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1713 Bedford Row  
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Nova Scotia  
Bid Fax: (902) 496-5016

## Revision to a Request for a Standing Offer

## Révision à une demande d'offre à commandes

Regional Master Standing Offer (RMSO)

Offre à commandes maître régionale (OCMR)

The referenced document is hereby revised; unless  
otherwise indicated, all other terms and conditions of  
the Offer remain the same.

Ce document est par la présente révisé; sauf  
indication contraire, les modalités de l'offre demeurent  
les mêmes.

## Comments - Commentaires

## Vendor/Firm Name and Address

Raison sociale et adresse du  
fournisseur/de l'entrepreneur

## Issuing Office - Bureau de distribution

Atlantic Region Acquisitions/Région de l'Atlantique  
Acquisitions  
1713 Bedford Row  
Halifax, N.S./Halifax, (N.É.)  
B3J 3C9  
Nova Scot

<b>Title - Sujet</b> RISO - Harbour Containment Booms	
<b>Solicitation No. - N° de l'invitation</b> W010Z-18D001/A	<b>Date</b> 2017-12-07
<b>Client Reference No. - N° de référence du client</b> W010Z-18-D001	<b>Amendment No. - N° modif.</b> 005
<b>File No. - N° de dossier</b> HAL-7-79053 (406)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$HAL-405-10234	
<b>Date of Original Request for Standing Offer</b> Date de la demande de l'offre à commandes originale 2017-10-25	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2017-12-15</b>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> MacLennan, Ashley	<b>Time Zone</b> <b>Fuseau horaire</b> Atlantic Standard Time AST
<b>Telephone No. - N° de téléphone</b> (902) 496-5291 ( )	<b>Buyer Id - Id de l'acheteur</b> hal406
<b>FAX No. - N° de FAX</b> (902) 496-5016	
<b>Delivery Required - Livraison exigée</b>	
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	
<b>Security - Sécurité</b> This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre.	

Instructions: See Herein

Instructions: Voir aux présentes

<b>Acknowledgement copy required</b> <b>Accusé de réception requis</b>	<b>Yes - Oui</b> <input type="checkbox"/>	<b>No - Non</b> <input type="checkbox"/>
<b>The Offeror hereby acknowledges this revision to its Offer.</b> <b>Le proposant constate, par la présente, cette révision à son offre.</b>		
<b>Signature</b>	<b>Date</b>	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
<b>For the Minister - Pour le Ministre</b>		

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**Amendment 005 is generated to respond to questions raised after the release of the Solicitation and to extend the closing date to December 15, 2017**

**Q1:** The Solicitation specifies that “the stiffener must be riveted both side of the boom fabric **top** and **bottom**”. Normally the rivets are just installed on the top of the boom through both sides of the fabric. Is “bottom” a misprint or do you require two rivets in each stiffener – top and bottom as specified?

**A1:** Yes, ‘bottom’ is a misprint

**Q2:** I believe the picture in Amendment # 003 of the Solicitation should be the “Anchor Can” Item # 2 is referring to.

From the description of item # 3, I believe the “Towing Can” is what we refer to as a tidal compensator as per the below photo. Please advise if this is correct.



**A2:** Yellow cans are “Towing Can” (Compensation Can), Red cans are “Anchor Can”.

**Q3:** Can you advise your acceptable Buoyance to Weight Ratio so the 5” float will maintain a functional 8” freeboard height?

**A3:** The width of the float is not important as long as we have 8” freeboard height. Different float size can be acceptable.

Q4: The industry standard for containment boom ballast in salt water applications is a hot dip galvanized chain which will reduce the impact from corrosion versus the other chain coating options. Is it possible to restrict the chain coating to hot dip galvanized for better durability and longevity?

A4: No, we will stay with what is stated in the specification.

Q5: In boom specifications, *“the top tension strap should be strong enough to allow for the handling and deployment of the boom without causing undue stress on the fabric while maintaining the integrity of the boom.”* It would seem sewing the lifting straps to the top tension strap will cause additional stress to the booms PVC base fabric which is fixed by sewing both the independent lifting strap into the top tension strap since these will flex with heavy loads affecting the base fabric. In Amendment #1, Question #5, an allowance was made for securing webbing straps using stainless steel bolts but Amendment #2, Question 3 disallowed the use of bolts which would seem the better option for protecting the base fabric from undue stress applied by the tension webbing at the lifting strap locations. Can you confirm whether the sewn option or the bolted option for securing the lifting straps is the requirement?

A5: Bolted option for securing the lifting straps is the requirement.

***All other terms and conditions remain the same.***