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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. 008
Client Reference No. - N° de référence du client F7049-200157	Date 2023-06-20
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 2023-08-30 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) -
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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 # 008

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: SOW item 10.2 Para. 10.2.C.3

How are we to return the liferafts to CCG? Loaded on the cargo hold/deck or shipped to a CCG facility? Who pays shipping? Who is responsible for loading?

A#1: The contractor must load the rafts and racks into the vessel cargo hold before delivery of the vessel.

Q#2: SOW item 10.2 Para. 10.2.C.6

How many rafts is the contractor providing? It says supply 4 then mentions all 6 must be the same model?

A#2: The Contractor must provide six (6) and install four (4) new self-righting life rafts, each having a fifty (50) person capacity and a SOLAS A-pack for survival gear. The Contractor must install four (4) of the new rafts on CFM double stacked in a mounting rack approved by the TA, and provide the remaining two (2) liferafts as spares as per 10.2.C.15. The life rafts must be TC certified and all 6 liferafts must be the same design and model, and be fully interchangeable, and work on both port and starboard launching racks. The rafts must be supplied with 28-meter-long painter lines.

Q#3: SOW item 10.4 Para. 10.4.B.2.1

Can you provide the last current fire inspection reports? The "Certificate of inspection" listed is only for the galley wet chem and from 2017.

A#3: Yes. The 2022 reports will be added to the document package as 2022 Griffon Consolidated Fire System Inspection.pdf. The 2023 reports will be made available to the successful bidder. *Note to George – I copied this over to the FINAL SOW documents under section 10.

Q#4: SOW item 10.4 Para. 10.4.B.3.1

SSB 04-2019 has been superseded by SSB 20-2021. Which SSB should we be following? Also, shouldn't we be following IMO Res A.951(23) and IMO MSC.1/Circ.1432 in this SOW?

A#4: Yes, Add reference to SSB 20-2021, IMO Res A.951(23) and IMO MSC.1/Circ.1432.

Q#5: SOW item 10.4 Para. 10.4.C.1.4

Is TCMSS available?

A#5: No, the RO will substitute for TCMSS

Q#6: SOW item 10.4 Para. 10.4.C.2

How many of the listed extinguishers are due for each type of service?

A#6: The contractor must review the latest fire inspection reports and make the determination of how many extinguishers require hydrostatic testing and how many require 5 year maintenance.

Q#7: SOW item 10.4

Can I just supply new extinguishers if it's cheaper than testing older ones?

A#7: Yes, provided they meet or exceed all the requirements of UL 711, CAN/ULC-S508, Standard for the Rating and Fire Testing of Fire Extinguishers, and are equivalent in size and type to the ones being replaced. The Contractor must apply reflective labeling all new extinguishers.

Q#8: SOW item 10.4 Para. 10.4.C.2.1

The helicopter pad is being decommissioned in 11.27 – why are you certifying the helicopter fire fighting equipment?

A#8: Delete reference to Qty: 1 pcs – 50 Cu Ft Nitrogen Cylinder – Helicopter Pad Nitro.

Q#9: SOW item 10.4 Para. 10.4.C.2.3

The SOW quotes NFPA 12 but it isn't listed in the references. Will it be CCG supply? NFPA 12 is for Carbon Dioxide systems. Did the author mean to reference NFPA 10 for Portable Extinguishers? Also, IMO has different inspection periods. Which standard are you asking to be certified to?

A#9: The Contractor must follow TC Vessel Fire Regulations, which, through SSB 20-2021, defers to IMO recommendations of inspection and testing intervals. NFPA can be referenced but does not trump marine requirements or regulations.

Q#10: SOW item 10.4 Para. 10.4.C.2.6. i)

Is the dry chem unit being removed? Why should I quote to replace it?

A#10: Yes. It will be removed as the flight deck is being de-commissioned.

Q#11: SOW item 10.4 Para. 10.4.C.2.8

Are the dry-chem extinguishers to be tested to IMO 5/10 or NFPA 6/12?

A#11: The contractor must test to IMO standards which require portable extinguishers to be hydrostatically tested at intervals not exceeding 10 years.

Q#12: SOW item 10.4 Para. 10.4.C.3.1

Is the galley operational? Why block the shutter instead of releasing it? Won't the galley shutter be replaced in 10.9? Should the old unit be inspected?

A#12: The old unit must not be inspected. The new shutter can be left when not testing it's functionality instead of blocking open.

Q#13: SOW item 10.4 Para. 10.4.C.3.2

What is meant by a "qualified service provider"?

A#13: A qualified service provider is a Fire Extinguishing System/Maintenance Firm listed by an RO as being currently certified to perform the work.

Q#14: SOW item 10.4 Para. 10.4.C.4.2

The 2022 report indicates the CO2 bottles were all hydrostatically tested in 2022. Do they need to be done again?

A#14: No. The CO2 system only requires annual inspections onsite in accordance with CSA,2001 Vessel Fire Regulations and SSB 20-2021.

Q#15: SOW item 10.4 Para. 10.4.C.4.8

Are all the CO2 bottle hoses due for replacement?

A#15: Yes. Kidde as the manufacturer recommends hoses replaced at 5 year intervals, while IMO specifies 10 years. If following the 5 -year interval, they will require replacement in 2025.

Q#16: SOW item 10.9 Para. 10.9.C.6

Are there any other interference items beside deckhead panels?

A#16: Yes. The Contractor is responsible for removing and reinstalling all interference items including, but not limited to, trim, bulkhead panels, food tray rails (mess side), steam counter and commissary equipment (galley side).

Q#17: SOW item 10.9 Para. 10.9.C.9

what can I fill the holes with? Silicon?

A#17: The holes must be filled with weld and ground flush.

Q#18: SOW item 10.9 Para. 10.9.C.12

How long is the existing time delay? What should happen if the triggering method is reset before the time delay releases the shutter.

A#18: Existing time delay is 60 seconds. If the triggering method (i.e. fire door release or general alarm) is reset before then, then the shutter must not drop.

Q#19: SOW item 10.11 Para. 10.11.B.1.2

There are two (2) valves in series between the sprinkler piping and fire main but only one in the list of equipment. Which one is being overhauled? Who is responsible for extra work if the system doesn't match the 1970 drawings?

A#19: Both require overhaul. Contractor is responsible for verifying the valves and fittings on the system.

Q#20: SOW item 10.11 Para. 10.11.C.1.1

Why is a Fire Inspection company required to install the piping?

A#20: The Contractor must install the piping. The Fire Inspection company is required for decommissioning and commissioning/certifying the system. In order to obtain certification, the Contractor must work with the Fire Inspection Company to ensure the system is installed correctly.

Q#21: SOW item 10.11 Para. 10.11.C.15

Are the sprinkler heads colour coded? From the virtual tour they look like fusible link style.

A#21: They are not colour coded. The contractor must note and record the activation temperature at each location as the sprinkler heads are removed.

Q#22: SOW item 10.11 Para. 10.11.C.16

How many sprinkler heads are recessed?

A#22: None. There are no recessed sprinkler heads. Delete line 10.11.C.16.

Q#23: SOW item 10.11 Para. 10.11.C.21/22

Are we supposed to remove or reuse the hangers, supports, deck and bulkhead penetrations?

A#23: Hangers and supports may be reused if possible. Penetrations must be renewed.

Q#24: SOW item 10.12 Para. 10.12.C.2.1

How will the generator be loaded to obtain the readings and operating parameters?

A#24: The Contractor must coordinate with the TA early in the contract while the emergency generator can still be used to power the vessel and loaded to ~ 200kW at power factor of 0.80.

Q#25: VARIOUS PIPING SOW Items

In various piping sections there is the phrase "The Contractor must label all pipes as per CCG Colour Coding Standard for Piping Systems, no more than 4ft apart." What does 4ft mean, considering the quoted standard allows up to 50 ft in open spaces?

A#25: In all cases, delete the line "no more than 4ft apart". The contractor must label piping according to CCG Colour Coding Standard for Piping Systems.

Q#26: SOW item 10.15 Para. 10.15.B.1.2

Aft Anchor wash pipe will be about 20 feet of dead end pipe after removing the washdown system. Do we really have to renew that much un-used piping or can it be removed further back.

A#26: The contractor must remove the 1" washdown supply back to the laundry room and not renew the 1" branch. Bulkhead and deckhead penetrations no longer in use must be cropped out and blanked over with Lloyd's Class A steel plate of thickness greater to or equal than the bulkhead/deckhead, and approved by the AR. The Contractor must confirm with the AR if inserts or doublers are acceptable.

Q#27: SOW item 10.15

According to the virtual tour there are smaller valves on the exterior hydrants. Do those valves also require overhaul?

A#27: Yes, all drain valves fitted to the exterior hydrants must be overhauled or renewed by the contractor. The 2 system drain valves and piping (1 in workshop port and 1 in upper motor room starboard) must also be renewed.

Q#28: SOW Item 10.15 Para. 10.15.C.1.24

Is 100% MT really required for pipe welding? Isn't visual inspection and a pressure test sufficient?

A#28: Yes. Pipe welds must be 100% VT and then the pipe sections must be pressure tested prior to galvanizing. Bulkhead penetration welds at watertight and A-class bulkheads must be 100% VT and 100% MT.

Q#29: SOW item 10.16 Para. 10.16.C.5.4

What pressure does the CCG want used for cleaning the sprinkler tank? What condition is it expected to be in?

A#29: The sprinkler tank was installed and commissioned in 2020 and is constructed of stainless steel with no interior coatings. The cleaning for inspection is expected to be basic. As the tank is a small space, the contractor must use a pressure that is safe for the cleaner but sufficient to clean the interior surfaces.

Q#30: SOW item 10.17 Para. 10.17

Can the noise survey be completed during the engineering phase (in advance of dry-docking?) This task might fall 12 months beyond delivery and we would like the contract to be closed by then. What is the contractors responsibility if the noise is too high?

A#30: No, the icebreaking portion of the noise survey must be completed after vessel modifications and repairs.

Q#31: SOW item 11.2 Para. C.1

Any coatings applied to the internal surfaces of the Valves? Number of Valves that need replacement?

A#31: The contractor must quote on applying 2 coats of a bitumastic anti-corrosion coating to the internals of the valve bodies. The contractor can expect 20% valve replacement.

Q#32: SOW item 11.3 Para. C.2 and C.3

This specification calls for weld seam repair and coating, yet 11.14 calls for a complete recoating of the hull. Are we expected to quote the coating for both sections?

A#32: NDT inspections, hull thickness measurements and hull weld seam repairs must be completed as described in 11.3. Recoating of the hull must be completed as described in SOW item 11.14.

Q#33: SOW item 11.3 Para. C.3.18

Can you provide more specific information for the number of passes and the pricing that needs to be provided for weld repairs?

A#33: The Contractor must repair by gouging and re-welding the hull welds identified during the inspection by the AR. The Contractor must quote separately on the preparation and repairs of two hundred (200) linear feet (approx. 60 m) of butt and seam welding on the vessel's hull.

- A linear foot is to include fifteen (15) passes on Grade "E" steel, for a total of 3,000 bead feet. The quote must include any staging or man lifts required for the repairs.

- The Contractor must also provide a unit cost per bead foot of welding, as well as per additional linear foot of gouging – this unit cost must include any staging or man lifts required for the repairs and will be used for adjustment purposes via a PWGSC 1379 work arising.

Q#34: SOW item 11.5 Para. A.1, C.2.2 and C.3.3

If the coating is being removed 100%, do we have to power wash and inspect prior to cleaning to bare steel?

A#34: The contractor must follow the coating manufacturer's instructions for removal and surface preparation. Inspection of the areas by the TA and AR must occur when bare steel and prior to coating.

Q#35: SOW item 11.5 Para. C.3.15

Are docking plug vacuum tests required?

A#35: Yes. Docking Plug vacuum tests are still required.

Q#36: SOW item 11.11 Para. C.2.4 and C.3.2

Two standards for pressure testing are quoted – 2.5M head and 2.44m head. Which one is to be followed?

A#36: Tanks must be pressure tested in the presence of the TA and ABS according to TP15456 - Canadian Vessel Plan Approval And Inspection Standard. Pressure testing must occur prior to new or touch up coatings are applied.

Q#37: SOW item 11.13 Para. C.1.1

Do the chain lockers have docking plugs?

A#37: No. Delete line 11.13.C.1.1.

Q#38: SOW item 11.13 Para. C.2.1

The SOW describes Rustoleum 9100 but the data table mentions Rustoleum 3600. Which product is it?

A#38: Rustoleum 9100 is correct.

Q#39: SOW item 11.14 Para. A1 and C.4.7.b

What is the actual percentage of the underwater hull surface that needs to be recoated?

A#39: As per Para C.4.7.b the Contractor must grit blast to bare steel and apply new coatings to 100% of the below waterline surface. It is the responsibility of the Contractor to determine and confirm the entire surface area of the underwater hull surface.

Q#40: SOW item 11.14 Para. C.4.7.d

How are the draft markings to be identified after blasting to bare steel? What is the "new" coating system.

A#40: Draft marking are outlined in weld. Any areas worn must be identified to the TA and will be repaired and built up via 1379. The "new" coating system is the existing coating system. In areas where Inerta is applied, the Contractor must supply and apply 2 coats of International Interseal 670HS RAL 9003 epoxy paint (white) to each of the markings within the welded outlines. The renewal of these marks must be done after the final painting and curing of the Inerta 160 black coating.

Q#41: SOW item 11.15 Para. A1 and C.4.5.b

What is the actual percentage of the above waterline hull surface that needs to be recoated?

A#41: As per Para C.4.5.b the Contractor must grit blast to bare metal and apply new coatings to 100% of the topsides and bulwarks. It is the responsibility of the Contractor to determine and confirm the entire surface area of the above waterline surface.

Q#42: SOW item 11.15 Para. B.1.1

The listed coatings (i.e. Interthane 990) conflict with the coatings maintenance manual provided by CCG. Which one do we have to follow?

A#42: Follow the coatings maintenance manual provided with the technical data package for the correct type of existing coatings. The contractor must determine the surface areas. In no cases will Interthane 990 be used on the Griffon.

Q#43: SOW item 11.15 Para. C.6

How are the hull markings currently identified?

A#43: Prior to removing the coatings, the contractor must punch mark the hull markings listed in Para. C.6.1. The draft and plimsoll markings (Above and Below Waterline) must have their outlines built up with weld. Markings above the waterline may be top-coated with 665 in place of 670S.

Q#44: SOW item 11.17 Para. B.1.1

This data conflicts with the coatings maintenance manual provided by CCG. What is the existing coating system?

A#44: Please delete lines 11.17.B.1.1 a), b), and c) and all references to Intershield and Interthane on the superstructure. Refer to coatings maintenance manual for existing coating system and topcoat requirements.

Q#45: SOW item 11.21 Para. B.1.1

Plate steel is listed as Lloyd's "E" but the shell expansion indicates the hull plating above the upper deck is Lloyd's "D". Can you confirm the plate material? What about the other decks?

A#45: Please Refer to drawing 664-120-2 and 664-9000-3_01 for materials.

End of Solicitation Amendment #008.