

**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 0A1 / Noyau 0A1**  
**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

<b>Title - Sujet</b> 8.75 to 9.25m GRP RHIB W/ REG CABIN	
<b>Solicitation No. - N° de l'invitation</b> F7047-120200/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> F7047-120200	<b>Date</b> 2013-04-30
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MD-021-23691	
<b>File No. - N° de dossier</b> 021md.F7047-120200	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2013-05-22</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Byron, Dan	<b>Buyer Id - Id de l'acheteur</b> 021md
<b>Telephone No. - N° de téléphone</b> (819) 956-0691 ( )	<b>FAX No. - N° de FAX</b> (819) 956-7725
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

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**Solicitation Amendment #1:** is issued to 1) Revise section 7.1 of Annex A - Technical Statement of Requirement 2) Revise section 8.7 of Annex A - Technical Statement of Requirement 3) update Annex G - Bidders Questions and Answers,

**1) Remove:** Annex A, section 7.1 in its entirety

**Replace with:**

#### 7.1 SHIPPING AND DELIVERY

Prior to shipping, the boats shall be secured on their respective trailers, cleaned, preserved and covered in accordance with this section. All areas of the boats shall be cleaned prior to covering for final shipping. Bilges shall be dry and free of oil and debris and the fuel tanks shall be full with fuel stabilizer added. The propulsion system shall be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that will be subjected to freezing temperatures.

The batteries shall be disconnected. A durable warning plaque shall be wire tied to the steering wheel indicating that the boat has been preserved for shipping and storage and shall not be started until the propulsion machinery has been reactivated. **Trailers** shall be designed and fitted to prevent any movement of, or damage to, the boat and equipment during shipment and storage. All contact points with the boats shall be padded. A shrink wrap cover shall be provided to protect the boat during shipping and storage.

**2) Remove:** Annex A, section 8.7 in its entirety

**Replace with:**

8.7 Displacement (in normal load condition) between **4700kg** and **5000kg**.

**3) Remove:** Annex G - Bidders Questions and Answers in its entirety

**Replace with:** the following

**BIDDER'S QUESTIONS AND PWGSC'S ANSWERS**  
Glass Reinforced Plastic Inflatable Hull Boat

**Annex G**

QUESTION	ANSWER
1) <b>6.2.3</b> - Aluminum alloy - many extrusions are not readily available in the alloys specified. Can 6061 or 6063 alloy extrusions be used if the as welded strength is used in engineering calculations?	This would be acceptable.
2) <b>6.3</b> - Are painted aluminum cabins acceptable alternative to the GRP construction specified?	The cabin must be GRP construction.
3) <b>6.4.2</b> - Is adequate stability to be calculated based on one hull compartment damaged and the collar intact?	As per the requirements of TP1332.
4) <b>6.4.2</b> - Can flotation foam be substituted for watertight compartments?	Flotation foam can not be substituted for watertight compartments.
5) <b>6.8.3</b> - Is the Motorola Astro Spectra VHF a remote version with control head only on the dash?	Motorola Astro XTL 5000 with O3 control head.
6) <b>7.1</b> - The first paragraph of this requirement states that the boats will be shipped on their trailers. Cradles are mentioned in the second paragraph. Please clarify.	Replace the word "Cradle" with the word "trailer".
7) <b>8.1</b> - Please confirm that the "Length overall" does not include the OB motors and rope guard.	The length overall must not exceed 9.25 meters, this includes the inflated collar, but does not include outboards or rope guard.

8) <b>8.1</b> - Would a boat exceeding the 9.25 m Length overall requirement be considered non-compliant?	The length overall must not exceed 9.25 meters, this includes the inflated collar, but does not include outboards or rope guard.
9) <b>8.2</b> - Our 8.5/9.3 meter GRP models are 2.9 m beam. Is this acceptable?	Must be between 2.9 and 3.2 meters.
<b>10) 8.7</b> - Estimated displacement in the Normal Load Condition (full fuel, 300 kg crew, 500 kg. equipment) is about 4900 kg.. Is this acceptable?	8.7 shall be changed to read " Displacement (in normal load condition) between 4700kg and 5000kg.
<b>11) 9.1</b> - Is "full load and complement" the same condition as 8.8 Normal Load Condition?	Correct.
<b>12) 11.1.1</b> - Four seats are specified, but it is also stated that the pilothouse is configured for 3 crew. Section 11.2 specifies 3 crew with 3 seats. Please clarify.	Standard Crew is 3. The bidder must provide for four seats.
<b>13) 11.1.3</b> - Is the marine head a portable toilet or fixed toilet with holding tank?	Fixed toilet with holding tank.
<b>14) 11.2</b> - Three seat requirement is in conflict with 11.1.1 requirement?	Standard Crew is 3. The bidder must provide for four seats.
15) <b>14.1.1</b> - since the control station is located inside the cabin, is towline recoil protection required? or is it to protect personnel on aft deck rather than at the helm?	To protect personnel on the aft deck.

<b>16) 14.4</b> - Can alternative heating system equal to the Webasto system specified be proposed?	The Webasto system is required due to maintenance training and parts repair at the delivery locations.
<b>17) 14.6.1</b> - Is both electric and manual bilge pump required for each watertight compartment? Or is the requirement for a single manual pump and electric pumps in each compartment?	Both an electric and Manual bilge pump are required for each watertight compartment.
<b>18) Appendix A (Manoeuvring Data Sheet)</b> - is this a sample only? It includes test criteria that is in conflict with the TSOR (eg. section 4.1 - 6 hrs. endurance at max speed) and seems more suitable for large ships (eg. section 5 steering gear test). I am not sure how some of these measurements can be done on a boat travelling in excess of 35 knots.	This is a sample only.