



## 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> Aluminium 8m Catamaran w/ trailer	
<b>Solicitation No. - N° de l'invitation</b> F7044-170034/A	<b>Amendment No. - N° modif.</b> 012
<b>Client Reference No. - N° de référence du client</b> F7044-170034	<b>Date</b> 2018-03-28
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MC-032-26612	
<b>File No. - N° de dossier</b> 032mc.F7044-170034	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2018-04-10</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST	
<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> Girard, Luc J.	<b>Buyer Id - Id de l'acheteur</b> 032mc
<b>Telephone No. - N° de téléphone</b> (819) 420-2890 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

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

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Solicitation amendment 012 is issued to provide 'Question and Answer Set 8' in order to provide a response to Item #19 as follows:

**1. Bidders Questions and Canada Responses:**

**DELETE:** Annex "D" BIDDERS QUESTIONS AND CANADA RESPONSES, in its entirety.

**INSERT:** Annex "D" BIDDERS QUESTIONS AND CANADA RESPONSES, Set 8 as attached.

**ANNEX "D"**

**BIDDERS QUESTIONS AND CANADA RESPONSES (Set 5)**

New questions and answers or pending response, highlighted in yellow.

Item #	Reference	Statement	Question	Answer
1	RFP	Bid closing date of February 12, 2018.	Would it be possible to extend the Bid closing date from February 12 to February 26, 2018?	<del>No, the Bid Closing Date remains unchanged.</del> *See amended closing date on Cover page*
2	RFP article 1.2.1 & 7.4.2	All the deliverables must be received on or before June 28, 2018.	Would a delivery date of July 28, 2018 be acceptable?	Yes however, July <b>27</b> , 2018 is the latest acceptable delivery date.
3	RFP article 3.3.3	Marine Drafting and Engineering Capability	Our boat is fully designed in CAD by a master boat designer experienced in aluminum power catamaran and will be built with laser cut parts, is this acceptable for section 3.3.3?	No, this will not meet the requirements of section 3.3.3.
4	RFP article 3.3.2	Vessel Construction Experience	We have built two aluminium monohull landing craft/work boat of 8,38m x 3,06m with aluminium ramp and inboard engine, is this acceptable for section 3.3.2 of the RFP?	No, this will not meet the requirements of section 3.3.2.
5	TSOR article 3.1.2	Minimum operational requirements; Maximum speed: 26 knots (at normal load condition).	The catamaran design that we plan to provide for this project is a proven design that was already built at the dimensions of 9.1m x 3.4m and that will be scaled down by the designer to 8.1m x 3.05 which is within the limits to remain the same design with the same seagoing characteristics and same performance; the 8.1m catamaran design will achieve a maximum speed of 24 knots with the selected outboard motor, is this acceptable instead of 26 knots?	Yes, acceptable.
6	TSOR article 5.1.2	Full breadth cabin with bulwark walk around access on port and starboard sides. Minimum inside length of 2.5 meters with sliding door access from the aft deck and sliding door access to the fore deck.	The catamaran design that we plan to provide for this project is a proven design that was already built at the dimensions of 9.1m x 3.4m and that will be scaled down by the designer to 8.1m x 3.05 which is within the limits to remain the same design with the same seagoing characteristics and same performance; the 8.1m catamaran design has full breadth cabin without bulwark walk around on either side, is this acceptable?	Yes, acceptable.

Item #	Reference	Statement	Question	Answer
7	TSOR article 5.1.2	Full breadth cabin with bulwark walk around access on port and starboard sides. Minimum inside length of 2.5 meters with sliding door access from the aft deck and sliding door access to the fore deck.	The catamaran design that we plan to provide for this project is a proven design that was already built at the dimensions of 9.1m x 3.4m and that will be scaled down by the designer to 8.1m x 3.05 which is within the limits to remain the same design with the same seagoing characteristics and same performance; the cabin of this 8.1m catamaran design has hinges for the cabin door, is this acceptable?	Yes, acceptable.
8	TSOR article 6.1.1.1	Bow of vessel must be outfitted with a ramp a minimum of 1.9 metres width. The ramp must make a maximum acute angle of 45 degrees with the baseline in the closed position.	The catamaran design that we plan to provide for this project is a proven design that was already built at the dimensions of 9.1m x 3.4m and that will be scaled down by the designer to 8.1m x 3.05 which is within the limits to remain the same design with the same seagoing characteristics and same performance; the 8.1m catamaran design is outfitted with a ramp that makes a maximum acute angle of 60° in closed position, is this acceptable?	Yes, acceptable.
9	TSOR article 4.1.4	Displacement (in lightship condition) - between 3850kg and 4250kg	We are finding that the lightship weight of the completed vessel would be approx. 300-400 kg heavier than the 4250kg specified; Could the weight requirement be modified or eliminated or if not could other changes be made to the specifications to allow us to meet a specified weight?	Yes, the displacement in lightship condition must be between <b>4450kg and 4850kg.</b>
10	RFP article 3.3.2	Vessel Construction Experience	Will Canada accept larger aluminum catamarans hull experience on the scale of 12 to 25 meters in length which could be downscaled to suit the specifications of F7044-170034/A length to meet the similar size requirement of 7-9m?	<del>No, this will not meet the requirements of section 3.3.2.</del> See amended response in Item #14 below.
11	RFP article 3.3.2	Vessel Construction Experience	Given our experience, and providing photos and references for similar larger catamarans and 7 – 9 meter vessels with alternate hull construction; are we able to submit a bid for this tender and be considered to be in compliance with the mandatory requirements?	<del>No, this will not meet the requirements of section 3.3.2.</del> See amended response in Item #14 below.
12	RFP	Solicitation closing date of February 12, 2018.	Would it be possible to extend the Solicitation closing date?	See reply Item #1.

Item #	Reference	Statement	Question	Answer
13	TSOR article 6.2.5	Two (2) 15" X 24" BOMAR model C41524 (Non-hinged) must be installed in the deck of the cabin, one (1) for either hull.	Could the two Bomar deck hatches be moved from the specified location within the cabin to the deck area immediately aft of the cabin port and starboard?	Yes, acceptable.
14	Amended RFP article 3.3.2 as per amendment 005	Vessel Construction Experience	Will Canada accept larger aluminum catamarans hull experience on the scale of 12 to 25 meters in length which could be downscaled to suit the specifications of F7044-170034/A length to meet the similar size requirement of 7-9m?	As stated in amended article 3.3.2, Canada will accept Vessel Construction Experience in the 7 to 15m in length overall (LOA).
15	Policy PN-123	Phased Bid Compliance Process (PBCP)	Will Canada consider making this procurement a two stage procurement?	This Solicitation does not meet the set criteria for the PBCP but as per amendment 009, articles 3.3.4, 3.3.5, 3.3.6 and 3.3.7 of the Management Bid should be submitted with the bid but may be submitted afterwards but before Contract Award as indicated.
16	RFP article 4.2	Basis of Selection	We ask that you evaluate the RFP as best value to the Canadian Government, not low price?	The Crown has defined the minimum requirements that meets its needs and is not looking for additional performances, therefore the Basis of Selection remains unchanged.
17	RFP article 7.6.6	Schedule of Milestones	May proper financing be put in place it is not the responsibility of CAD small business to be financing the CAD gov't. We ask the revenue neutral milestone payments be included with a 10% Holdback as is normal and 10% final payment at delivery?	We take note of your comments and on a trial basis, article 7.6.6 is amended, adding Milestones pending further investigation under the current on-going consultations with industry.
18	RFP	Solicitation closing date March 20, 2018.	Can an extension to the Solicitation closing date be granted?	See reply Item #1.

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19	Annex G Form 1	Intellectual Property Rights	Is Canada asking for the rights (ownership) of the design submitted?	Canada is not seeking the ownership of the IP rights to the proven vessel design. Canada is seeking your certification that you either own or have a licence from the owner(s) of all Intellectual Property Rights for the proven vessel design that is the subject of the Bid, including all information therein required to be delivered under the Contract and may be used to service the vessel as required by Canada.
20	RFP article 3.3.1 & 3.3.2	Proven Vessel Design and Vessel Construction Experience	Will you consider Proven Vessel Design and Vessel Construction Experience over the last ten years instead of 5 years?	Yes, Canada will accept within the last 10 years for both article 3.3.1 and 3.3.2.