



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
Pacific Region
401 - 1230 Government Street
Victoria, B.C.
V8W 3X4
Bid Fax: (250) 363-3344

**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
Public Works and Government Services Canada - Pacific
Region
401 - 1230 Government Street
Victoria, B. C.
V8W 3X4

Title - Sujet Aluminum Boats	
Solicitation No. - N° de l'invitation F2441-170021/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client F2441-170021	Date 2018-04-12
GETS Reference No. - N° de référence de SEAG PW-\$XLV-166-7463	
File No. - N° de dossier XLV-7-40184 (166)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-04-25	
Time Zone Fuseau horaire Pacific Standard Time PST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Castle, David G.	Buyer Id - Id de l'acheteur xlv166
Telephone No. - N° de téléphone (250) 217-6555 ()	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 004 – Solicitation # F2441-170021 Canadian Coast Guard – Three Alum Boats

Solicitation amendment required to address additional questions;

1. ANNEX B – BIDDERS' QUESTION & CANADA'S ANSWERS

Question 1: We respectfully ask that you modify the RFP to include monthly progress payments?

Response 1: Progress payments are allowed and will be as follows for each of the three (3) boats.

1. Hull and cabin completed: 30%
2. Motors, steering and all related hardware installed excluding navigational and communication electronics. Motors must be operational: 40%
3. Boat completed and delivered as specified in TSOR: 30%

Question 2: Item 1.2, All boats before August 3rd is unfair and unrealistic, We respectfully ask that the delivery date be extended to November 3 or December 3rd.

Response 2:

1. Boat one (1) to be completed and delivered according to TSOR no later than August 3, 2018.
2. Boat two (2) to be completed and delivered according to TSOR no later than September 3, 2018.
3. Boat three (3) to be completed and delivered according to TSOR no later than October 3, 2018.

Question 3: -Amendment 2 Question 5 & TSOR 1.1.4, can you please provide more details as to how this net puller attaches to the boat? Also the TSOR states the uprights must have bearings, we cannot understand where those bearings would be, please explain?

Response 3: The net drum is to be placed on an adjustable (rotation) foot mount that is bolted to the gunwale. The net drum can rotate on the foot mount but must be able to be firmly locked in place. See small item in the lower right hand side of picture further down.

This picture is only used as a representative example of what a net drum looks like. This picture shows solid uprights which will create considerable strain on the nets when pulled in. The base of the uprights are to be on bearings to allow them to rotate 360 degrees. Bushings are acceptable as bearings.



Net drum and foot mount that is bolted to the gunwale. Drum can rotate on it but is firmly locked before use. Uprights shown are for illustrative purposes only. Uprights but must be able to rotate 360 degrees.

Question 4: TSOR 1.1.4, it states that the puller engine is 'firmly stern mounted at the starboard transom', the net puller is mounted at the starboard bow, is this correct? If so please explain what hydraulic fittings or hoses are to be installed and where? Or do they just lay on the deck, please provide additional unspecified details?

Response 4: Yes, the puller engine assembly is to be securely fastened on the stern deck on the starboard side to prevent it from moving around the deck but must also be removable when required. It should be placed to minimize a tripping hazard to the extent possible. The net drum is to be mounted on the starboard side near the bow to enable the captain to keep the bow of the boat in the wind as well as to give maximum visibility of the netting pulling/setting activity. The hydraulic hoses (pressure and return) are to be installed on the inside of the starboard side hull below the gunwale from the puller engine to the net drum and must be installed to avoid any physical damage, pinching or friction wearing. The hose diameter and length must be of sufficient size to allow the net drum to operate at full capacity and must be suited to installation in a marine environment and have stainless steel fittings.

Question 5: 5-TSOR 1.1.4, Please explain what is meant by the 'long kickdown plate'?

Response 5: The " long kickdown plate" is attached to the net drum assembly on the deck-side of the boat. The purpose is to allow the net and fish to come onto the boat in an organized fashion down on to the deck. A mate will be at the net drum and handling the net directing the net onto the deck.

Question 6: Amendment 2 Response 1, Based on the answer that 'Not an issue if height limited' in the cuddy area, but in TSOR 1.1.8 it states that the head is in the forward cabin. It's pretty hard to use a head with mirror and sink if you can't stand up. Can the head be located in the main cabin with lots of headroom and space?

Response 6: No. The vessel is designed to be a working vessel and due to its size, space is limited and having the ability to stand up in the head is not critical as it is only used when needed. The head height must be realistic. A person should not have to be on their knees to use the sink and mirror. Having to bend down to use the head is acceptable.

Question 7: TSOR 1.1.11, There is no TC requirement for a grey water tank, can this be removed to simplify the boats systems for winterizing?

Response 7: No, the grey water tank is a requirement in order to prevent the discharge of waste into the aquatic environment. The 12V tank pump out motor and ten (10) hose will make emptying the tank for winterization a simple process.

Question 8: TSOR 4.1.1, Please confirm if the overall length includes the outboard bracket or not?

Response 8: The overall length does not include the outboard bracket.

Question 9: TSOR 4.1.6, .25-.30M is a very small walkaround side deck for some people, may we suggest that the 4-6" gunwale deck can be reduced in size by way of the cabin to make for additional space for crews safe passage. F1166 standard for ergonomics calls for 18-20" walkways, F1166 is a requirement under TSOR 2.1.4. Please note F1166 may require a wider deck at deck level than can be done while meeting the cabin layout requirements. Please advise about the status of F1166 and deck width?

Response 9: F1166 is removed from 2.1 Ergonomic Design. Walk around specifications remain as stated in 4.1.6 of TSOR.

Solicitation No. - N° de l'invitation
F2441-170021
Client Ref. No. - N° de réf. du client
F2441-170021

Amd. No. - N° de la modif.
004
File No. - N° du dossier

Buyer ID - Id de l'acheteur
xlv166
CCC No./N° CCC - FMS No./N° VME

Question 10: TSOR 7, The TSOR states the vessel 'must be strong enough to withstand the horizontal and vertical impact associated with the operational requirements of the craft, under normal load conditions'. TP 1332 does not cover structural standards. The proper standard used by TC to calculate this structure is ISO 12215 Category C. Will you please reflect this standard in the TSOR so that DFO can be assured that the builder has met this structural requirement to meet the operational requirement stated?

Response 10: ISO 12215 is added to the TSOR to meet structural standard.