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

Title - Sujet Naval Architecture & Eng. Services	
Solicitation No. - N° de l'invitation EZ108-172935/A	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client EZ108-172935	Date 2017-05-02
GETS Reference No. - N° de référence de SEAG PW-\$XLV-176-7237	
File No. - N° de dossier XLV-6-39239 (176)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-05-09	
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: Godin, Andre	Buyer Id - Id de l'acheteur xlv176
Telephone No. - N° de téléphone (250) 216-2504 ()	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
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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 solicitation amendment is to promulgate the following changes:

1) Change to Annex D1 – QUESTIONS FROM BIDDERS AND CANADA RESPONSES

DELETE:

ANNEX D1 - QUESTIONS FROM BIDDERS AND CANADA RESPONSES

Question No:	Bidder Questions	Canada Responses																								
1	Section 6.6.3 milestone payments: The individual milestones do not add up to 100%. Could you please advise the new distribution of milestone payments?	The solicitation amendment no 1 correct the table in article 6.6.3																								
2	<p>The Annex A section 5.3: Vessel must meet ISO 12217-1 (Small Craft Stability Standard) design category “A” or “B”. This corresponds with the following wave and wind criteria.</p> <p style="text-align: center;">Table 6 – Summary of design category definitions</p> <table border="1" data-bbox="391 852 1097 1056"> <thead> <tr> <th rowspan="2">Parameter</th> <th colspan="4">Design category</th> </tr> <tr> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Maximum wave height</td> <td>approx. 7 m significant</td> <td>4 m significant</td> <td>2 m significant</td> <td>0,3 m significant 0,5 m maximum</td> </tr> <tr> <td>Typical Beaufort wind force</td> <td>≤10</td> <td>≤8</td> <td>≤6</td> <td>≤4</td> </tr> <tr> <td>Calculation wind speed (m/s)</td> <td>28</td> <td>21</td> <td>17</td> <td>13</td> </tr> </tbody> </table> <p>Could you please confirm that it is intended to design the small workboat to category A or B or was that a typo?</p>	Parameter	Design category				A	B	C	D	Maximum wave height	approx. 7 m significant	4 m significant	2 m significant	0,3 m significant 0,5 m maximum	Typical Beaufort wind force	≤10	≤8	≤6	≤4	Calculation wind speed (m/s)	28	21	17	13	Design category “D” selected.
Parameter	Design category																									
	A	B	C	D																						
Maximum wave height	approx. 7 m significant	4 m significant	2 m significant	0,3 m significant 0,5 m maximum																						
Typical Beaufort wind force	≤10	≤8	≤6	≤4																						
Calculation wind speed (m/s)	28	21	17	13																						
3	Section 4.2.2 of the Statement of Work states that the feasibility of using pod drives be explored such as the Volvo IPS system or the Mercury Zeus system. Volvo and Mercury have both confirmed that these units are intended for recreational duty planning hulls. They are not designed for low speed pushing and towing in a commercial workboat application. Please clarify if Public Works would like to pursue this type of propulsion system. Would you consider a conventional twin-screw propulsion system with fixed shafts driving workboat type propellers in nozzles? Or would you prefer to see azimuthing drives such as the Olympic Steerable Drives?	Given the information provided, we can remove the Volvo/Mercury requirement. We are not interested in the conventional shaft nozzle option but are willing to consider an azimuthing drive such as the Olympic steerable drives.																								
4	What is the design speed for the new workboat?	Design speed is not a consideration, however 7-12 knots is a reasonable range for an in harbour workboat.																								
5	<p>The Commercial General Liability policy must include the following:</p> <p>n) Amendment to the Watercraft Exclusion to extend to incidental repair operations on board watercraft.</p>	The statement of work includes the following possibilities: Par the SOW article 7.1 : “The Consultant																								

Solicitation No. - N° de l'invitation
EZ108-172935/A
Client Ref. No. - N° de réf. du client
EZ108-172395/A

Amd. No. - N° de la modif.
003
File No. - N° du dossier

Buyer ID - Id de l'acheteur
XLV176
CCC No./N° CCC - FMS No./N° VME

	<p>o) Sudden and Accidental Pollution Liability (minimum 120 hours): To protect the Contractor for liabilities arising from damages caused by accidental pollution incidents.</p> <p>Since we are not repairing anything or even setting a foot on board a vessel, but only designing a vessel, are these insurance requirements really necessary?</p>	<p>must also be prepared to standby during the solicitation period to assist with answering any technical questions arising from the bidders and to provide Consultant Services to the Technical Authority during the vessel construction phase". This means consulting and possibly inspections or work onboard a vessel in construction. Therefore , the insurance clause remains unchanged</p>
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All other terms and conditions remains unchanged