



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 -VLE	
Solicitation No. - N° de l'invitation F7049-200157/A	Amendment No. - N° modif. 031
Client Reference No. - N° de référence du client F7049-200157	Date 2023-10-12
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 2023-11-08 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 Amendment # 031

This amendment is hereby raised :

- 1. To include Questions and the Responses for the solicitation.**
- 2. To update section 2.7.3 of the ITT – Additional Instructions to Work Period**
- 3. To update section 7.32 of the ITT - Vessel Unmanned Refits**
- 4. To update SOW Item 13.1 – Ship Service Generators section C.3.4.**

1. Questions and the Responses for the solicitation.

Q#1: Section 2.7.3 Additional Instructions to Work Period

(...) In the event that the vessel must be towed from the Contractor's dry dock facility to a facility different from the Contractor to carry out berthing work (alongside) during the work period of the ship (...)

Can we conclude that Canada authorizes the vessel to be towed from the location of the dry docking work to a dock allowing the completion of the work that can be carried out afloat?

A#1:

Canada authorizes the vessel to be towed provided that the Contractor ensures safe and legal transfer of the vessel, without additional cost to Canada. The Contractor must comply with requirements in Section 2.7.3 and provide Canada with a detailed tow/transit plan for review and approval. Prior to moving the vessel, the Contractor must provide Transport Canada approval of the vessel transit plan. Canada reserves the right to deny the proposed tow based on conditions that may place the vessel at risk (e.g. seasonal sea states, ice conditions).

Q#2: Section 2.7.3 Additional Instructions to Work Period

- e) the Bidder must include \$300,000 CDN in the bid, for the cost of towing insurance and vessel valuation, to be adjusted up or down after award.

Where should we include the amount of \$300,000 CAN in the PDS?

A#2:

The Summary tab of the Pricing Data Sheet (PDS) will be modified to include spaces for the Bidder to insert the \$300,000 allowance for insurance and vessel valuation, the addresses of the facilities, and all other associated costs of the vessel movement, should vessel towing be planned during the refit period. Bidders must include the planned vessel movement dates in the schedule provided with their bids. Bidders who are not towing the vessel during the working period are not required to input pricing data under this Section into their bid.

Bidders must accept that should a tow be proposed to Canada after Contract Award, all towing costs and associated costs of the tow, including insurance and vessel valuation, tow plan preparation and approvals, docking and

undocking, storage/restorage, securing the vessel, engineering and vessel modifications required for safe towing, will be the sole responsibility of the Contractor.

PDS Rev. 2 will be uploaded to the Google shared drive.

2. To update section 2.7.3 of the ITT – Additional Instructions to Work Period

- Delete (in its entirety) 2.7.3
- Insert (edits are in ***italic bold***)

2.7.3 Additional Instructions to Work Period

The vessel will be unmanned from the work period commencement date up to approximately one month prior to sea trials (exact date to be confirmed) 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.

The vessel must be made completely habitable for the vessel's crew to return to the vessel approximately one month prior to sea trials (exact date to be confirmed) to prepare for the vessel's commissioning, and to assist during the commissioning activities; set to work test and trials. For the vessel to be habitable, the vessel's galley must be made operational, all crew lodgings must be cleaned and made ready for crew, washrooms and showers must be fully functional, potable water supplied, and sewage plant made functional.

From the time that the crew has returned to the vessel to the end of the Vessel Work Period, the vessel will be manned, and will be considered in commission. The vessel during this period will be in the care and custody of Canada and under its control.

~~In the event that the vessel requires to be towed from the Contractor's drydocking facility to a different Contractor facility to carry out alongside work during the VWP:~~

In the event that the Bidder plans to move the vessel from the Contractor's Drydocking Facility to a different Facility to carry out work during the Vessel Work Period (VWP):

- 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 "I";
- b) the tow must comply with the insurance requirements of the Contract and, in addition, include Marine Liability Insurance and Marine Hull Insurance (per Annex "D"). The Contractor must maintain continuous insurance coverage without lapses between the Ship Repairers Liability Insurance, and the Marine Liability Insurance and Marine Hull Insurance;
- c) the municipal address for both facilities must be included in the bid in accordance with Article 6.3;
- d) the planned towing date must be reflected in the Preliminary Work Schedule submitted with the bid;
- e) the Bidder must include \$300,000 CDN in the bid, for the cost of towing insurance and vessel valuation, ~~to be adjusted up or down after award~~ ***to be adjusted up or down by 1379 after Contract Award; and***
- f) the Bidder must include, in the bid, all other associated towing costs such as the tow, related engineering work, storage and restorage, undocking and docking; ***and***

g) Canada reserves the right to deny the proposed tow based on conditions that may place the vessel at risk (e.g. seasonal sea states, ice conditions).

For details please refer to, Appendix 1 – Contractor’s Acceptance of Custody Certificate.

For details please refer to, Appendix 2 – Coast Guard Acceptance of return of Certificate.

3. To update section 7.32 of the ITT - Vessel Unmanned Refits

- Delete (in its entirety) 7.32
- Insert (edits are in ***italic bold***)

7.32 Vessel Unmanned Refits

SACC Manual Clause A0024C (2014-11-27) Vessel Unmanned Refits

The vessel will be unmanned from the Vessel Work Period commencement date up to approximately one month prior to sea trials (exact date to be confirmed) 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.

The Contractor must assume all costs associated with vessel movement during the working period.

The vessel must be made completely habitable for the ship’s crew to return to the vessel approximately one month prior to sea trials (exact date to be confirmed) to prepare for the vessel’s commissioning, and to assist during the commissioning activities; set to work test and trials. For the vessel to be habitable, the vessel’s galley must be made operational, all crew lodgings must be cleaned and made ready for crew, washrooms and showers must be fully functional, potable water supplied, and sewage plant made functional.

From the time that the crew has returned to the vessel to the end of the working period, the vessel will be manned, and will be considered in commission. The vessel during this period will be in the care and custody of the Canada and under its control.

In the event that the vessel requires to be towed from the Contractor’s drydocking facility to another Contractor facility to carry out alongside work during the VWP:

- a. Canada reserves the right to deny the proposed tow based on conditions that may place the vessel at risk (e.g. seasonal sea states, ice conditions).***
- b. 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 "I";***
- c. the tow must comply with the insurance requirements of the Contract and, in addition, include Marine Liability Insurance and Marine Hull Insurance per Annex "D". The Contractor must maintain continuous insurance coverage without lapses between the Ship Repairers Liability Insurance, and the Marine Liability Insurance and Marine Hull Insurance;***

- d. 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 "D", confirming that the insurance policies complying with the requirements are in force for the upcoming tow to the subsequent facility; ~~and~~
- e. ***Prior to the tow, the Contractor must provide Canada with a detailed tow/transit plan approved by Transport Canada for review and approval by Canada at least seven (7) days prior to the commencement of the tow; and***
- f. Towing details must be updated in associated Contract reporting i.e. scheduling, Progress Report, Weight Management, Inspection and Testing.

For details please refer to Annex "1" – Vessel Custody, Appendix 1 – Contractor's Acceptance of Custody Certificate.

For details please refer to Annex "1" – Vessel Custody, Appendix 2 – Coast Guard Acceptance of Return of Certificate.

4. To update SOW Item 13.1 – Ship Service Generators section C.3.4

- Delete (in its entirety) 13.1.C.3.4
- Insert (edits are in ***italic bold and highlighted***)

13.1.C.3.4 For estimating purposes, the Contractor must include an allowance of ***\$900,000.00*** ***\$1,300,000.00*** in the submitted bid, for the overhaul of all three (3) SSGs, at the OEM certified facility, ***the supply of the new OEM control systems and all associated parts, and work performed by the Toromont FSR(s)***. Actual amount to be adjusted up or down by PWGSC 1379 New Work or Arising form upon completion of work.

PDS Rev. 2 will be uploaded to the Google shared drive.

End of Solicitation Amendment #031.