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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 Construction, Refit and Related
Services/Construction navale, Radoubs et services
connexes
11 Laurier St. / 11, rue Laurier
6C2, Place du Portage
Gatineau
Québec
K1A 0S5

Title - Sujet 5.75 - 6.0M INFLATABLE BOATS	
Solicitation No. - N° de l'invitation W8482-146156/B	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client W8482-146156	Date 2014-11-21
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-030-24777	
File No. - N° de dossier 030mc.W8482-146156	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2014-11-27	Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Dufour(030mc), Erin	Buyer Id - Id de l'acheteur 030mc
Telephone No. - N° de téléphone (819) 956-8292 ()	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	

Amendment 1:

This amendment is raised to change some of the technical requirements, extend the closing date to November 27, 2014 and to address questions asked by potential bidders and advise potential bidders that this bid solicitation W8482-146156/B cancels and supersedes previous bid solicitation W8482-146156/A dated November 17, 2013 with a closing date of January 27, 2014.

Technical Requirement Change
Change #1 TSOR Article 3.3.12

Delete: **Diagonal Splash Guards** Splash guards will be fitted on the buoyancy tube and the transom to prevent the ingress of water from the propeller turbulence.

Change #2 TSOR Article 3.3.13

Delete: **Bowdodger** A removable bowdodger must be fitted, complete with associated support and securing arrangements.

Change #3 TSOR Article 4.9

Delete: **COXN SEAT** A small transom mounted COXN seat is to be supplied with each inflatable. The frame must be made from SS or anodized aluminum and durable weather resistant synthetic fabric for seat cushion and back rest. The seat must be removable with adjustable clamps in order to be mounted on Port or Starboard side of the Outboard Engine.

Change #4 TSOR Article 3.3.3

Delete: **Inflation/deflation valves** The inflation/deflation valves must be supplied and installed by the Contractor and consist of the following: For easy access, the valves must be located on the inboard side of each compartment of the buoyancy tubes. The inflatable keel must have a separate inflation and deflation valve. The operating pressure for the tubes must be permanently stencilled at each valve location with lettering and numerals approximately 25.4 mm high in millibars and psi.

Replace with: **Inflation/deflation valves** The intercommunicating inflation/deflation valves must be supplied and installed by the Contractor and consist of the following: For easy access, the valves must be located on the inboard side of each compartment of the buoyancy tubes. The inflatable keel must have a separate inflation and deflation valve. The operating pressure for the tubes must be permanently stencilled at each valve location with lettering and numerals approximately 25.4 mm high in millibars and psi.

Change #5 TSOR Article 3.3.11

Delete: **Transom Drain** Two drain tubes and plugs will be fitted at an accessible position at the bottom of the transom to drain from each side of the inflatable keel. The expanding plugs must be secured to the transom with a keep chain.

Replace with: **Transom Drain** A minimum of two drain tubes and plugs will be fitted at an accessible position at the bottom of the transom to drain from each side of the inflatable keel. The expanding plugs must be secured to the transom with a keep chain.

Change #6 TSOR 3.3.20

Delete: **Fabric Material** The fabric used in the manufacture of the buoyancy tubes, keel, floor and speed tubes of the boat must be of a woven fabric support of military grade polyamide 1670 DTX or better. 1880 DTX is Optimal. Thread must be a high grade polyimide 6.6. Neoprene film will be utilized to line buoyancy tubes. As the quality of material is constantly being improved, the manufacturer may use improved materials but only after obtaining prior written approval from the Technical Authority and the Contracting Authority.

Replace with: **Fabric Material** The fabric used in the manufacture of the tubeset, keel, floor and speed tubes of the boat must be of a woven polyamide Hypalon neoprene fabric support of military grade. 1880 DTX is Optimal. Decitex will be no less than the current operational RCN Fleet. Thread must be a high grade polyimide 6.6 Neoprene film that will be utilized to line all woven fabric parts. As the quality of material is constantly being improved, the manufacturer may use improved materials but only after obtaining prior written approval from the Technical Authority and the Contracting Authority.

Contractual Questions and Answers**1. Part 3 – Point 1. Bid Preparation Instructions**

(b) use a numbering system that corresponds to the bid solicitation.

Question: Does that mean that we have to insert a sheet with the Part and points that the documentation refer to as mean of divider tabs?

Answer: You need to reference your response to each of the RFP requirements. For example, in Part 3 of the RFP, article 1.1.1 request a project schedule. In your bid, you need to specify where the project schedule is. It can be a separate sheet or you can use the same numbering system as we did. Up to you, as long as the information is easily found and referenced.

2. PART 5 – Certifications 1.1 Code of Conduct and Certifications – Related Documentation

“The related documentation therein required will assist Canada in confirming that the certifications are true.”

Questions: Could you please precise what are the related documentation that we need to supply in our bid.

Answer: As per the Standard Instructions 2003, Section 01, parag. 4, Bidders who are incorporated, including those bidding as a joint venture, must provide a complete list of names of all individuals who are currently directors of the Bidder. Bidders bidding as sole proprietorship, including those bidding as a joint venture, must provide the name of the owner. Bidders bidding as societies, firms, or partnerships do not need to provide lists of names.

By providing a bid, you certify that you are compliant with the rest of the article and Canada can verify.

3. 2.1 Welding Certification

"1. Welding must be performed by a welder certified by the Canadian Welding Bureau and in accordance with the requirements of the following Canadian Standards Association (CSA) standards: (a) CSA W47.2-M1987 (R2003), Certification of Companies for Fusion Welding of Aluminum division 1 or 2.1."

Questions: There isn't any welding to be done or involved with the goods requested, why this certification is requested or might be requested before award contract?

Answer: Welding may be applicable for companies that **may** install a transom plate that requires welding to enhance extra rigidity for flex and stress caused by the propulsion system and various payloads in adverse weather conditions.

Stringers that secure the floorboards and the floorboards themselves from industry are made from aluminum alloy, there **may** be welding involved after the mold and casting process. The Publication reference is standard for construction of small boats. If welding is required for your bid, you must have objective evidence to support.

4. Part 6 – Resulting Contract Clauses

"A quantity of five (5) boats must be delivered monthly for a period of five (5) months. All twenty-five (25) boats and any other deliverable(s) identified in the Contract must be delivered within five (5) months of the Contract Award date."

Questions:

1 - In reference to the Annex "A" (TSOR) 5.3.1 Pre-Productions boats, Are the pre-production boats (2) part of the first delivery of 5 boats by month and the total of the 25 units ?

2 - If so, as the pre-production boats need to be approved before we start production, could we understand that the delivery of 5 boats by month will start after the approbation of the pre-production boats by the Inspection and technical authority?

3 - As the first 4 to 6 weeks will be for logistic, ordering & reception of material, is, seven (7) months, from the contract awarded is acceptable for complete delivery of the twenty-five (25) boats ?

Answers:

1. YES, the 2 pre- production boats will be part of the initial 5.

2. YES, the pre-production boats require to be approved by the TA and the IA.

3. YES, the time for delivery of the initial 5(first month) can start immediately after approval. Yes, seven months will be acceptable.

5. Question: Will Canada amend Solicitation No. W8482-146156/B and its corresponding TSOR to allow for a Welded Polyurethane Boat that will meet and/or exceed the operational requirements?

Answer : Unfortunately, a polyurethane substitution or an amendment to this contract is not possible for these inflatables. The TSOR is specific to Hypalon for the following reasons:

- DND infrastructure for 1st, 2nd and 3rd line R & O calls for HYPALON material.
- DND does not have the training, the special tools or equipment for this type of weld repair, especially out in the field/on board ship / at units across Canada (1st line).
- The TSOR is specific to an equivalent product in the form of material that supports the above reasons.

Technical Questions and Answers

1. ANNEX "A" – Technical Statement of Requirement 3.3.1 Buoyancy tube

"Fabric must be polyamide Hypalon neoprene 1880 DTX."

Questions: For the main buoyancy tube, Is anything lower than 1880 dtx, like 1670 dtx or 1100 dtx Hypalon would be accepted.

Answer: This is a spares procurement, because we require equivalent products, the lowest dtx for this item is 1670 dtx for all fabric material. The current MK5 in its entirety is 1670 dtx. The most recent and current platform is the NAV19 which is 1880 dtx in its entirety. Both of these platforms are associated with the NATO STOCK NUMBER provided 1940-21-909-1012. 1670dtx is a **must** with 1880 being optimal.

2. 3.3.2 Bottom of Inflatable Keel

"They will be fabricated out of polyamide, hypalon neoprene. Optimal 1880 DTX."

Questions: For the inflatable keel, as it is only stated Optimal 1880 DTX, does that mean that the lowest density in the market such as 940 dtx would be accepted?

Answer: 1670 dtx is a must. Anything lower will not be accepted. 1880 dtx is optimal.

Questions: Can you specify exactly which Hypalon fabric your customer needs for

- Buoyancy tube :
- Keel :

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Buyer ID - Id de l'acheteur

030mc

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File No. - N° du dossier

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-
- Floor :
 - Speed tube :

Answers:

- Buoyancy tube : bidder must supply 1670 dtx / 1880 dtx is optimal
- Keel : bidder must supply 1670 dtx / 1880 dtx is optimal
- Floor : bidder must supply 1670 dtx / 1880 dtx is optimal
- Speed tube : bidder must supply 1670 dtx / 1880 dtx is optimal

All other terms and conditions remains the same.