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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
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Gatineau, Québec K1A 0S5

Title - Sujet CCGS Judy LaMarsh - Conversion- Dry CCGS Judy LaMarsh - Conversion- Drydocking	
Solicitation No. - N° de l'invitation F7044-221042/A	Amendment No. - N° modif. 018
Client Reference No. - N° de référence du client 20221042	Date 2023-09-29
GETS Reference No. - N° de référence de SEAG PW-\$\$MD-051-29081	
File No. - N° de dossier 051md.F7044-221042	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 2023-10-20 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: Mistry, Vanita	Buyer Id - Id de l'acheteur 051md
Telephone No. - N° de téléphone (250) 858-3571 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

Solicitation Amendment 018 is issued to:

- 1. To include questions and responses regarding the bid solicitation.**
 - 2. Revise Annex A – Statement of Work**
-

1. Questions and responses 163 - 165

Q163

Section 17.4

We have a question regarding an alternate proposal for the Chain Handling Equipment which provides all of the same function but less invasive to the ship structure.

Regarding G.2.24, G.2.19, G.2.8, G.2.6 (Chain Winch):

Spec b) states "Be capable of "self-spooling" a synthetic towing line over the top of the drum to align with the Aft towing pin(s). NOTE: Should the requirements of towing become in conflict with the requirements of chain handling, then the chain handling requirements must take priority in the design and selection of the Winch." while a) states "Come equipped with a means to self-spool chain onto the drum from an under slung direction."

The overwound configuration is required for towing while underwound configuration is required for chain handling however due to both lines/chain leaving the winch aft it results in the band brake becoming not "self-energizing" in one of the heave directions. This would limit your brake holding ability. Also, the Tow Winch is sized to 50T while the chain handling requirement is only 20T; this results in unnecessarily oversizing all of the chain handling requirements; specifically, the 50T midship roller which at 90 degrees requires structural reinforcement in the deck of 71T which is significant and may encroach on the fuel tanks and their capacity.

Based on the statement of G.2.24 b) regarding conflicts of design, will Canada consider adding a 20T Chain Handling Winch in place of the midship roller and clear of towing operations and ISO container sockets? This would result in the Tow Winch being untouched and the Chain Winch likely being bolted to the existing deck with only a 20T structural load imposed on the ship. The winch is orientated for aft to pull overwound to Port or underwound to STBD while ensure the brake is optimally designed. The 20T winch is more approximately sized for the chain handling safe operation. This follows other Chain Handlers similar application in service for 22 years.

All functionality is maintained. The Tow Winch existing remains in place to maintain proper towing operations and Tug notation. The Chain Winch is

added but due to not requiring the 50T mid ship roller and added structure we believe the net weight is improved.

Lastly, the Chain Winch can measure the load while pulling or while braked and the load monitoring can be moved to the winch as opposed to the deck edge roller to improve its robustness. The Deck Edge Roller than becomes rated for 20T and not 50T which can be easily manufactured reducing weight. With the current specification one 50T Deck Edge Roller weighs identical to the 20T Chain Handling Winch.

1. Would this alternative proposal of this be considered compliant based on G.2.24 b) and it provides equivalent or improved function at reduced cost/best value on schedule?

Regarding G.2.34 (HPUs):

2. If the SSI and crane vendor agree, can the crane HPU run the equipment provided if needed and the existing become redundant back up?

R163

1. Canada appreciates the time and effort put into the suggested changes to the Chain handling / Towing Winch arrangement, however, the proposed arrangement does not meet the operational requirements of the vessel.
2. Regarding 17.4 G.2.34, Canada does not agree to using the Crane HPUs to power the Deck Machinery. The operation of the Deck Machinery is to be independent of the Crane.

Q164

Follow-up to Section 17.4 Response 148, "Canada confirms that C.3.2 and C.3.3 are the responsibilities of the Contractor."

Can an allowance be issued for C.3.2/3.3 engineering requirements?

R164

The bidding purposes, the Contractor must include an allowance of \$200,000 to cover the costs associated with the design and integration of new equipment listed in Table 17.4.F.3 and the services provided by the SSI, as defined in 17.4.C.5. Reasonable cost of travel, living expenses must be billed at cost without added markup or profit. The \$200,000 allowance must form part of the overall bid and must be adjusted up or down by means of PWGSC 1379 process, upon receipt of the final SSI invoice, supported by copies of all related documentation and invoices to verify actual expenses.

The Contractor must include in their bid, an allowance of 8000 hours for the cost to install the new equipment listed in Table 17.4.F.3, as specified.

- Q165**
1. I'm following up on PDS V2. When will we be able to download the completed version?
 2. When will SOW R1 be available?
- R165**
1. PDS R2 has been uploaded on the Google Drive: [F7044-221042 JLM Technical DATA Package - Google Drive](#) > PDS_JLM_En_Rev 02.xlsx
Edits are identified in ***bold black italic and highlighted.***
 2. SOW R1 will be available on Tuesday, October 3rd.

2. Revise Annex A – Statement of Work

- **INSERT**

17.4.C.3.4 The bidding purposes, the Contractor must include an allowance of \$200,000 to cover the costs associated with the design and integration of new equipment listed in Table 17.4.F.3 and the services provided by the SSI, as defined in 17.4.C.5. Reasonable cost of travel, living expenses must be billed at cost without added markup or profit. The \$200,000 allowance must form part of the overall bid and must be adjusted up or down by means of PWGSC 1379 process, upon receipt of the final SSI invoice, supported by copies of all related documentation and invoices to verify actual expenses.

- **DELETE (in its entirety) 17.4.F.3**

- **INSERT**

17.4.F.3 The Contractor must include an allowance of \$2,500,000 for the purpose of supply, delivery and commissioning of the new deck machinery equipment and ancillary equipment, as listed in Table 17.4 F.3, and defined in this specification. The final cost of the Machinery Package will be adjusted upwards or downwards via the PWGSC 1379 process, based on final invoicing.

NOTE: The Contractor must include in their bid, an allowance of 8000 hours for the cost to install the new deck machinery equipment and ancillary equipment, as listed in Table 17.4 F.3, and defined in this specification.

Deck Machinery

SOW Item	Equipment / Item	Details
17.4 G.2.4	Deck Edge Rollers	Two new deck edge rollers capable of 50t loads, with integrated dynamometer load sensor and remote readouts.
17.4 G.2.9/10	Hydraulic Chain Stoppers with alignment provision	Two new hydraulically operated/retractable Chain Stoppers, with alignment provisions for controlling

		the chain, that will be used in conjunction with the aforementioned Deck Rollers.
17.4 G.2.16	Standard Chain Stopper	Two new standard mechanical Chain Stoppers in accordance with supplied drawings.
17.4 G.2.17	Midship Deck Redirection Roller/Sheave	New midship Deck Redirection Roller/Sheave, with guards and retaining structures, for spooling chain onto the Chain Handler Drum.
17.4 G.2.24	Chain Handler/Towing Winch	New fifty tonne dual purpose, self-spooling Chain Handler/Towing Winch with control stations.
17.4 G.2.25	Deck Tugger Winches	Two new hydraulic Deck Tugger Winches with control stations.
17.4 G.2.27	Towing Pins	New retractable Towing Pins with control stations.
17.4 G.2.34	Hydraulic Power Packs	Assessment and investigation of existing two Deck Equipment hydraulic power pack. Replacement of existing with two new compatible HPU's, if existing are deemed incompatible.
17.4 G.2.38	Control Stands	Unenclosed on-deck Control Station for Tugger Winches, Chain Handler Winch, and Hydraulic Chain Stoppers, with chain tension readout and overload warning indicator weathertight hinged lid.
17.4 G.2.47	Wireless Belly Pack	Provision of Wireless Belly Pack with same functionality as the control stands.
17.4 G.2.44	Spare Parts and Specialized Tools	Supply : a) Itemized price schedule for Spare Parts b) Costed list of recommended onboard voyage spares
17.4 G.2.45		Supply sufficient spares for two preventative maintenance routines, all recommended critical spares and OEM recommended specialized or purposed tools.

END OF SOLICITATION AMENDMENT 018