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11 Laurier St. / 11, rue Laurier

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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 P&A Medium Range Patrol Vessel		
Solicitation No. - N° de l'invitation M7594-173410/A		Amendment No. - N° modif. 006
Client Reference No. - N° de référence du client M7594-173410		Date 2016-10-04
GETS Reference No. - N° de référence de SEAG PW-\$SMC-017-25973		
File No. - N° de dossier 017mc.M7594-173410	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-10-12		Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
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: Lamothe, Brenda		Buyer Id - Id de l'acheteur 017mc
Telephone No. - N° de téléphone (819) 420-2916 ()		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 #6 is raised to post Questions and Answers.

1. Questions and Answers

Q.1. Our Company is very interested in participating in this solicitation to assist the RCMP as it moves forward in development the RFP for this project. We want to ensure that the RFP does not overlook qualified vendors to meet the goals outlined in M7594-173410A.

Our company agrees that the Vessel Operational Requirement of 30kts at 90% MCR, with a minimum maneuvering speed of 1kt, is mandatory for the vessels core mission as described in ANNEX A. The multi-mission capabilities described are a custom fit for waterjet propulsion. Besides providing protection from propeller injury to personnel in the water, and the ability to operate in shallow or debris cluttered water without damage, the vessel must also provide high thrust, without cavitation at the displacement speeds required for towing operations in support of oil spills or recovery operations.

We believe that speeds in excess of 35kts are generally not achievable in coastal conditions without long term higher maintenance cost, reduced machinery life cycle, and excessive fuel burn. We develop our waterjet propulsion for low operating rpms, durability, and high thrust throughout vessel speed ranges from 0 to 35kts. Waterjet, and propeller vessels that operate above 35kts generally operate at high rpms, with resulting high noise and vibrations. Additionally, the high speed design sacrifices low speed bollard thrust required for towing or pushing operations, due to cavitation.

We are requesting that RFI, M7594-173410A, Annex A, Main Design Characteristics, Operational Requirements Summary Table, Speed be modified to a maximum speed of at least 35kts rather than the 40kts specified. This change will allow us, along with any other qualified manufacturers of high thrust propulsion systems, to be competitive and provide excellent multi-mission performance options to the RCMP Medium Range Patrol Vessels when an RFP is developed.

A.1. The request for a modification is not required. The proposed modification achieves the Core Requirements as stipulated in the Annex. The third column in the Main Design Characteristics Summary table are Optional Requirements not Operational Requirements.

Annex A describes Core Requirements and Optional Requirements. The Optional requirements column requests that potential vendors determine the feasibility and incremental costs associated with achieving these Optional requirements. Under the Speed Characteristics the Core Requirement is for a speed not less than 30 knots.

Q.2. We would like to kindly ask RCMP to remove the requirement for aluminum hull construction.

A.2. For Canada's operational requirements and the area of operation, Aluminum Hull construction remains for these vessels, as stated in Annex A.

Q.3. I have some questions regarding the "Electrical Plant". I am wondering what is the equipment you are expecting which will require 240 volts alternating current. Are you expecting an alternator? And I am not clear about the 3 phase current.

Secondary power: 120 VAC, 60 Hz, 3 phase/ 1 phase?

A.3 The exact nature of operations and equipment have not been fully decided therefore the only requirement in the P&A is for the vessel to be in accordance with TC marine regulations as stated. The power requirements listed below are to be deleted from Annex A of the Price and Availability Request.

SOW _ Electrical Plant

The electrical system for the vessels shall be designed and installed in accordance with TC regulations and the standards of a Classification Society. Electrical appliances shall comply with the CSA standards for equipment manufactured in Canada. Equipment manufactured outside Canada shall comply with CSA-equivalent codes.

~~The power requirements are:~~

- ~~a) Primary ship's service power: at least 240 volts alternating current (VAC), 60 Hertz (Hz), 3 phase; and~~
- ~~b) Secondary power: 120 VAC, 60 Hz, 3 phase.~~
- ~~c) DC power as required for electronics~~

Q.4. Can you clarify that only respondents to the P&A will be permitted to bid on any resulting RFP?

A.4. No, there is no qualified bidders list that will be established from this P&A. This P&A is for information and pricing only.

Q.5. Please confirm if only Canadian shipbuilders are intended to respond to this Price and Availability Enquiry?

A.5. As stated in section 2 of the Price and Availability Request – Who should respond to this Price and Availability Enquiry – Any company that qualifies under the Canadian Shipbuilding, Repair, Refit and Modernization Policy may provide their input to this P&A Enquiry as outlined in Annex A and Section 3 are invited to respond. Please visit the website at: [https://www.ic.gc.ca/eic/site/sim-cnmi.nsf/vwapj/framework-cadre01_eng.pdf/\\$file/framework-cadre01_eng.pdf](https://www.ic.gc.ca/eic/site/sim-cnmi.nsf/vwapj/framework-cadre01_eng.pdf/$file/framework-cadre01_eng.pdf)

Q.6. Within the solicitation documentation, Section 2, there is a requirement of the following: "Who should respond to this Price and Availability Enquiry? ***Any company that qualifies under the Canadian Shipbuilding, Repair, Refit and Modernization Policy may provide their input to this P&A Enquiry as outlined in Annex A and Section 3 are invited to respond.***" Are shipbuilders who's business and production

facilities are located in the United States qualified to submit a response to this solicitation?

If answer to the question is “No”, we request a change to this requirement to allow United States companies to bid on this solicitation.

A.6. Please see Canada’s response at question and answer number 5.

Q.7. Can you advise that when the outline spec section (4) states “the propulsion system shall be based on an **inboard** marine diesel”, Can you please clarify whether the Crown would be receptive to Inboard/Outboard diesel propulsion system?

A.7. Yes. The Crown would be receptive to Inboard/Outboard diesel propulsion system.

Q.8. Does the RCMP have an existing series of vessels using catamaran hulls. Are the hull forms of these vessels acceptable?

A.8. The only requirements for hull type are in the Operational Requirements section; The required hull type shall provide a stable, efficient and relatively compact platform to enable the crew to execute safely and efficiently their primary mission. Therefore a catamaran hull would be acceptable, if it achieves these requirements.

Q.9. What deviations from the proven hull form are acceptable?

A.9. The only requirements for hull type are in the Operational Requirements section; The required hull type shall provide a stable, efficient and relatively compact platform to enable the crew to execute safely and efficiently their primary mission. The hull form must achieve these requirements.

Q.10. Would aluminium hulls and a fibreglass superstructure be acceptable?

A.10. No. The Hull and Superstructure will be made from Aluminum.

Q.11. Will PWGSC accept an emailed submission to brenda.lamothe@tpsgc-pwgsc.gc.ca or must the submission be mailed by hard copy (2 copies).

A.11. As per Section 2 - Who should respond to this Price and Availability Enquiry and Section 8 Requested Submission Date, two copies of the information are requested if submitting by mail, and email submissions are also welcome.

Q.12. Can you advise if Canada would consider a Rigid Hull Inflatable Boat for the Medium Range Patrol Vessel?

A.12. A Rigid Hull Inflatable Boat (RHIB) style vessel would be acceptable, if it achieves these requirements specified in Annex A.

