



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

Title - Sujet CCGS Griffon - Vessel Life Extensio	
Solicitation No. - N° de l'invitation F7049-200157/A	Amendment No. - N° modif. 009
Client Reference No. - N° de référence du client F7049-200157	Date 2023-06-22
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) -
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

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.
009
File No. - N° du dossier
029md F7049-200157

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

Solicitation Amendment # 009

This amendment is hereby raised :

- 1. To post the minutes of the Bidders' Conference.**
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- 1. Bidders' Conference Minutes.**

CCGS Griffon VLE
F7049-200157/A

CONFÉRENCE DE SOUMISSIONNAIRES
BIDDERS' CONFERENCE

MINUTES

The bidders' conference is virtually on Wednesday, June 14, 2023 at 9:00 EST.

Attended participants	13
Start time	6/14/23, 8:45:08 AM
End time	6/14/23, 11:45:37 AM
Meeting duration	3h 28s

Attendees:

PSPC	Jeddi, Loubna Mistry, Vanita	Loubna.Jeddi@tpsgc-pwgsc.gc.ca Vanita.Mistry@tpsgc-pwgsc.gc.ca
CCG	Cole, John G Atsidakos, Georgios Rankin, Mike England, Nick	John.Cole@dfo-mpo.gc.ca Georgios.Atsidakos@dfo-mpo.gc.ca Mike.Rankin@dfo-mpo.gc.ca Nick.England@dfo-mpo.gc.ca
	Abderrazak Choufa Kevin Krawiec Alicia Giguère Bruce Mitton Dave Williams Stoykov, Kamen Garigipaty, Srinivas	achoufa@heddleshipyards.com kKrawiec@heddleshipyards.com alicia.giguere@groupocean.com bmitton@heddleshipyards.com dwilliams@heddleshipyards.com kamen.stoykov@vard.com Srinivas.Garigipaty@dfo-mpo.gc.ca

PART 1: (PSPC)

1. Welcome and opening remarks:

Canada welcomes all bidders and appreciates their participation in the process.

The purpose of the conference is to review all documents issued to date with respect to the CCGS Griffon VLE and to discuss any contractual and technical issues related to them. Canada will not be reading the document in its entirety, only highlighting specific areas; it is assumed that prospective bidders have read the document and have some predefined questions or clarifications.

When asking questions, Bidders are reminded that they should reference the specific section of the solicitation/SOW prior to their question (like in section 2.3 for enquiries - Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates).

2. Reminders on the solicitation process:

- i) Bid Closing – August 30, 2023 at 2:00 PM Eastern Daylight Time
- ii) Bidders can request clarifications/changes regarding the ITT to the PSPC CA up to 10 business days prior to the bid closing date (2 pm, August 30, 2023).
- iii) Bids are to be submitted to the PSPC using Canada Post Corporation's (CPC) Connect service
- iv) Do not send bids directly to the Contracting Authority (CA).
- v) Bidders shall not add comments, notes or conditions to the ITT. Adding comments, notes or conditions to the ITT will result in the bid being non-responsive.
- vi) Submitting a bid implies:
 - a. The bidder is able to complete the integration work during the Initial Work Period.
 - b. The bidder is able to adhere to the Vessel Work Period from December 16, 2024 to April 19, 2026.
- vii) Only one contract will be issued.

3. Review of the ITT Sections and Annexes

• **PART 1 - GENERAL INFORMATION**

Work (Annex A SOW) consists of:

- The VLE dry-docking will include the refurbishment/overhauling of the main propulsion DC motors, steering gear system, the 4 main propulsion generators and the replacement of the MCCs, main and emergency switchboards.
- Other new equipment installations include: new stores crane, new oily water separator, new propulsion control systems, new set of propellers, new sewage treatment plant, echo sounder, CAT6 network, new Furuno Radar/ECDIS system, new HVAC units and various piping replacements.
- During the VLE project the A-frame on the forecastle deck will be removed, the main mast will be replaced by a totally new mast and the hull coatings will be removed to bare metal and replaced by new.
- Subsequent docking, inspection, repair, maintenance and alterations; and
- Additional work arising from inspections

The sourcing strategy:

- Is limited to Canadian suppliers.
- VLE work must be carried out at a docking facility located in Eastern Canada (ON, QC, NB, NS, NL, PEI).

Q #1: When will the first set of questions be published?

A#1: They will be published by June 16, 2023.

Q #2: Is the plan to de-store the vessel just prior to Christmas with crew staying onboard?

A#2: Vessel will be alongside at the Shipyard on Dec 10th. Vessel will arrive alongside 6-7 days before Drydock. The plan is to have everything removed from vessel by this time and have work begin on December

16th. There will be a crew change on December 18th and they will be on leave for Christmas. After Christmas, the CCG TA, Chief Engineer, two Senior Engineers will supervise work and assist manpower onsite.

Q #3: Some mandatory FSRs will be from outside of Canada. Are we limited to Canadian equipment Suppliers and FSRs?

A#3: Not necessarily, Canada understands that FSRs may be from outside of Canada but if there are representatives in Canada then they should be used. The same goes for products. If the Bidder proposes an equivalent product, Canada must be provided with information on the product for evaluation prior to replacement, and the Bidder will hold responsibility for the costs associated for Class, if applicable. International Suppliers may be able to provide a better price and lead time. The Bidder will need to communicate vendor options with Canada and do their research.

Q #4: Are quotes to be provided in CAD?

A#4: Yes, no EUR or USD, Canada will pay in CAD.

Q #5: Some quotes expire after 30 days and it will be hard to know the exact cost until ordering. There will be market changes and variations in exchange rate. How will this be handled?

A#5: Question noted and deferred. A response will be provided in a solicitation amendment.

• **PART 2 - BIDDERS' INSTRUCTIONS**

- 2003 (2022-03-29) Standard Instructions - Goods or Services - Competitive Requirements
- Submit only to PWGSC Bid Receiving Unit by the date, time and place shown on front page of ITT (section 2.2, 2003) → August 30 2023, by 2pm.
- All enquiries must be submitted to CA, no later than ten (10) working days before the bid closing date (section 2.3, 2003) → by August 16 2023, by 2pm.
- Applicable laws → Ontario (Bidders may choose another province/territory).
- Two work periods:
 - Initial Work Period – approximately fifteen (15) months for:
 - Project planning with CCG
 - Procurement of long lead components.
 - Engineering work necessary to ensure the proper integration of new equipment on the vessel, as well as any preparation work required for the other VLE or refit maintenance.
 - Bi-weekly technical meetings
 - Access to the vessel for two (2) days to carry out full hazardous assessment.
 - Vessel Work Period:
 - Commencement: December 16, 2024
 - Completion: April 19, 2026

Bidders are encouraged, as needed, to work with key suppliers, engineering and/or project management firms (joint venture opportunity)

Q #6: We will need a project team to procure long lead items. Is there a milestone payment for this work?

A#6: There will be monthly progress payments and we can look at doing something further. We understand that with larger PO's, they must be paid upfront. We can discuss accommodations to support these costs.

Q #7: With respect to the crane, before we order the Palfinger Crane and anything related to the crane, electrical, steel assessment, we will need to complete the engineering phase. Is there an acceptance period and what Class are we using?

A#7: There is a separate line for subcontractor and engineering for the crane. You will need to enter a bid for each line. When design and engineering work is completed and you are ready to purchase the crane, a progress payment can be actioned. Engineering will be paid separately from the PO for the crane. ABS is the RO for the Classification Society for drawing approval. Canada may decide to make changes but for the meantime, it will be ABS.

Q #8: To clarify, the Class approval for anything that is purchased and brought to the vessel is Contractor responsibility? Including all Class approved stamped drawings?

A#8: Yes, the Contractor is responsible for the costs for all Class approval with respect to engineering drawings and engineering for electrical/mechanical/structural/foundation for the new equipment. Some equipment will require class approval before purchasing. Approval will take time and the Contractor must account for this slow turn around.

Q #9: Does equipment purchased outside of Canada fall under Transport Canada rules or ABS?

A#9: It must be RO approved - approved by one of the recognized organizations. There needs to be an office in Canada for Transport Canada approval. If they do not have an office, we will need it RO approved.

Q #10: AKA is the integrator in the SOW. Are they the prime integrator or can the Shipyards decide?

A#10: AKA is not the primary integrator for the vessel. They are providing the materials and engineering for the propulsion control system upgrade which is under a separate contract. When it comes to the installation, AKA will be the most familiar with their equipment and it will be easier for them to install, but the SY can chose to use their own installation firm. It may still be beneficial to have someone from AKA onsite as an FSR to provide instructions, guidance and oversight. They also will be required to be onsite for commissioning. Canada recommends that AKA is used for the control system upgrade, but for other systems, it is up to the Contractor. Canada is not imposing the use of a specific sub-contractor.

Q #11: There are other good integrators outside Canada. Would there be an opposition to using them over a Canadian integrator?

A#11: Question noted and deferred. A response will be provided in a solicitation amendment.

Q #12: Does engineering need to be done by Canadian firm?

A#12: Approval stamps are still required. The Contractor should factor in the complete cost to outsource (FSR costs, travel, RO approvals, etc.) in their selection. Canada's preference is to support Canadian companies. The engineering associations differ in Quebec and Ontario. This may be the same for other countries.

Q #13: The slide mentions laws of Ontario, does that mean we need to obtain approval by an Ontario RO?

A#13: Bidders may choose another province/territory but it may come at additional cost and risk.

• **PART 3 - BID PREPARATION INSTRUCTIONS**

- Bids submitted by fax shall not be accepted.
- Bids must be submitted by epost.

Questions – none.

- **PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION**

- Basis of Selection – the lowest priced compliant bid will be recommended for contract award.
- Bids will be assessed in accordance with the entire requirement.
- Canada reserves the right to request information to support any bid requirement.
- Evaluation will follow the **Phased Bid Compliance Process (PBCP)**.
 - **Phase I, required financial information for PBCP**
 - PSPC reviews items 2, 3 listed in J1 Deliverables Checklist, Annex J
 - Bidders with incomplete information will be notified and given a limited amount of time to provide the missing financial information.
 - Only requested information can be provided
 - **Phase II, eligible mandatory criteria for PBCP**
 - PSPC & CCG will review remaining items listed in J1 Deliverables Checklist in Annex J
 - All bidders will receive a Compliance Assessment Report (CAR) indicating:
 - compliance with all eligible mandatory criteria or
 - that the bid has not yet met compliance (bidders will be notified what remains to be demonstrated)
 - **Phase III, completion of the Evaluation Process**
 - Responses to CARs
 - Bids that do not demonstrate compliance may be given no further consideration

Q #14: For the single source integrator, SSI, we need to provide past performance and integration experience, etc. for Canada to review. Why has this requirement been introduced in the phased bid process for this project but not for previous projects?

A#14: Canada has introduced this to monitor compliance and allow the Bidder room to clarify and provide more information where required instead of being prematurely identified as being non-compliant.

- **PART 5 - CERTIFICATIONS**

- Supply documentation demonstrating Integrity (per 5.1.1)
- 5.2 - completed IPC Certification forms provided at Annex "O" – IPC Certification Forms Part 1 and Part 2
- Employment Equity (5.3.2 - Annex C).

Questions – none.

- **PART 6 - FINANCIAL AND OTHER REQUIREMENTS**

- Mandatory bid submission items are summarized in Annex J, bid deliverables checklist (guidance document).
- Preliminary Work Schedule must include (as a minimum) target dates for each of the following significant events:
 - Commencement of Work as defined at Article 7.3.1
 - Period to be in Dry-Dock

- All priced work items listed in Annex "H" - Appendix 1
- Field Service Representative (FSR) Scheduling
- Completion of Work as defined at Article 7.3.1
- Period of Care & Custody by the shipyard
- Dock and Sea Trials Period
- Resumption of custody by Canada
- The Preliminary Work Schedule must include tasks, predecessors, critical path, milestone markers, and labour loading.

Q #15: For Part D, the FSR, we will reach out to them and obtain their qualification/cost/etc. but what will be required for their schedule?

A#15: The Contractor is responsible to build the schedule and to work closely and coordinate with the FSR. Canada would like to see what you have in mind for planning the sequence of work. It is a preliminary schedule and it is not final.

Q #16: It will be difficult to define the critical path without knowing the equipment or delivery loop.

A#16: Canada has provided 15-month initial work period to drive the purchase of equipment and the CCG has done their due diligence. We recognize some equipment will have a long lead time and research has driven the length of the initial work period. This contingency is provided for upfront engineering/RO approval and to ensure the Contractor has the required time to purchase equipment and have it delivered prior to the commencement of the scope of work. Certain equipment, i.e. from Palfinger, will need to be ordered immediately upon award of Contract.

If the Contractor proposes an equivalent product and it is approved, it will follow the same process. Engineering and approval will need to begin right away to ensure there is enough lead time. The Contractor needs to do their research and be mindful of supply chain issues and shipment.

Canada understands that it will be difficult to predict aspects of the schedule, but at a high level we would like to ensure that the FSRs are committed and which sub-contractor will take more time over another. The preliminary schedule is your initial plan of how you will carry out the scope of work in the assigned vessel work period. Upon Contract Award, an updated schedule will need to be provided.

- **PART 7 - CONTRACT CLAUSES**

- Standard clauses apply (SACC 2030), with an amendment to section 22 (Warranty).
- Terms of Payment - Progress Payments (monthly).
- Project Management Services positions, including the names of evaluated candidates.
- Technical meetings (held during the Initial Work Period).
- Indigenous Participation Component.

Q #17: In the 15 months leading to the vessel's arrival and the commencement of the vessel work period, does the Contractor submit costs for their project team, engineering and PO's for the equipment procured?

A#17: Yes, on a monthly basis. Any item in the SOW requiring engineering will have a separate line for engineering costs. Depending on the role, some members of the project team will be starting on Day 1 and others may not be required for some time. The full time requirement is when the vessel work period begins. It will be up to the Contractor to utilize their team so that the required engineering, approvals, purchasing is

completed. On the PDS there is labour cost and sub-contractor cost. Engineering performed by the Contractor would fall under labour and engineering completed by the sub-contractor would fall under the sub-contractor. Who performs the work is up to the Contractor. All costs must be quoted appropriately and it is the Contractors responsibility to satisfactorily perform the work against their bid. Canada will not be paying sub-contractor invoices. We will pay for progress as it is reported based on the Contractor's fair price for the work item. At the end of the day, it is a firm price Contract. If the estimates provided are incorrect, Canada will not pay the difference.

Q #18: How will you know if the qualified person assigned in the Contract to the project team is the person dedicated to the project?

A#18: We will not be onsite 24/7. There will be monthly progress meetings, discussions and emails back and forth with Canada where we will monitor whether there is enough support assigned and whether the project team is working. If there is a non-existent or non-experienced Project Manager, it will be evident. We want to build a trusting relationship with the Contractor that encourages, honesty, transparency and constructive communication. We would like to create an environment where we address challenges as a team.

Q #19: Does Canada require office space before the vessel arrives?

A#19: No, we will require space during the VLE period, when the vessel is dry-docked in December 2024. If we require space early, we will work it out.

Q #20: When will we receive the PDS?

A#20: By July 10, 2023.

• **ANNEX B - BASIS OF PAYMENT**

- Basis of Payment, includes:
 - Contract firm price from the Pricing Data Sheet
 - Unscheduled Work rates (regular and overtime rates)
 - Financial security
 - daily service fee rates

Questions – none.

• **ANNEX C - FEDERAL CONTRACTOR PROGRAM FOR EMPLOYMENT**

Questions – none.

• **ANNEX D - INSURANCE REQUIREMENT**

Including:

- Errors and Omissions Liability Insurance
- All Risk Property Insurance

Q #21: In Annex D, there are two cases requiring 10M insurance. Does this extend to our Suppliers, FSRs, etc.?

A#21: Question noted and deferred. A response will be provided in a solicitation amendment.

- **ANNEX E - WARRANTY PROCEDURE**

Q #22: Is a one year warranty applicable for all subs, material suppliers, FSRs?

A#22: Question noted and deferred. A response will be provided in a solicitation amendment.

- **ANNEX F - PROCEDURE FOR PROCESSING UNSCHEDULED WORK**

Work commences after approval is attained from the C.

Questions – none.

- **ANNEX G - QUALITY CONTROL/INSPECTION**

Contractor must prepare ITPs for each SOW item

Questions – none.

- **ANNEX H - FINANCIAL BID PRESENTATION SHEET**

Q #23: An allowance of 25,000 hrs was placed against unscheduled work. That is a very high number. Could Canada revise the number of hours?

A#23: Question noted and deferred. A response will be provided in a solicitation amendment

Q #24: The cost of financial security is for the Shipyard, but if the cost of security is passed to us in the quotations, do we add this cost to the Shipyard cost in the same box?

A#24: Question noted and deferred. A response will be provided in a solicitation amendment.

- **ANNEX I - VESSEL CUSTODY**

Questions – none.

- **ANNEX J - DELIVERABLES /CERTIFICATIONS CHECKLIST**

Annex J includes the mandatory deliverables to include with the bid.

- J1 – All these deliverable must be included with the bid to be considered compliant.
- J2 – Deliverables after Contract Award (and Prior to Kickoff Meeting)
- J3 – Deliverables Prior to Contract Award (If Requested)

Questions – none.

- **ANNEX K - TEMPLATES**

Q #25: There is considerable work involve with these registers and they take time to build. If it's during the vessel work period it's ok but prior to, there will be an extra cost. What is the frequency of review for the registers before the work period?

A#25: It is a deliverable and the costs to maintain must be included in your bid. We will review and provide a response in a solicitation amendment

- **ANNEX L - GENERAL CONDITIONS 1031-2 CONTRACT COST PRINCIPLES**

Questions – none.

- **ANNEX M - NON DISCLOSURE AGREEMENT**

Q #26: Do the sub-contractors need to provide NDAs?

A#26: Canada has received some. We would like NDAs from all sub-contractors.

- **ANNEX N TO R - INDIGENOUS PARTICIPATION COMPONENT**

Questions – none.

PART 2: (CCG)

Review of the Annex A – Statement of Work (SOW)

*Q #27: **SOW item 17.1** - With respect to shipping the crane back to Prescott, ON, will Canada consider providing a higher allowance for crane, rigging, loading and freight? Does the allowance for freight include insurance?*

A#27: Canada will review the allowance and a response will be provided on Canada Buys. The allowance provided will cover only the cost for Shipping. It is the Contractor's responsibility to remove the crane from the vessel and safely put on a crane and load on truck for shipment as per the SOW item. Freight insurance is also the responsibility of the Contractor. CCG requires the Crane to arrive safely to Prescott.

*Q #28: **General Requirement** - Do we know the weights of the items that will go back on the vessel and the weight of the items coming off? Can Canada provide an equipment de-storing and restoring list with weights?*

A#28: For all new equipment and materials, this information should be in the specs. Information on existing equipment can be provided. It is the responsibility of the Shipyard to track weight removed and added on the vessel. The Bidder can include this cost in the engineering required in the initial work period. CCG team is currently working on preparing a list of items that the crew will remove from the vessel prior to the start of the VLE. These items will be removed and safely stored in a Container by the CCG Crew.

*Q #29: **General Requirement** - With all equipment being removed, will we be provided information on the exact location it came from and where it must be re-installed?*

A#29: All interference items for the individual specs must be marked by the Contractor, safely removed from the vessel and stored in your facilities. The Contractor is responsible for returning everything back in place as found. CCG will put back in place only the items removed by the crew prior to the VLE start date.

Q #30: General Requirement - *What about the spare parts, tools, etc. that are removed from the vessel and stored alongside? Will we be provided with a list and compartment/location to keep track?*

A#30: *These items will likely be removed by the crew but we will need to discuss this with the Chief Engineer. We can provide a list after the Contract is awarded. CCG team is currently working on preparing a list of items that the crew will remove from the vessel prior to the start of the VLE. These items will be removed and safely stored in a Container by the CCG Crew.*

Q #31: SOW items 11.20 and 11.21 - *Is there a mandatory requirement to go with one company to purchase the glass windows or can we shop around?*

A#31: *You can shop around providing all requirements - correct dimensions, thickness, frame, mounting, quality, warranty, etc. are met. We can discuss this further with the Chief Engineer/VMM the best options for the vessel have been prepared by the Contractor. We will need to be mindful of freight and lead time.*

Q #32: SOW item 11.25 - *Is it mandatory to remove galley equipment off the vessel? What about the elevator? What openings will we be able to use? Will integrity of the hull be compromised if we cut a hole? There may be an engineering component to this?*

A#32: *In the galley area we have included 6 points that require UTs (Points 48-53 – Drawing G005-VLE24_002_Deck Condition Survey Locations). To access these points you may either remove the galley equipment and relocate in the galley or nearby rooms (Crew mess or Stores). The dumbwaiter does not require removal. We will discuss a side hull plate opening only in case we have to proceed with major plate renewals in the galley floor as a result of the inspection. The size of the cabinets and countertops allow for relocation in the same space (Galley).*

Comment # 1: SOW items 11.14 and 11.15 - *For hull painting above and below the waterline, because we are asking to go down to bare steel, the hull will need to be covered.*

Q #33: SOW item 11.14 Para C.3.3. and SOW item 11.15 Para C.3.3, SOW item 17.3 Para C.1.2, SOW item 14.13 Para C.4.7, SOW item 14.6 Para C.16.13, SOW item 14.2 Para C.7.3, SOW item 11.29 Para C.1.4 - *Will the entire vessel need coverage? In the SOW it says that a temporary shelter or coverings for specific areas is required, but it doesn't not say we must build a complete structure over the entire vessel. We will price the separate specs individually for setting up, tearing down, and modifying but it may be cheaper to cover the whole vessel?*

A#33: *No, just the top sides and below the waterline of the hull. It is our preference to cover the whole vessel but it is not a requirement in the SOW. Entire coverage will be up to the Contractor for work on the windows, accommodation decks, etc. There is also a requirement for scaffolding when the main mast is worked on, to protect it from weather when it is removed. The superstructure only involves solvent cleaning and top coating, so work can be done without covering the accommodation.*

Comment # 2: SOW item 12.22 - *The propellers are GSM and they will be shipped out to the winning Bidder. It is recommended that an FSR for Supplier is onsite during the installation for warranty purposes. Their name has been provided in the SOW, we can have their guidance onsite to witness the installation and the blue fit of the propellers.*

Q #34: *Under SOW item 15, is there a GSM item?*

A#34: *The fuel oil purifiers will be GSM.*

Q #35: SOW items 16.6 - *Is it mandatory to provide the sewage treatment plant from the existing Supplier?*

A#35: *All equivalent systems will need to be approved by Canada.*

Q #36: *SOW items 16.12 - Are the boilers removed being replaced with new equivalents of the same type?*

A#36: *Yes. Like for Like replacement.*

Q #37: *SOW items 16.15 - 16.18 – The warranty period for the new flooring is 90 days and it will likely expire prior to vessel trials and custody. What are you anticipating? Should we look into extended warranty?*

A#37: *The installation of the new flooring will have to take place closer to the undocking of the vessel, when the major work in the accommodation work is completed, and there is lighter traffic. We will look further into the warranty requirements and provide a response in a solicitation amendment.*

Q #38: *SOW items 16.15 - 16.18 - Will Canada provide samples, colour choices, patterns for carpeting or anything of that nature?*

A#38: *You will be matching to what is existing. If there is a difference in the epoxy or floorings, you can provide a sample for Canada to approve after Contract Award.*

Q #39: *SOW items 17.10 - Have you decided what is to be done with the anchor pocket and hose pipe?*

A#39: *17.7.C.4.1 and C.4.2 provide a clear requirement for the anchor pockets and hawse pipe.*

Q #40: *SOW item 18.1- In Section 18, for the ICS, the type of system is not very clear. Is it Zenitel?*

A#40: *Ultimately, we want a system that meets our specifications in the SOW. If some requirements are unclear, CCG E&I will be happy to answer and clarify.*

Q #41: *SOW items 19.1 and 19.3- Are we using the propulsion controls SSI for the AMS? Is there an engineering component to this scope of work?*

A#41: *JMP Solutions is the recommended SSI for the AMS bc they know the system, have the software and have recently upgraded the computer integration. This scope of work involves upgrading the old hardware. They have engineering drawings on the existing design and what is required moving forward. If this information has not been provided in the TDP we will provide it.*

Q #42: *SOW items 19.1 and 19.3- Will we receive mounting details and a layout of where the equipment is going?*

A#42: *The intent is to reuse the cabinets where the existing equipment is located.*

Q #43: *SOW items 19.3- Does JMP install equipment?*

A#43: *No, they are doing just engineering and supply equipment/materials. They may perform terminations, you will have to check, they do not pull cables. The SSI's will need to work together because there's cross communication between systems that must be maintained.*

Q #44: *General Question and question for SOW item 19.3 - What about travel and accommodation costs for JMP or other FSRs?*

A#44: *It will depend on where the vessel will be.*

Q #45: *SOW items 19.1 - Is AKA working on the upgrades in 19.1 for the propulsion control system?*

A#45: *They are aware of the AMS replacement and they are working on providing new engineering drawings for integration with the AMS. It is not mandatory for the Contractor to work with either of these FSRs but they know the vessel and have performed work and engineering. It is recommended that at least one FSR is onsite from one of these two companies.*

Q #46: *SOW item 18.10 - What about the 18.10 Cat 6 cable?*

A#46: *The Cat 6 cable is the ships land system, specific for our electronics and independent of the alarm and monitoring system. These systems are separate and are not integrated.*

Q #47: *General Information Question - Are we changing or interfering with the distance measuring in the wheelhouse?*

A#47: *DME was removed from the SOW. It will be completed by E&I before the VLE.*

Comment # 3: *SOW ITEM 19.3 - JMP will be providing termination drawings in AutoCAD and a proposal on how they would perform the work involved. They have not engineered the back panels to be put in the cabinet which is their proposed option. This work will have to be done by the SY or sub-contracted through them. They are not electricians, they are primarily an AMS company.*

Q #49: *General Information Question and SOW Item 13.1 - Is any company in the SOW carrying out their own terminations?*

A#49: *Yes, Caterpillar. It's in the SOW for the Contractor to pull all cabling and for Caterpillar to perform the terminations.*

Q #50: *General Information Question - Are there spares in the SOW that you would like us to pay attention to?*

A#50: *Yes, a list has been provided in the SOW in the individual SOW items. If other spares are required they will be processed via 1379.*

Q #51: *SOW Item 12.20 - Are there details on how we will lift the motor and cut the opening or does this need to be worked out?*

A#51: *We have provided (TDP) the route that needs to be followed for removing the motor from the vessel.*

Q #52: *SOW Item 12.20 - Is it safe to assume that all lifting lugs are not to be used?*

A#52: *Correct. You will need to engineer and install lugs with a safe working load where required and ensure the equipment is removed safely.*

Q #53: *SOW Items 12.7 and 11.19 - Are there any concerns the Shipyard should be aware of when doing fiberglass repairs?*

A#53: *The boxes can be removed, sent for repairs and then reinstalled. The freezers will have to be performed onboard.*

Q #54: *General Information - There is no vessel crew living onboard the vessel to assist the Shipyard, correct?*

A#54: *Correct.*

Comment # 4: *General safety Information - Shipyard policies with respect to H&S will need to be followed.*

Q #55: *General Information applicable to multiple SOW items - Will training for the new equipment installations be conducted for the crew during trials? Do we need to obtain the cost for training offsite?*

A#55: *Correct. It is preferred that all training be conducted onsite/onboard. The trials period has been set for the Spring.*

Q #56: *General Information - Do we need to provide an org chart for the 15-month initial work period?*

A#56: Yes. Someone will need to be assigned for the procurement, scheduling, planning and project management.

Q #57: General Information - Quoting four people for the project duration over six or eight will affect the cost of the bid?

A#57: There will be tasks that will have to be performed to get ready for the refit. A full time person does not need to be dedicated for this work and the project team will not be required to be assigned full time in the initial work period. Canada has not asked for a project coordinator it is part of the engineering work that the Bidder needs to price.

PART 3 : AUTRES / OTHERS

NDA reminder.

No additional questions or comments.

AJOURNEMENT / ADJOURNMENT.

Thank you for your participation and interest.

Meeting adjourned at 11:45 EST.

Loubna Jeddi
Contracting Authority
Public Services and Procurement Canada.