

**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> SPECIAL OPERATIONS RIGID HULL INFLA	
<b>Solicitation No. - N° de l'invitation</b> W6399-12DF56/A	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> W6399-12DF56	<b>Date</b> 2012-05-24
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MD-027-22789	
<b>File No. - N° de dossier</b> 027md.W6399-12DF56	<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 2012-06-15</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> Haydock(MDDIV), Mark	<b>Buyer Id - Id de l'acheteur</b> 027md
<b>Telephone No. - N° de téléphone</b> (819) 956-1397 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<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#3**

**Question 1:** I went through W6399-12-DF and found that I only have the first 4 pages of Annex A (Statement of Work). It indicates that there should be 8 pages. Can you please supply either the last 4 pages or the complete Annex A package.

**Answer 1:** There was a typo and Annex A is 4 pages only not the 8 pages as stated on the footer, Annex A ends at 4.1.3 Configuration Control.

**Question 2:** Will a GRP composite hull (with a lamination schedule designed/approved to an international regulatory body - such as ABS or DNV) and meeting the same performance and operational requirements set out in the RFP be accepted to keep with current international practices? And if not will a justification be provided as to why aluminum is preferred?

**Answer 2:** GRP is not acceptable as an alternative to the Aluminum specified in the RFP. Aluminum was chosen for its strength and resistance to damage due to inadvertent collision with objects (including dead heads, light ice conditions, beaching operations, contact with ships during boardings, etc) and the ability to repair aluminum in the field.