

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving Public Works and Government
Services Canada/Réception des soumissions
Travaux publics et Services gouvernementaux
Canada
Pacific Region
401 - 1230 Government Street
Victoria, B.C.
V8W 3X4
Bid Fax: (250) 363-3344

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
Public Works and Government Services Canada -
Pacific Region
401 - 1230 Government Street
Victoria, B. C.
V8W 3X4

Title - Sujet Fab&Del TwinDieselJet LandingCraft	
Solicitation No. - N° de l'invitation F1705-140131/A	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client F1705-140131	Date 2015-04-13
GETS Reference No. - N° de référence de SEAG PW-\$XLV-175-6689	
File No. - N° de dossier XLV-4-37264 (175)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-04-30	Time Zone Fuseau horaire Pacific Daylight Saving Time PDT
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: Elkington, J.R.	Buyer Id - Id de l'acheteur xlv175
Telephone No. - N° de téléphone (250) 363-3391 ()	FAX No. - N° de FAX (250) 363-3960
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

This Amendment is promulgated to post the accumulated Questions from Bidders and the Answers from the CCG, that have been submitted during the last week, and to extend the Closing of the Solicitation to April 30, 2015.

Q1- RFP E2.7; This clause appears vague, please confirm that the CCG will arrange for the boat to be brought to the Contractor's yard at their cost?

A: Unsure of what this means . The contractor is responsible for any movements of this vessel during construction & including delivery.

CA elaborates: This RFP (not specification) clause concerns warranty service, and under the warranty provisions, the client will call on the contractor to perform warranty service, potentially just before the end of the warranty period, and the contractor will have the option of using their local service agent, or if more extensive work is required, will require the client to return the vessel to the manufacturer's shop. THE client will always have the option of engaging local service providers and the Contractor is obliged to pay what it would have cost them to perform the service in their own shop.

Q2- SOW 6.4; Please confirm the safety rating for the lifting lugs are the same as the tow post at 150%? Lifting Lugs –

A: "Yes", 150% of the maximum weight of the fully loaded vessel. Tow post rated to a 3000 lb. Safe Working Load.

Q3- SOW 8.1.3; This states Fly by wire is preferred, 10.3, just states Fly by wire controls. Can you please confirm if they are required and preferred? Also Fly by wire is not a correct description of what is required or preferred. Can you please provide a full description or a type of control for equivalence so bidders understand what is fully required.

A: Fly-by-wire = Electronic controls; preferred to avoid unnecessary damage to engines & transmissions, however unsure as to availability on all engines manufacturers. Would like to avoid the use of cable type controls, which do not provide the ability to prevent an unwanted change of propulsion without a decrease in engine RPM.

Q4- SOW 8.1.4; You refer to Trim tab controls but do not specify trim tabs, please confirm.

A: Yes Trim tabs of appropriate size (architect drawings) fitted to the stern of the vessel such to enable the change the angle of the bow as appropriate to the sea conditions & dependent on how the vessel is loaded . Controls for trim tabs to be situated in pilothouse accessible from helm seat.

Q5- SOW 10.2; Please explain what the deck hydraulics are to power or operate. If you are to operate the hydraulics at the one engine's full rated RPM then this implies that the engine will be taken off line for propulsion purposes. Can you please provide the complete details of what is expected and required from the hydraulic system. The hydraulic load must be calculated to provide proper tank size and cooling required. Please provide details.

A: Only required to operate the hydraulic bow ramp at slow or little speed. Does not need to operate at full engine RPM. Would like the ability to operate hydraulics & propulsion at the same time.

Q6- SOW 10.4.5.1; SOW states breakers for engine room heater and pilot house heaters. These heaters are not specified. The hydronic heater and diesel heater for the cabin are both DC powered. The jacket heater is AC, please confirm.

A: Engine room heaters = block type heaters for Main engines only, ability to keep the engine in a "ready " to start mode. 8.1.5 - Bus Heater = 12 volt fan with heat supplied from the cooling system from main engine, normally situated so as to provide heat to the pilothouse space. 8.1.6 - Diesel Wabato 500 BTU heater = auxiliary heater to provide defrost capability at all times & extra heating capacity if needed, especially if the main engines are not operating.

Q7- SOW 8; The SOW has the side decks along side the cabin extremely narrow for walking aft to use stern lines or the towpost. We think this may cause problems and could make the boat not that workable. Also the cabin roofline of the fairly tall cabin could easily make contact with the ships side if any sea is running. Most shipboard boats we have done have the cabin quite well inset from the hull side for this reason. Can you please advise the customer and get their feedback on this perceived issue. We would recommend an aft door be added and narrow the cabin or widen the boat.

A: This vessel will be operating primarily in an independent mode. Ship boarding /alongside operations are an unusual occurrence & will only be undertaken in calm seas or emergencies. The access to the side decks is only used for berthing/unberthing operations, as long as a top cabin handhold in conjunction with anti -skid deck surface is utilized , there will not be an issue.

Q8- how much Hp will be required for the Hydraulic system. This will give us an indication if the PTO can run off the front of the engine or requires off the back. The 6LY can only use 10-12% of Hp to be taken off the front.

A: The hydraulics are for the raising and lowering of the bow ramp only, which will be utilized at little or no speed of the vessel. Size of motor will depend on weight of ramp. Bidder's Naval Architect will be able to determine the motor size.

Q9 8.1.11 states; "Windows all around forward of tow post, helm is offset so center mullion ok" We envision helm position to stbd with dedicated windshield, is this acceptable?

A: Yes.

Q10 8.1.11 states; "Windows shall be to TP 1332 section 3.3.2 and 3.3.3. Two aft windows to slide open." Are the sliding window to provide access to the tow post/aft deck or is access to this aft deck area by way of the narrow cabin walk around or other means, please clarify.

A: Aft windows for ventilation and emergency egress.

Q 11 8.1.12 states; "Full size, centre mounted sliding door. Door shall be fitted with a keyed latch" Can a better description be given regarding the cabin door and windshield arrangement? A:

Access door to be located in the front centre of cabin. A swing open door interferes with deck space, therefore we require the door to be a "slider".

Q. Also what is the preferred location of the required steps and landing to access the elevated pilothouse sole, within the pilothouse? Please clarify.

A: If a step is required, must be folding to allow full usage of all deck space. No permanent landing or stairs.

Q 12 5.3.1 states; "All hull, deck and bulkhead welding shall be continuous welding. All longitudinal structure, web frames, girders and additional engine skid support structure shall be double continuous fillet welding. Transverse stiffening shall be welded with four inch eight staggered intermittent welds. All other welding shall be continuous."

The specified double continuous welding of structural members would create significant distortion and is not likely needed to meet the structural requirements of ABS rules. Could intermittent welding according to our architect's welding schedule be substituted for the welding as perscribed?

A: This would be acceptable from a "NAVAL ARCHITECT" but must be submitted and approved prior to construction.

Q 13: 5.1.4 states: "All bare aluminum surfaces on the exterior of the vessel shall have an AA-M32, medium satin finish, in accordance with Aluminum Association Inc., Publication #45, Table 1." We are not familiar with the specified standard nor have we seen it specified in other marine bids. Could the description of the vessels final exterior aluminum finish be amended to a more traditional or good boatbuilding practice type specification?

A: Change to "All bare aluminum surfaces on the exterior of the vessel to be finished to industrial boat building standards".

Q 14: 5.1.8 states; "Hand holds, footings, handrails, and deck areas not covered with checker plate will have an AA-M44, coarse matte finish, in accordance with Aluminum Association Inc., Publication #45, Table 1."

We are not familiar with the specified standard nor have we seen it specified in other marine bids. Could the description of the aluminum finish of Hand holds, footings, handrails, and deck areas not covered with checker plate be amended to a more traditional or good boatbuilding practice type specification?

A: Change to "All bare aluminum surfaces on the exterior of the vessel to be finished to industrial boat building standards".

Q15: 9.1.1 VHF Radios (2): ICOM M604

We are of the understanding that the ICOM M604 is obsolete. We have, in previous bids, offered the ICOM M506. Is this acceptable?

A: Yes. Any DSC capable and approved by Industry Canada marine VHF radio.

Q16: 10.1.16 states; "Wet exhaust" At no time shall a stack be used. All exhaust to be ventilated below the water line.

10.1.19 states; "Closed cooling system"

Could clarification be given regarding the preferred method of engine cooling system?

A: The engines are to be cooled by fresh water/coolant only. The heat exchanger can utilize sea water to cool the closed cooling system, however at no time shall sea water be used to contact the engine itself.

Q17: 12.4.4.1.3 states: "Thruster Instruction Manual"

There are various references to a "Thruster". We assume the wording is included mistakenly and that a Thruster is not required, please clarify.

A: This wording was mistakenly included. Please omit any reference to "Thruster" and "Stern Roller".

- 1- RFP E2.7; This clause appears vague, please confirm that the CCG will arrange for the boat to be brought to the Contractor's yard at their cost?

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CA elaborates: This RFP (not specification) article concerns the warranty service, and under the terms of the warranty, the customer will call the contractor to perform warranty service, possibly before the end of the period warranty, and the contractor will be able to use their local service agent, or if more extensive work is needed, the customer will need to return the ship to the manufacturer's shop. The customer will still be able to engage the local service providers and the contractor is required to pay what it would cost to perform the service in their own shop.

- 2- SOW 6.4; Please confirm the safety rating for the lifting lugs are the same as the tow post at 150%?

R: Lifting Lugs – “Yes”, 150% of the maximum weight of the fully loaded vessel. Tow post rated to a 3000 lb. Safe Working Load.

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R: Yes Trim tabs of appropriate size (architect drawings) fitted to the stern of the vessel as such to enable the change the angle of the bow as appropriate to the sea conditions & dependent on how the vessel is loaded . Controls for trim tabs to be situated in pilothouse accessible from helm seat.

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R: Only required to operate the hydraulic bow ramp at slow or little speed. Does not need to operate at full engine RPM. Would like the ability to operate hydraulics & propulsion at the same time.

6- SOW 10.4.5.1; SOW states breakers for engine room heater and pilot house heaters. These heaters are not specified. The hydronic heater and diesel heater for the cabin are both DC powered. The jacket heater is AC, please confirm.

R: Engine room heaters = block type heaters for Main engines only, ability to keep the engine in a “ready “ to start mode. 8.1.5 - Bus Heater = 12 volt fan with heat supplied from the cooling system from main engine, normally situated so as to provide heat to the pilothouse space. 8.1.6 - Diesel Wabatsso 500 BTU heater = auxiliary heater to provide defrost capability at all times & extra heating capacity if needed, especially if the main engines are not operating.

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8- 5.1.4 states: "All bare aluminum surfaces on the exterior of the vessel shall have an AA-M32, medium satin finish, in accordance with Aluminum Association Inc., Publication #45, Table 1."

We are not familiar with the specified standard nor have we seen it specified in other marine bids. Could the description of the vessels final exterior aluminum finish be amended to a more traditional or good boatbuilding practice type specification?

R: Change to “All bare aluminum surfaces on the exterior of the vessel to be finished to industrial boat building standards”.

9- 5.1.8 states; "Hand holds, footings, handrails, and deck areas not covered with checker plate will have an AA-M44, coarse matte finish, in accordance with Aluminum Association Inc., Publication #45, Table 1."

We are not familiar with the specified standard nor have we seen it specified in other marine bids. Could the description of the aluminum finish of Hand holds, footings, handrails, and deck areas not covered with checker plate be amended to a more traditional or good boatbuilding practice type specification?

R: Change to “All bare aluminum surfaces on the exterior of the vessel to be finished to industrial boat building standards”.

- 10- 5.3.1 states; "All hull, deck and bulkhead welding shall be continuous welding. All longitudinal structure, web frames, girders and additional engine skid support structure shall be double continuous fillet welding. Transverse stiffening shall be welded with four inch eight staggered intermittent welds. All other welding shall be continuous."

The specified double continuous welding of structural members would create significant distortion and is not likely needed to meet the structural requirements of ABS rules. Could intermittent welding according to our architect's welding schedule be substituted for the welding as perscribed?

R: This would be acceptable from a "NAVAL ARCHITECT" but must be submitted and approved prior to construction.

- 11- 10.1.19 states; "Closed cooling system" *Could clarification be given regarding the preferred method of engine cooling system?*

R: The engines are to be cooled by fresh water/coolant only. The heat exchanger can utilize sea water to cool the closed cooling system, however at no time shall sea water be used to contact the engine itself.

- 12- 5.3.1 states; "All hull, deck and bulkhead welding shall be continuous welding. All longitudinal structure, web frames, girders and additional engine skid support structure shall be double continuous fillet welding. Transverse stiffening shall be welded with four inch eight staggered intermittent welds. All other welding shall be continuous."

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R: Yes.

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R: Aft windows for ventilation and emergency egress.

15- 8.1.12 states; "Full size, centre mounted sliding door. Door shall be fitted with a keyed latch" *Can a better description be given regarding the cabin door and windshield arrangement?*

R: Access door to be located in the front centre of cabin. A swing open door interferes with deck space, therefore we require the door to be a "slider". Attached is a photo of a similar vessel with a sliding door on the side of its cabin. We would like this type of door, except mounted centre front of cabin.

Also what is the preferred location of the required steps and landing to access the elevated pilothouse sole, within the pilothouse? Please clarify.

R: If a step is required, must be folding to allow full usage of all deck space. No permanent landing or stairs.

16- 9.1.1 VHF Radios (2): ICOM M604

We are of the understanding that the ICOM M604 is obsolete. We have, in previous bids, offered the ICOM M506. Is this acceptable?

R: Yes. Any DSC capable and approved by Industry Canada marine VHF radio.

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10.1.19 states; "Closed cooling system"

Could clarification be given regarding the preferred method of engine cooling system?

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There are various references to a "Thruster". We assume the wording is included mistakenly and that a Thruster is not required, please clarify.

R: This wording was mistakenly included. Please omit any reference to "Thruster" and "Stern Roller".