

**RFP# 878511**



## **Jamaica Public Service Company Limited**

**SERVICES TO CARRY OUT HOT GAS PATH INSPECTION ON FRAME 6B UNIT  
HUNTS BAY POWER STATION**

### **Request for Proposals**

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**HGP INSPECTION SERVICES**

**RFP# 878511**

## **QUESTIONS & ANSWERS**

Bidders are reminded to observe the dates for deliverables in the RFP.

If you have not already done so, via email to the RFP contacts, all bidders must indicate

- a) Intention to Bid  
OR
- b) Reason why you will not participate in this RFP

### **QUESTIONS & ANSWERS**

Please see questions below with answers in blue.

- 1) Confirm JPSCo's COVID-19 protocols, including requirements for entry in Jamaica (testing, vaccination), quarantine requirements (if any), and entry protocols at the Hunt's Bay Power Station. *JPS is guided by the protocols and regulations outlined by the Jamaican Government. Additional details can be viewed here <https://jamcovid19.moh.gov.jm/immigration.html>*
- 2) Confirm if JPSCo has all the parts at site required for the scope of services included in the RFP (i.e., HGP/combustion parts, torque converter, accessory gearbox spares, and main fuel oil pump). *All parts mentioned will be supplied by JPS*
- 3) Confirm JPSCo's options in case the accessory coupling's magnetism issue cannot be resolved (i.e., should it be determined that the accessory coupling not conforming to OEM standards). *If the coupling is deemed incompatible after troubleshooting, the last option is to reinstall the repaired (existing) coupling until a replacement OEM coupling is procured and installed.*
- 4) Confirm if JPSCo is considering any generator inspection scope of services. *Yes, but not included in this scope document*
- 5) What are the required hours per shifts? *Twelve (12) hours*
- 6) What are the required number of shifts per day? *All options should be clearly stated in Bidder's proposal.*

- 7) What are the required number of days per week? *JPS uses calendar day that is seven (7) days per week.*
- 8) Could you please provide the latest Inspection report or Borescope Inspection Report? *This will be shared with the awarded contractor.*
- 9) Will the customer provide shroud drilling, if the replacement shrouds will require drilling?  
*Yes*
- 10) Is this machine Liquid Fuel Only Standard Combustion? *Yes*
- 11) Will a tuner be required? *No*
- 12) Will JPS provide any instrumentation and electrical coverage? *Yes*
- 13) What TIL's have been previously executed on the unit? *As some TILs are recurring, research is to be done by bidder to note all applicable TILs to this unit (TILs - Technical Information Letters)*
- 14) Will JPS be available with permitting and operations to cover around the clock coverage?  
*Yes*
- 15) Need more report data on the failed installation of the accessory drive coupling in order to facilitate an estimated replacement situation? *Reference is made to details provided below to the question "Give us the story on the failed installation of the accessory coupling"*
- 16) The crane will be provided by JPS? *Yes*

**ADDITIONAL QUESTIONS**

**Excerpt from RFP document:**

1.1 Introduction:

Please advise if JPS is willing to postpone the outage start date to November 1st, 2021?

*The Outage for this unit is currently slated to start in September 2021.*

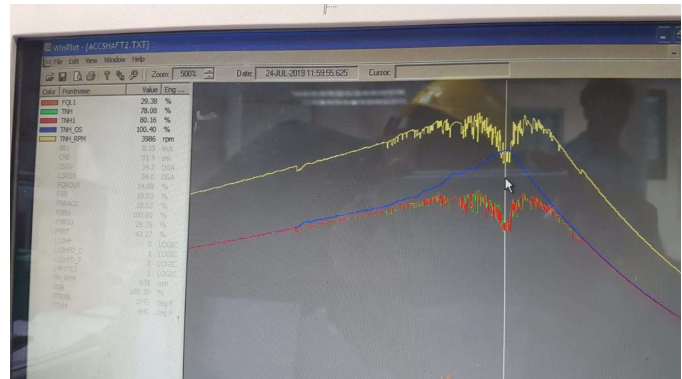
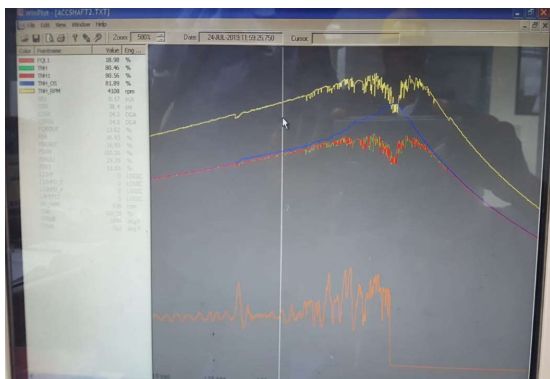
What expected controls mods? *Contractor shall prove to JPS that they have experience dealing with troubleshooting, installation and calibration of speed pick up and the relevant expertise to effect variable tuning to achieve desired outcome/ operation. This should be included in your Technical Proposal.*

Give us the story on the failed installation of the accessory coupling.

This Frame 6B industrial gas turbine (GT-10) experienced a forced outage due to the accessory gear drive coupling on April 25, 2019. The coupling experienced a major failure on the contoured diaphragm section of the coupling flange at the turbine-end that resulted in the unit being rendered unavailable. Temporary repairs were conducted on the failed diaphragm by our local technical workshop. This repair involved the replacement of the failed flexible contour diaphragm section of the coupling with a stainless steel sheet metal of similar thickness. The unit was then returned to service but rendered impaired until the coupling is replaced with one that meets OEM specification.

In July 2020, an outage was conducted to install a newly procure coupling with the supervision of a third-party Technical Adviser (TA). Upon completion of the coupling installation, several attempts were made to recommission the unit. During each start-up, the unit constantly tripped on 'Control Speed Signal Trouble - HP'. This led to inspection and recalibration of the speed pickups and a comparison between the coupling removed with the new coupling (see drawings).

However, despite the checks conducted, we had constant trips on Control Speed Signal Trouble- HP once the unit ramps up to 4000+ rpm. The old coupling was then reinstalled and the unit returned to service. Additional assessment was conducted on the new coupling, the results of this assessment identified magnetism of the coupling resulted in misreading in the speed pick-ups and the inability of the unit to synchronize.



See above screenshots during time of start- up

## 6.0 Terms & Payment:

Please advise if JPS is willing to negotiate the payment terms?

The preferred payments terms is stated the bid. Bidders have the option to offer an alternative.

## From Appendix I:

### 3.2 Disassemble:

Shroud blocks are not normally removed during the HGP, why remove all stages of buckets? All HGP inspection components will be removed and inspected. A decision to reuse components will be dependent on the inspection results provided by the awarded contractor.

**3.3 Inspections:**

Are there current issues with the IGV's due to the mention of damaged gears and hydraulic system?

No, there is no existing issue with the IGV. The mentioned replacement component is contingent on inspection result.

Any correction to the thrust clearance will be considered as extra. Noted. Along with the cost, this should be clearly state in your proposal.

Any replacement on expansion joint will be considered as extra. Noted. Along with the cost, this should be clearly state in your proposal.

**3.4 Inspections of Auxiliaries:**

Is there a rail system in the accessory cabin for replacement of the torque converter?

Access point available in compartment to rig and remove torque converter.

What bushings are being referenced in the accessory gearbox? The bearings?

The bushings mentioned are the accessory bearings.

Is there a rail above the accessory gearbox? Access point for Rigging is available above gearbox.

What type of services will be performed to the main fuel oil pump?

The awarded contractor will be required to disassemble and inspect of pump.

**3.5 Preliminary Inspection Report:**

Will we reuse the existing combustion parts if the inspections are good or replace them all?

No, JPS will not reuse the combustion capital spares. All will be replaced.

**3.6 Reassembly:**

Wheelspace thermocouple wiring and conduit installation, the I&E will be done by whom?

This will be completed by JPS assigned personnel

**4.0 Controls & Startup "TA" Scope:**

Need more data as to what failed during the initial change to the new coupling.

Reference is made to details provided above to the question "Give us the story on the failed installation of the accessory coupling"

**\*END OF DOCUMENT\***