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**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

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Title - Sujet CCGS Griffon - Vessel Life Extensio	
Solicitation No. - N° de l'invitation F7049-200157/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client F7049-200157	Date 2023-06-14
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-029-29039	
File No. - N° de dossier 029md.F7049-200157	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 2023-07-28 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: Jeddi, Loubna	Buyer Id - Id de l'acheteur 029md
Telephone No. - N° de téléphone (873) 455-3835 ()	FAX No. - N° de FAX (819) -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

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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 # 004

This amendment is hereby raised :

1. To include Questions and the Responses for the solicitation.

1. Questions and the Responses for the solicitation.

Q#1: 13.1.C.3.4 Does the \$900k allocation cover work on alternators C.3.8, heat exchangers C.3.9, AVR C.3.10, motor controls C.3.11 and materials C.3.12?

A#1: The amount of \$900K is sufficient enough to cover the requirements under C.3.7 – C.3.14 as a Quotation provided by the OEM directly to CCG (including Freight and 3 year extended warranty and FSR services for commissioning and trials).

Q#2: 13.1.C.3.7 Are parts included in the \$900k allocation?

A#2: The amount of \$900K is sufficient enough to cover the parts as set out in C.3.7.

Q#3: 15.5.C.3.3 Should the \$15k allowance be added to the \$10k allowance in C.6.2?

A#3: You may delete Para. C.3.3 and change the allowance of C.6.2 to \$25K total.

Q#4: 15.5.C.5.2 Can we assume that new wiring, if required, will be processed under a 1379 following inspection?

A#4: Most likely we will not need to replace any wiring but if deemed necessary we will address the cost via a PWGSC 1379.

Q#5: 15.5.A.4 Can we assume that if modifications are required to piping or wiring due to an alignment problem, they will be done under a 1379?

A#5: During the site visit the Contractor must investigate if pipe modifications are required and/or wiring replacement and must estimate the length of piping and wiring and include in their pricing. The main goal is to modify the existing foundation in order to avoid alignment issues but if deemed necessary. The Contractor must provide a unit cost per meter of wiring and piping (Including material and labour) that will be used for adjustment purposes.

Q#6: 15.5.C.3.1 Can we assume that modifications to the bases, if required, will be made under a 1379 following the inspection?

A#6: The Contractor must estimate the required amount of modifications for the installation of the FOP and provide a price for the foundation modification (including materials and labour) which will then be adjusted.

Q#7: 16.12.A.1 Are the 2 new boilers and components CFM or GSM?

A#7: The two new boilers and components are Contractor's Furnished Materials (CFM).

Q#8: 17.1.C.2 Is it conceivable to leave the stores crane in Prescott before coming to the construction site? Alternatively, can you create a transport allowance?

A#8: Removing the existing Crane at Prescott, requires a separate Contract and a competitive solicitation will have to be prepared and posted in order to get a Contract awarded which is time/money consuming process. An allowance of \$15 000 will be included in the bid for the transportation of the removed stores crane and this will be adjusted up/down via a PWGSC 1379.

Q#9: 17.3.C.2.8 h) Can we assume the replacement of parts, if required, under 1379 following inspection?

A#9: Items that are not listed in the OEM manual for the 10,000hr inspection and items that are not listed in the VLE SOW will be considered extra and negotiated via a PWGSC 1379. The chance of missing parts is very low due to the fact that the OEM has a specific list of items for the 5-year/10,000 hours inspection.

Q#10: 17.3.C.2.11 f) Can we assume the replacement of elements, if required, under 1379 following inspection?

A#10: Items that are not listed in the OEM manual for the 10,000hr inspection and items that are not listed in the VLE SOW will be considered extra and negotiated via a PWGSC 1379. The chance of missing parts is very low due to the fact that the OEM has a specific list of items for the 5-year/10,000 hours inspection.

Q#11: 17.6.C.4.5 Can we assume the replacement of the brake, if required, under 1379 following the Test?

A#11: Please provide a separate price in your bid for the replacement of the brake (including materials and labour) and based on the ABS inspection outcome we will either proceed with the replacement or request for credit. The brakes were overhauled in 2020 and are in decent condition.

Q#12: 12.10.C.6.2, 13.1.C.4.4, 13.1.C.4.6, 13.1.C.4.7, 15.8.C.2.5, 17.1.C.2.2, 17.1.C.3.12, 17.1.C.3.15, 17.3.C.2.15 & C.2.8, 17.3.C.2.11, 17.7.C.3.12, 17.7.C.6.4, 17.9.C.4.6 and 17.10.C.3.17

We need to know the details of the hydraulic hose lines to be supplied on the items mentioned to be able to provide a detailed price: Quantity, diameters, lengths, pressure ratings, connection styles, material, thread type and any other relevant details.

A # 12:

12.10 – Most of the hydraulics is hard piping – there are very short sections of flexible hose.

13.1 – Drawings 521-372-001 through 521-372-005 have current piping details. Contractor is responsible for modifications required for new engine installation and plate coolers.

15.8 – Details of the expansion joints are in the SOW. Quantity and sizing are in the provided drawings.

17.1.C.2.2 – The HIAB hoses listed are strip out.

17.1.C.3 (12&15) – The installation details of the new crane will affect the details of the hydraulic hoses required. Contractor to determine upon acceptance of proposed crane.

17.3.C – hydraulic hoses are listed in parts section of the supplied ARVA Crane Operator's, Maintenance, Spare Parts & Service Pack Manual - A172180.

17.7 – Hydraulic hoses are not listed in the manuals or drawings. Vessel to confirm.

17.9 – Hose details are shown on drawings included in the Schat-Davit Instruction Manual. Contractor to confirm length.

17.10 – Contractor to submit with capstan proposal details (confirm with FSR) what flexible lines are required.

Further information may be provided upon request.

Q#13: 17.7.C.3.19 Can you explain what you mean by a " pot de presse hydraulique "?

A#13: In accordance with the English version of the specifications and section 17.7.C.3.9 - The contractor must overhaul the entire fail-safe brake on the central winch, including the hydraulic cylinder.

Q#14: 14.2 Motor control centers

With regard to requirement C3.6, is it possible to supply an IEC61439 compliant MCC if the MCC is design evaluated or approved by an RO (i.e. ABS)?

A#14: If the MCC is RO approved for the use in a marine environment in Canada then this should conform with the requirement and it will be acceptable.

Q#15: 17.7.C.3.19 Can you explain what you mean by a " pot de presse hydraulique "?

A#15: Please refer to A#13.

Q#16: Regarding requirement C3.7, is it possible to provide an arc-resistant MCC designed and tested to IEC61641? Requirement C2.5 for the switchboard (14.6) states that it is acceptable to supply arc-resistant equipment complying with IEC61641 Class C. Could this be applied to the MCC?

A#16: Yes. As long as the supplied components are approved for use in marine environment and approved by the RO (i.e. ABS).

Q#17: Regarding requirement C3.9, is it acceptable to supply an MCC with an IP54-rated enclosure with a drip-proof screen?

A#17: The enclosures may be NEMA type 12 or equivalent, provided that the contractor demonstrates that the proposed IP54 enclosure meets the requirements of TP127E and the RO.

Q#18: These IEC standards are extremely widespread and are the norm in the marine industry. These same IEC standards are required for new polar icebreakers.

A#18: We agree with the IEC standards as long as the components used are approved by the RO.

Q#19: In article A.3 of section 19.3 of the Technical Specifications, it mentions:

"Due to the familiarity of previous upgrades and maintenance of the AMS software, including the production of a system engineering assessment report and drawing update in 2021/22, the recommended RSF for the design, manufacturing and installation supervision components of this EDT element is as follows:

JMP Solutions
3390 South Service Road, Unit 301
Burlington, ON

L7N 3J5

Contact: Ken Pottruff
Business Development Director
Ken.Pottruff@jimpsolutions.com
905-464-2428 "

We would like to confirm with you that this article only "recommends" an RSF, so any RSF could be chosen to carry out the design, manufacture and installation of the Alarm and Monitoring System.

A#19: The CCG cannot force you to use a specific FSR. We have to be fair with all the qualified suppliers but we believe that someone who knows the system and has previously worked with the CCGS Griffon to upgrade the AMS system is a better fit to perform the work. The Recommended FSR has already reviewed the system and knows exactly what needs to be done which will save you time from getting someone new involved. Other than that you may choose a different qualified supplier as long as you can make sure they provide the same quality of work.

Q#20: We would like to receive :

- Coast Guard Technical Bulletin 2016-12, Testing of Cable Penetration Transit Systems, Effective July 26, 2016.
- Interspec CCGS Griffon 2024- 2025 VLE - Paint Specification

A#20: The two documents are added to TDP.

Q#21 : In section 12.5.C.2.12, it is mentioned that the contractor must supply 10 new expansion joints. These items are identified as FX-202 and FX203 on drawing 664-4213-10_02.

Also, drawing 664-4213-10-3-1 (first page of the exhaust equipment list) gives the description of these expansion joints and drawing 664-4213-1 indicated in paragraph 12.5.C.2.12.

However, the expansion joint details provided on these drawings are illegible. We need all these details so that we can make a clear price request to our suppliers (details for the flanges and the "Material" and "Description" columns).

Would it be possible to have the relevant details (legible copy of plan 664-4213-10-3-1 and 664-4213-10-1 or relevant information for each expansion joint).

A#21 :

FX-202 is 17 5/8" as per 664-4213 -02

FX-203 is 14 3/4" as per 664-4213 -02

Q#22: Are the tank probe pipes included in the Griffon GHS model to be supplied to the contractor by CCG?

A#22 : Can you please provide further details?

Q#23: What is the scope of the GHS model verification requested of the contractor in item 10.1.C.2.4?

A#23: The Contractor must make sure that all the major changes made to the vessel during the VLE (such as A-FRAME removal, new main mast, new grey water retentions tanks etc.) are captured in the GHS model.

Q#24: Does the inclination report have to be produced in both metric and imperial versions in English and French, i.e. 4 separate documents as required for the stability book?

A#24: Yes, please.

Q#25: Does CCG provide probe tables for all tanks with the following information: liquid weight, LCG, TCG, VCG free surface effect?

A#25: Approved Stability Booklet added in the TDP.

Q#26: 11.21 The total surface area to be replaced is not known. So for estimating purposes can you give a surface area to use for the calculation?

A26: The total area around the 29 portholes is estimated at around 30 m². In accordance with 11.21.C.2.5, the contractor must provide a price for renewing 20% of the total surface area of the inspected steel sheets. A unit cost per 1 m² must be provided for materials and labor to be used for adjustment purposes.

Q#27: Can you scan it in .pdf format for easier reading (Drawing 664-4085-10 sh 2 Hot & Cold Potable F.W. System BOM (7 pages)?

A#27: A readable copy of the drawings in .pdf format has already been provided in the Google drive shared in paragraph 16 and also saved in the folder :
Drawings Scanned for VLE 2024 - 2nd Batch November 2021

Q#28: Is there an electrical conduit between the wheelhouse and the engine room? How much space is available?

A#28: There is a conduit with 2 roxtec blocks that runs from the warehouse to the upper engine room with access panels at each deck. At the upper end, it is estimated to be 50% full.

Q#29: Is there a wireway under the wheelhouse deck for cables?

A#29: No, unlike other CCG buoy tenders (Martha L. Black, George R. Pearkes, Ann Harvey, etc.), there is no crawl space between the navigation deck (electronics room and captain's cabin) and the navigation bridge deck (wheelhouse). Cables under the wheelhouse pass over the ceiling panels of the lower deck.

Q#30: Which cables on the SSG are redundant and require removal?

A#30: Contractor must verify with the named FSR (Toromont Caterpillar) for identifying the new wires to pull, redundant wires to remove, and wires to be reused.

Q#31: For the DC breaker cabinet – is the installation roxtec transits for the main propulsion power cables required at the bottom entryway of the DC breaker cabinet?

A#31: Regarding Roxtec installation at the DC Breaker cabinets, the Contractor must refer to the SOW.

With reference to 14.9.C.3.6 and 14.9.C.3.8 – the Roxtec style (or equivalent) transits are at frame 37 between the motor room and engine room. The older brattberg packing blocks are no longer flexible and must be renewed with CFM Roxtec style (or equivalent).

With reference to 14.9.C.4.4 – cable glands, the junction boxes are physically located on the propulsion motor and propulsion generators. Each propulsion power cable passes through a watertight gland that must be renewed with CFM watertight metallic cable glands.

Q#32: In the stack, are the supply fan ducts (forward bulkhead of the stack) being removed?

A#32: The supply fans ducts are not specified for removal. The Contractor is responsible for determining interference items and removing as necessary.

Q#33: Norselight searchlight removal – are the power wires to the searchlight platforms being removed? Or just the control cables? Are the power supplies being removed?

A#33: To clarify – the two searchlights currently mounted lower on the A-Frame are Carlisle and Finch. They will be retained and reinstalled as detailed in the SOW.

The two Norselight searchlights were mounted on side platforms near the top of the A-Frame. They have already been removed from the A-frame side platforms by ship's crew.

The 2 Norselight searchlight power supplies have already been removed from the Buoy Winch Compartment by ship's crew.

All cabling (power, control, etc.) associated with the Norselight searchlight is redundant and must be removed as detailed in the SOW.

Q#34: 16.6 Is the sewage system GSM or CFM? If CFM, can we offer alternate?

A#34: As per Para. C.3.1 The contractor must provide a new RO approved, Sewage treatment plant (CFM), marine science/Fast D-3VM or CCG Approved equivalent.

Q#35 : 11.29 What is the safe distance between huck bolts and cut line for funnel removal? Can it be welded back on using bimetallic strip?

A#35 : As per Para. C.1.10 the Contractor must provide the TA with a Weld Design Schedule, Welding Sequence Plan, and Welding Procedure approved by the RO in advance of the fabrication work being commenced. During the engineering phase the Contractor will have to submit the cut line drawings to the RO for approval.

Q#36: 12.5 What weather cover is specified for funnel removal – full ship or just funnel area?

A#36: As per Para. C.1.4 Following removal of the Main Mast and Funnel, the Contractor must supply and install a temporary scaffold structure, complete with weather proofing, above the Engine Room Casing. The temporary structure must permit the fleeting of components, including silencers, through the roof and / or sides, as required.

Q#37: Does the power cabling to the stern windlass have to be removed?

A#37: As per Para. C.2.1 any cabling that will not be reused as an aft winch associated component will have to be removed.

Solicitation No. - N° de l'invitation
F7049-200157/A
Client Ref. No. - N° de réf. du client
F7049-200157

Amd. No. - N° de la modif.
004
File No. - N° du dossier
029md F7049-200157

Buyer ID - Id de l'acheteur
029md
CCC No./N° CCC - FMS No./N° VME

Q#38: 12.17 Is propulsion shaft alignment in the spec?

A#38: As per C.3.1-C.3.3 alignment check is a requirement.

Q#39: Can there be an allowance for shipping all return items to Prescott?

A#39: For now we have included separate allowances but we can discuss further if we'll need to provide one big allowance to cover all the returns in one.

End of Solicitation Amendment #004