



**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 0B2 / Noyau 0B2**

**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

<b>Title - Sujet</b> 8.3-8.6m.Hydro Survey Workboats	
<b>Solicitation No. - N° de l'invitation</b> F7047-150011/B	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> F7047-150011	<b>Date</b> 2016-03-29
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MC-024-25684	
<b>File No. - N° de dossier</b> 024mc.F7047-150011	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-03-31</b>	<b>Time Zone</b> Fuseau horaire Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Pilon, Chantal	<b>Buyer Id - Id de l'acheteur</b> 024mc
<b>Telephone No. - N° de téléphone</b> (819) 420-2914 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> See herein	

**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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Amendment 3:**

This amendment is raised to answer questions from potential bidders, see Annex "D" attached, Question 26 to 33 inclusively.

NOTE: BIDDERS THAT ALREADY SENT IN THEIR BID CAN SEND THE SIGNED COVER PAGE OF THIS AMENDMENT DIRECTLY TO THE CONTRACTING AUTHORITY VIA EMAIL.

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ALL OTHER TERMS AND CONDITIONS REMAINS THE SAME.

**Bidder's Questions and Canada Responses**

Solicitation #F7047-150011

**REQUIREMENT: SEVEN (7) 8.3 TO 8.6M ALUMINUM WORKBOAT WITH TRAILERS FOR THE DEPARTMENT OF FISHERIES AND OCEANS**

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Question 1 (part of Amendment 1):

Is certification by the American Welding Society (AWS) acceptable?

Answer: AWS is considered equivalent to CWS therefore acceptable.

Question 2 (part of Amendment 1):

In reference to the 5% final payment for the boat that is not due until 12 months after delivery. Would net 30 payment terms be acceptable?

Answer: No but will accept to lower to 3%.

Question 3 (part of Amendment 2):

Contract Article 7.4.1 Delivery Date, Is the delivery date for the vessels flexible at all? Due to prior government contracts, we don't believe it would be possible to deliver all 5 boats for March 31st. Would it be possible to deliver 4 for that deadline and offer other timelines for the remaining vessels?

Answer: The delivery schedule must stand as is.

Question 4 (part of Amendment 2):

In Part 3 of the solicitation, specifically 3.3.3 Vessel Construction Experience, "The Bidder must provide objective evidence that it has a proven capability in the construction of vessels of the size, type and complexity which is the subject to this RFP, by providing a detailed list of such boats built within the last five (5) years. Could you please provide more details?

Answer: Bidders must provide a list of vessels built in the last five (5) years to demonstrate they have a proven hull (see below definition of proven hull). To meet the requirement of this clause, the size (length and beam) and displacement of the proposed vessel must be within 10 % of the vessels part of the list. The structure of the proposed hull must be similar to that of the vessel part of the list except as needed to accommodate the specific requirements of the TSOR, such as sounders; and the propulsion system (inboard or outboard) of the proposed hull is of the same type as that of the proven hull.

Proven hull form means the following: The hull form has been in operation, ISO Category C operational waters without a marine occurrence for a minimum of two (2) years; and the end users can attest to this requirement through written statements or a telephone contact number can be provided for the evaluation team to confirm.

Question 5 (part of Amendment 2):

Reference 4.1.1, Will DFO consider a slightly longer boat? (by approx..5M)? This added length will provide major benefits to survey teams in deck work area as well as service and maintenance personnel, in terms of mechanical space ergonomics.

Answer: The requirement must stand as is.

Question 6 (part of Amendment 2):

Reference 4.1.11, The TSOR states, 'Cabin style – full beam', this suggests the full beam of the vessel with no side decks. This conflicts with 5.1.4. Can DFO please confirm what width of side decks would work best for DFO crews or specify a minimum side deck requirement if any?

Answer: The requirement is "full beam with 360 degree access on top of bulwark and foredeck.", therefore the bulwark must be continuous around the perimeter of the vessel including the cabin.

Question 7 (part of Amendment 2):

Reference 4.1.7, This specification item is describing a very specific hull shape and is not related to any of the standards of construction identified. Will DFO permit the builder to offer his proven design that meets the performance requirements and standards of construction?

Answer: The requirements identified in the TSOR must be met.

Question 8 (part of Amendment 2):

Reference 4.1.13, The camber specified for the foredeck seems excessive for walking on and may present a safety issue. Would DFO consider a more moderate camber?

Answer: The requirements identified in the TSOR must be met.

Question 9 (part of Amendment 2):

Reference 5.1.3, Please confirm what is meant by 'watertight', ABYC describes watertight hatch as a hatch that can be submerged with 10' of head and still be watertight. Watertight hatches are very heavy and this weight would have a negative impact on the boat's performance. Will DFO accept weathertight hatches?

Answer: The requirements identified in the TSOR must be met.

Question 10 (part of Amendment 2):

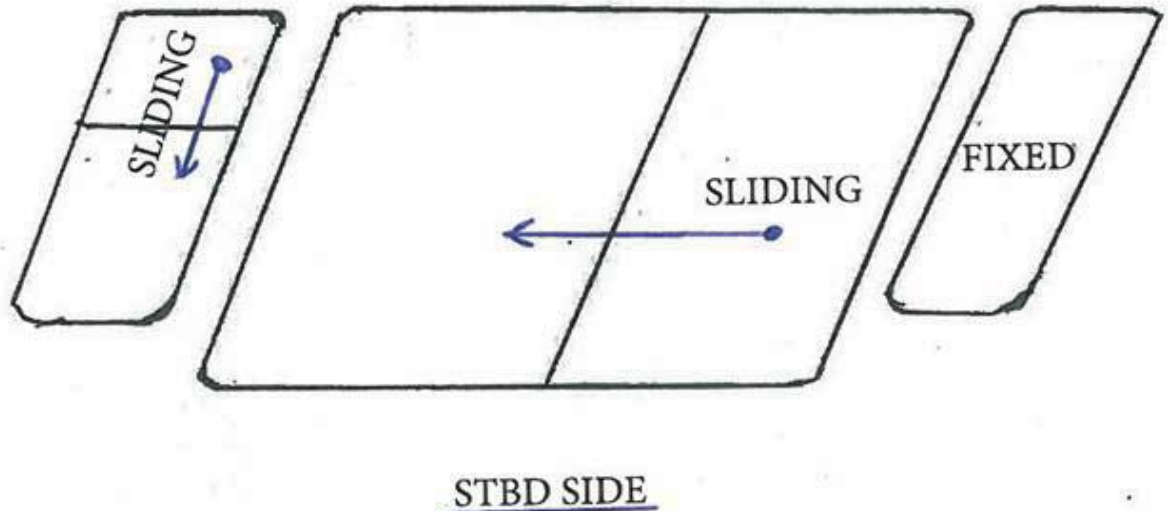
Reference 5.1.4, This clause specifies, 'Top of bulwarks around the perimeter of the vessel must be flat across their whole width'. This seems to conflict with 4.1.11. 'Cabin style – full beam' Also this has a bearing on the foredeck camber and construction. Can you please confirm what is intended?

Answer: The requirement is "full beam with 360 degree access on top of bulwark and foredeck", therefore the bulwark must be continuous around the perimeter of the vessel including the cabin.

Question 11 (part of Amendment 2):

Reference 5.2.5.2, "Two (2) fixed side windows, in way of operator position". Can you confirm this is correct? Normally the operator requires an opening window to converse with crew on deck or shoreside dock.

Answer: 5.2.5.2 should have stated "Two (2) fixed side windows, one forward of the operator position and a second mirrored to the port side", please refer to window concept sketch provided in the TSOR.



Question 12 (part of Amendment 2):

Reference 5.3.2/5.3.3, Can you please confirm where you would like these large screens? If you prefer them to be mounted in the dash then this substantially changes the design of the dash to accommodate, if you want them mounted on top of the dash then it impedes visibility, if you want them overhead, then it affects the design of the overhead electronics box and possibly visibility.

Answer: For the Hydrographers console the monitor is installed in the console, for the operators position the monitor must be installed in the overhead position.

Question 13 (part of Amendment 2):

Reference 5.4.11, Can you please elaborate on this spec item. It appears that you are asking for four air outlets, 2 at the forward side windows and 2 at the deck by the feet of the operators. Can you please clarify?

Answer: The quantity is not limited to Four, however it is envisioned that there be supply ducting to provide sufficient air circulation. The ducting could be provided as PVC piping with slots throughout to distribute the air flow as identified in the TSOR.

Question 14 (part of Amendment 2):

Reference 7.15, Can you please confirm what is meant by the reference to clear coat? Does DFO require clear coat on bare aluminum? Can you confirm if the U Channel fendering is to be painted in orange?

Answer: Any exterior aluminum surface that is not painted must be clear coated, Ladder, mast as an example. Also, the TSOR does not specify U channel fendering, but the exterior painting must be in accordance with the TSOR.

Question 15 (part of Amendment 2):

Reference 3.1 (a), Does Canada want technical drawings on 8.5 x 11 inch paper or can 11 x 17 be used?

Answer: Drawings can be provided as 11 x 17.

Question 16 (part of Amendment 2):

Reference 3.1.5, Endurance requirements exceeds the engine rating of WOT max 1 hour per 12 hour operation. Please confirm

Answer: The TSOR will be changed to the following "3.1.5 Endurance: Bidders are to provide an estimated endurance of the vessel proposed at maximum speed for 2 hours and at 10 knots.

Question 17 (part of Amendment 2):

Reference 3.2.2 (a), Please clarify expectations for calculated lightship weight. Does Canada require a detailed weight survey or summary of results?

Answer: 3.2.2 is clarified as followed:

The following must be included with the Bids:

(a) A detailed calculation of the vessels lightship weight, including Longitudinal Centre of Gravity (LCG) and Vertical Centre of Gravity (VCG);

(b) General arrangement, three views must be provided including at a minimum a profile view, deck view and a section view, these views must identify the arrangement of the vessel outfitted as identified in section 6.3 of the TSOR;

(c) Structural drawings, structural views must be provided including, at a minimum, a centerline profile structural view, a deck structural view, a hull structural view and structural transverse section views. All structural drawings must provide the grade of material, plate thicknesses and scantlings of the structure to be used in the construction;

(d) A detailed lines plan, three views must be provided including at a minimum a profile view, a plan view and a body view showing waterlines and buttock lines with stations;

(e) A fuel system schematic, identifying the fuel tank/tanks arrangement, engine/engines, valves and filters. The sizes of lines and tubing must be provided.

Question 18 (part of Amendment 2):

Reference 3.2.2 (e), Please clarify expectations for fuel supply arrangement. Is this a schematic of the complete fuel system, fuel fill or fuel engine supply?

Answer: As above.

Question 19 (part of Amendment 2):

Article 4.1.3 gives a design draft between 1.1 and 1.2 meters. Please confirm if this is with engines trimmed up or down?

Answer: The requirements identified in the TSOR must be met.

Question 20 (part of Amendment 2):

Reference 4.1.7, Please clarify the minimum deadrise reference point. Is the desire for a minimum of 30 degree deadrise at 25% aft of the intersection of the stem and main chine?

Answer: The requirements identified in the TSOR must be met.

Question 21 (part of Amendment 2):

Article 4.1.16 states fuel capacity for main engine and genset but does not state capacity for kicker. Please confirm.

Answer: The kicker is used in emergency situations only, therefore it is not considered in the fuel capacity calculation. All other requirements of the TSOR must be met.

Question 22 (part of Amendment 2):

Articles 5.1.2 and 5.2.4 describe a Bomar hatch. Are these describing the same hatch or are these two different hatches?

Answer: There is only one hatch for the cuddy.

Question 23 (part of Amendment 2):

Article 8.2.3.5 states that "Manoeuvring trials must be conducted in the Normal Load Condition and repeated in the Full Load Condition." The Normal Load condition is defined in 4.1.17. Please confirm Full Load Condition.

Answer: 8.2.3.5 should state Normal Load Condition only.

Question 24 (part of Amendment 2):

Article 5.1.1 indicates a self-bailing deck whereas 8.2.9 indicates an assessment utilizing ISO 11812 which is a quick-draining requirement. Please confirm if the decks are intended to be self-bailing or quick-draining as per ISO 11812.

Answer: As per ISO 11812.

Question 25 (part of Amendment 2):

Can the survey equipment be provided as GFE (GSM) and delivery for the boats broken up slightly differently?

Answer: Survey equipment must remain contractor supplied and as indicated at Question 3 above, the delivery schedule must stand as is.

Question 26 (NEW):

Please provide further clarification on the answer provided for Question 16. Uncertain as to what is being requested of the bidder.

Answer: The TSOR will be changed to the following "3.1.5 Range: Bidders are to provide an estimated range of the vessel proposed at maximum speed for one hour and at 10 knots.

Question 27 (NEW):

In reference to TSOR 3.2.2, would an electrical load calculation per ABYC E-11 not be an appropriate requirement for this vessel? A completed load calculation will ensure compliance with the standards cited in section 2.6.1 of Annex A TSOR.

Answer: Bidders can supply, however all requirements of the TSOR must be met.

Question 28 (NEW):

In reference to TSOR 5.1.1, open aft deck, length of working space to be minimum 2.1 meters, self-bailing deck with "non-return" auto scuppers. Is the aft deck meant to be a single level deck above the engine height, or can you have a lower well deck ahead of the engine space 1. Having a lower well deck will provide additional security for the survey crew and provide easier access to the cabin.

Answer: Aft deck to be one (1) level.

Question 29 (NEW):

In reference to TSOR 5.1.1, open aft deck, length of working space to be minimum 2.1 meters, self-bailing deck with "non-return" auto scuppers. Is the 2.1m of deck length measured from the transom?

Answer: Yes.

Question 30 (NEW):

In reference to TSOR 5.4.1, lighting interior, all lights must have individual switches. On the fixture acceptable or at the helm station?

Answer: On the fixture is acceptable.

Question 31 (NEW):

In reference to TSOR 5.4.7, this vessel must be equipped with a 3.0 kW power charger / inverter that is tied to one (1) deep cycle large capacity marine house battery and a start battery. "Deep cycle large capacity marine house battery" Is this intended to be the same battery as in 7.10.2? "A starting battery" which one?

Answer: The TSOR will be changed to Start Batteries.



Question 32 (NEW):

In reference to 5.4.13, the front windshield defroster must be capable of blowing both cold and heated air. Is it intended that this can be readily done from the operator's position?

Answer: Yes.

Question 33 (NEW):

In reference to 7.10.1, two (2) dedicated starting batteries for the engines. Dual-battery system, minimum 750 cranking amps with dual-battery selector switch mounted in a recessed position that conforms to engine manufacturer's specifications. Main Engine, Generator, Kicker motor makes three engines. Is it the intent to share one battery for two engines?

Answer: The main engine, generator and kicker must be able to be started by either of the two starting batteries.