <p>Monthly storage fee. \$ _____</p> <p><i>For evaluation purpose only, a 6 month rate will be applied.</i></p>	
<b>C)</b>	<p><b>Towing Insurance Cost Allowance</b></p> <p><i>*For the purposes of evaluation, Canada is providing an allowance for the cost of Insurance and valuation of the vessel.</i></p>	<b>\$75,000.00</b>
<b>D)</b>	<p><b>Unscheduled Work</b></p> <p><i>There is no minimum or maximum amount of unscheduled work nor is there a guarantee of such unscheduled work in the Contract.</i></p> <p>Estimated labour hours at a firm charge out labour rate including overhead and profit for evaluation purposes only:</p> <p>100 person hours x \$ _____ per hour for a PRICE of:</p> <p>Refer to Annex F, article F2.1 and F2.2 below.</p>	\$ _____
<b>E)</b>	<p><b>Evaluation Price</b></p> <p><b>A+B+C+D for an EVALUATION PRICE (applicable taxes excluded):</b></p>	\$ _____

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

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## **F2 Unscheduled Work**

The Contractor will be paid for unscheduled work arising as authorized by Canada.

Authorized Unscheduled Work will be calculated as follows:

Number of hours (to be negotiated) x \$        for the Contractor's firm hourly charge-out labour rate. This rate is to include consumables, overhead and profit. The net laid-down cost of materials may include a mark-up of ten percent (10%) plus applicable taxes. The firm hourly charge-out labour rate and the material mark-up will remain firm for the duration of the Contract including any subsequent amendments.

F2.1: Notwithstanding definitions or usage elsewhere in the Contract or in the Contractor's Cost Management System, when negotiating hours for unscheduled work, Canada will consider only those hours of labour directly involved in the production of the subject work package.

F2.2: Allowance for related labour costs such as management, all supervision, purchasing and material handling, quality assurance and reporting, first aid, gas free certification inspecting and reporting and estimating and preparing unscheduled work submissions will be included as overhead for the purposes of determining the charge-out labour rate as entered in section F2 above.

F2.3: The ten percent (10%) mark-up rate for material will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowable in the charge out labour rate. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

## **9. Add RFP Section 6.5- List of Proposed Subcontractors**

If the bid includes the use of subcontractors, the Bidder shall provide a list of all subcontractors including a description of the things to be purchased, a description of the work to be performed and the location of the performance of the work. The list should not include the purchase of off the shelf items and materials as ordinarily produced by manufacturers in the normal course of business.

## **10. Add RFP Section 7.19- Sub-contract List**

The Contracting Authority is to be notified, in writing, of any changes to the list of subcontractors before commencing the work.

In addition, the Contractor must monitor progress of sub contracted work and inform the Inspection Authority on pertinent stages of work to permit inspection when considered necessary by the Inspection Authority.

## **11. Correct SOW Article 4.14**

### **Delete:**

The Contractor will apply two (2) applications of an approved environmentally friendly and biodegradable oil-based fluid to preserve the entire outer shell of the vessel and ensure the preservation is intact. Ship2Shore™ Rust inhibitor is an acceptable product to use. One (1) application will be applied at the beginning of the dry dock and the second application will be applied within three (3) weeks of departure from the Contractor's facility back to the vessel's port. Prior to the second application, the Contractor will pressure wash the entire exterior of the vessel to remove any contaminants that may have collected on

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

---

the exterior of the vessel. The fluid will be approved by the CCG TA, CCG IA, and/or other representatives for Canada and prior to the first application by receiving the product's specification data sheet. The CCG TA and the CCG IA will be notified of the dates of application in advance. Should any preservation fluid be disturbed by any other work contained herein, the Contractor will reapply the application to those affected areas.

### **Replace With:**

The Contractor will apply two (2) applications of an approved environmentally friendly and biodegradable oil-based fluid to preserve the entire outer shell of the vessel and ensure the preservation is intact. Ship2Shore™ Rust inhibitor is an acceptable product to use. One (1) application will be applied at the beginning of the drydock and the second application will be applied within three (3) weeks before departure from the Contractor's facility back to the vessel's port. Prior to the second application, the Contractor will pressure wash the entire exterior of the vessel to remove any contaminants that may have collected on the exterior of the vessel. The fluid will be approved by the CCG TA, CCG IA, and/or other representatives for Canada and prior to the first application by receiving the products specification data sheet. The CCG TA and the CCG IA will be notified of the dates of application in advance. Should any preservation fluid be disturbed by any other work contained herein, the Contractor will reapply the application to those affected areas.

## **12. Annex D- Bidder Questions and Canada Responses**

Q4: Concerning point 4.21, instead of using the phased array ultrasonic NDT method, can we use a defined number of UT shot? If yes, what number would be used?

R4: No you cannot substitute the phased array ultrasonic NDT method for a defined number of UT shots.

## **13. Add Annex "G"- Vessel Custody**

This Work is going to take place with the vessel "out of commission" and therefore in the care, control and custody of the Contractor.

An ACCEPTANCE CERTIFICATE – ASSUMPTION OF CUSTODY OF CANADIAN GOVERNMENT SHIPS BY CONTRACTORS (attached as Annex "G" - Appendix 1) must be completed as required and a copy passed to the Inspection Authority.

To facilitate this turnover, representatives of the Contractor and Canada must confirm the condition of the vessel.

A vessel condition report must be appended to the below noted Certificate and must be accompanied by colour photographs and/or video in either conventional or digital format.

When the vessel is to be returned to the care, control and custody of Canada, an ACCEPTANCE CERTIFICATE – RESUMPTION OF **CUSTODY OF CANADIAN GOVERNMENT SHIPS BY THE CLIENT DEPARTMENT** (attached as Annex "G" - Appendix 2) must be completed and a signed copy passed to Canada for distribution.

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

---

**Annex G- Appendix I- Acceptance Certificate**

**ACCEPTANCE CERTIFICATE**

ASSUMPTION OF CUSTODY OF CANADIAN GOVERNMENT SHIPS BY

CONTRACTORS ACCEPTANCE OF CCGS Corporal McLaren M.M.V.

1. The undersigned, on behalf of the Canadian Coast Guard and of \_\_\_\_\_  
(contractor) acknowledge to have handed over and received respectively CCGS Corporal McLaren  
for the purpose of a drydocking storage arrangement, all in accordance with the terms and conditions  
of PWGSC Contract F7044-211566 and such documents, which form part of the said contract.
2. It is mutually agreed by all parties that the condition report by compartment or area shall be  
considered as an addendum to this Contract; and shall be a valid document in the taking over of the  
vessel by the Contractor, even if the inspection and signing occur after the signing of the Contract but  
within the agreed ten (10) day period.

SIGNED AT \_\_\_\_\_ PROVINCE \_\_\_\_\_ ON,

THE \_\_\_\_\_ DAY OF \_\_\_\_\_, \_\_\_\_\_

AT \_\_\_\_\_ HOURS.

FOR: .....  
Contractor

FOR:.....  
Canadian Coast Guard

WITNESSED BY:.....  
Public Works and Government Services Canada

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

**Annex G- Appendix 2- Acceptance Certificate**

**ACCEPTANCE CERTIFICATE**

RESUMPTION OF CUSTODY OF CANADIAN GOVERNMENT SHIPS BY THE CLIENT DEPARTMENT

ACCEPTANCE OF CORPORAL MCLAREN M.M.V

1. The undersigned, on behalf of \_\_\_\_\_ (*Contractor*) and of the Canadian Coast Guard, acknowledge to have handed over and to have received respectively the Vessel CCGS Corporal McLaren M.M.V, said vessel having been received by \_\_\_\_\_ (*Name of contractor employee who signed Assumption of Custody Doc*) on \_\_\_\_\_ (*Date Assumption of Custody Doc was signed*), for the purpose of a drydocking storage arrangement in accordance with the terms and conditions of PWGSC Contract Number F7049-211566.
2. It is mutually agreed by all parties that the liabilities and responsibilities of \_\_\_\_\_ (*Contractor*), as defined in Article 9 of PWGSC 1029 Supplemental General Conditions for Ship Repairs, for a vessel out of commission, shall automatically cease as at \_\_\_\_\_ hours on \_\_\_\_\_ (date), and responsibility for the care and protection of said vessel shall revert to Canada.

SIGNED AT \_\_\_\_\_, PROVINCE: \_\_\_\_\_ ON

THE \_\_\_\_\_ DAY OF \_\_\_\_\_ (Month, Year)

AT \_\_\_\_\_ HOURS

FOR:.....  
Contractor

FOR:.....  
Canadian Coast Guard

WITNESSED BY:.....  
Public Works and Government Services Canada

**CCGS Corporal McLaren Drydocking Storage  
PWGSC File No. F7049-211566  
Bidder's Conference  
Wednesday, May 25<sup>th</sup>, 2022  
Dartmouth, NS**

**INTRODUCTIONS**

**Attendees:**

Vicki Robson	Public Services and Procurement Canada (PSPC)- Contracting Authority
Adrian Takach	Canadian Coast Guard (CCG)- Technical Authority
Pierre-Émile Côté	Chantier Naval Forillon
Dean Mitchell	Canadian Maritime Engineering
Kevin Gallant	Canadian Maritime Engineering

**OPENING REMARKS**

Canada welcomed all bidders and appreciated their participation in the process.

The purpose of the conference is to review all documents issued to date with respect to the CCGS requirement for a drydocking storage arrangement. Canada stated they will not be reading the document in its entirety, only highlighting specific areas.

**PART 1**

**a) Documents issued to Bidders:**

- Request for Proposal (RFP) No. F7049-211566/A issued April 28<sup>th</sup>
- Solicitation Amendment will follow

**b) Reminders on the Procurement Process:**

The following comments were made by the PWGSC Contracting Authority (CA):

- Bid closing date is June 7<sup>th</sup>, 2022 at 14:00H Eastern Daylight Savings Time
- Bids are requested electronically to the Bid Receiving Unit. CA mentioned to Bidders to note the new email address for opening a conversation via the Canada Post Connect Service. Late bids will not be accepted.
- The winning bidder must be capable of beginning the work two weeks following Contract Award

**c) Review of the Request for Proposal (RFP):**

*Part 1 to 6- Instructions & Procedures (PWGSC)*

Part 1- General Information

The requirement is for a drydocking storage arrangement for the CCGS McLaren, up to a period of one (1) year. There is an option to extend the storage on a month to month basis. The work is to commence two weeks following Contract Award.

Part 2- Bidder Instructions

CA reiterated that bids must be submitted only to PWGSC Bid Receiving Unit by the date, time and place designated on the front page of the RFP bid solicitation.

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

---

All enquiries must be submitted in writing to the Contracting Authority (CA) no later than five (5) working days before the bid closing date. Enquiries received after that time may not be answered.

Applicable laws are currently the province of Nova Scotia. Bidders were reminded that may be altered, at their choice, to the province they are located in.

#### Part 3- Bid Preparation Instructions

Bids are requested electronically by Canada Post Connect Service to the PWGSC Bid Receiving Unit.

Reminder that Financial Bid is to be a separate attachment from the technical bid.

**\*\*No Questions\*\***

#### Part 4- Evaluation Procedures and Selection

Bids will be assessed in accordance with the entire requirement.

The lowest priced compliant bid will be recommended for Contract Award.

**\*\*No Questions\*\***

#### Part 5- Certifications

Integrity Provisions and COVID-19 vaccination requirement certification are the ones that must be submitted with the bid solicitation to be declared responsive.

**\*\*No Questions\*\***

#### Part 6- Financial and Other Requirements

- Insurance Requirements
- Docking Facility Certification
- Section 6.5- Subcontractors List will be added as part of the solicitation amendment. Bidders must include this as part of their bid submission.

**\*\*No Questions\*\***

#### Part 7- Resulting Contract Clauses

**\*\*No Questions\*\***

#### *Annexes B to G (PWGSC)*

##### Annex B- Basis of Payment

CA noted that Annex B is not to be completed in the bid submission and bidders are to complete their pricing in Annex F. Annex B will form the basis of payment at contract award resulting from the pricing identified in Annex F.

##### Annex C- Insurance Requirements

Insurances required are Ship Repairer's Liability Insurance and the Commercial General Liability Insurance.

Solicitation Amendment will add Marine Liability and Hull Insurance when towing, and Environmental Pollution Liability Insurance.

Solicitation No. - N° de l'invitation  
F7044-211566/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
038mc

Client Ref. No. - N° de réf. du client

File No. - N° du dossier  
038mc.F7044-211566

CCC No./N° CCC - FMS No./N° VME

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CA noted that there will be a \$75K allowance for the cost of Marine Towing Insurances and valuation of the vessel. For evaluation purposes, bidders are to include this as part of their Financial Bid Presentation Sheet. Clarification reflected in bid solicitation amendment.

**\*\*No Questions\*\***

Annex D- Bidder Questions and Canada Responses

**\*\*None to Report\*\***

Annex E to Part 5- Covid-19 Vaccination Requirement Certification

**\*\*No Questions\*\***

Annex F- Financial Bid Presentation Sheet

Annex F will be included as part of the upcoming solicitation amendment. Annex F- Financial Bid Presentation is to be completed which replaces Annex B for the bid submission.

Question:

Due to unpredictable fuel costs, can the return towing cost be provided at a later date?

Response:

PSPC instructed for bidders to estimate based on present costs. CCG may provide flexibility for inflation costs at a later date, provided proof of costs are submitted.

**PART 2**

**Review of CCGS McLaren- Statement of Work (SOW) (CCG)**

Question:

Will there be much growth on the vessel, when was it last cleaned?

Response:

CCG mentioned the vessel exterior was cleaned a few months ago, minimal growth is expected.

Question:

As per article 4.14- Preservation Application. Can it be confirmed if this only applies to the outer shell of the vessel?

Response:

Application is to be applied to the outer decks. CCG recommends a biodegradable oil to delay rate of corrosion as per the statement of work in the RFP.

Question:

Is there a record of weight(s) removed from the vessel?

Response:

No. Assessing the stability will be the Contractor's responsibility. CCG will supply original stability calculations.

**PART 3**

**a) Varia**

- A roundtable was conducted and no further questions or comments were received.

**Conclusion of Bidder's Conference.**