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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> BOAT, INFLATABLE	
<b>Solicitation No. - N° de l'invitation</b> W8482-183034/A	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> 6000412622	<b>Date</b> 2018-10-05
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MC-038-26971	
<b>File No. - N° de dossier</b> 038mc.W8482-183034	<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 2018-10-17</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<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> Robson, Vicki	<b>Buyer Id - Id de l'acheteur</b> 038mc
<b>Telephone No. - N° de téléphone</b> (613) 286-4376 ( )	<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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003

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### **Solicitation Amendment 003**

Solicitation Amendment #003 is being raised to update Annex "E" - Bidder Questions and Canada Responses and extend the solicitation closing date to October 17<sup>th</sup>, 2018.

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## **ANNEX "E"**

### **BIDDER QUESTIONS AND CANADA RESPONSES**

#### **QUESTION 1**

As per section 6.7 (see below), could we please get a copy of the highlighted referenced CFTO.

*"6.7 Four Point Lift Sling and lifting eye bolts: The lifting points must be able to withstand twice the overall weight of the boat in a light condition (Boat, motor ancillary and 1 person). 2 lifting points are located on the forward side of the transom, 1 on the port side of the tube set or thrust board fwd and 1 on the starboard side of the tube set or thrust board fwd. The lifting sling arrangement must be tested IAW CFTO C-28-020-001/TB-001 In-Service Certification Requirements of Shipboard Lifting Equipment."*

#### **RESPONSE 1**

As requested, please see attached documentation.

#### **QUESTION 2**

The bid specs state a weight restriction of 132 kg. The model we are considering offering has a weight of 136-140 kg depending on floor material.

Can you please advise if this weight would be acceptable?

#### **RESPONSE 2**

The weight provided is acceptable as long as the dimension specifications of the TSOR are adhered to in: DESCRIPTION 3.1.

#### **QUESTION 3**

Providing that the proposed models' payload exceeds the requirements of 3.1.b) 1221 kg, will it be acceptable that the proposed model is certified as per the latest ISO 6185 for 9 persons, each weighting 82.5 kg?

The 10-man capacity is related to ISO 6185-3:2002 person capacity calculations. ISO 6185-3:2013 version points to ISO 14946 which details an increased definition and dimension of "a seat" and "a seating space". Our proposed models' current capacity calculation equals 9-persons. Please advise if this is acceptable.

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### **RESPONSE 3**

For all intents and purposes, we still consider this procurement as a 10 person inflatable boat as the current platform is designed as such. Therefore standards prior to the aforementioned increased definition and dimension of "seat and seating space" ISO 6185-3:2002 is grandfathered. The current capacity calculation of 9 persons (IAW ISO 6185-3:2013 version points to ISO 14946) is acceptable.

### **QUESTION 4**

Providing that the fabric characteristics in resistance are higher than the required fabric and that all other specifications regarding fabric are met, would it be acceptable that the Hypalon (CSM) (chlorosulphonated polyethylene) neoprene fabric has a POLYESTER weft instead of a Polyamide weft as mentioned in 3.1.i), 3.2.1 & 3.2.2

### **RESPONSE 4**

Polyester weft is acceptable.

### **QUESTION 5**

Providing that the rub strake material is of a non-marking type, will it be acceptable that the boats are supplied with a different rub strake color: BLACK instead of GREY as specified in 3.2.4?

### **RESPONSE 5**

Yes, a black rub strake is acceptable.

### **QUESTION 6**

Providing that the pre-production boats comply with all other specifications of the TSOR, will it be acceptable that the 2 pre-production boats described in 5.1 are presented with a different rub strake color: BLACK instead of GREY as specified in 3.2.4?

### **RESPONSE 6**

Yes, a black rub strake is acceptable for pre-production boats.

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### **QUESTION 7**

Providing that the pre-production boats are able to demonstrate a good ergonomic and practicality of the lifelines, with and without gloves, will it be acceptable if the diameter of the lifeline is 14mm instead of 16mm, as specified in 3.2.5 & 3.2.16?

### **RESPONSE 7**

14mm is acceptable.

### **QUESTION 8**

Providing that the resistance of the handle exceeds the requirement, will it be acceptable that the trailinging/carrying bow handle is made of black chromed aluminum instead of stainless steel?

### **RESPONSE 8**

Black chromed aluminum is acceptable.

### **QUESTION 9**

Providing that the resistance of the transom exceeds the requirements of 3.2.10 and is certified for a 155 kg engine and 65 hp, will it be acceptable that the transom thickness is 40 mm instead of 1 7/8" (47mm) ?

### **RESPONSE 9**

40mm transom that exceeds the requirement is acceptable.

### **QUESTION 10**

We have a question regarding the material used for the buoyancy tubes. You have asked for military grade Hypalon.

- 1) Would you accept PVC as equivalent to the Hypalon?

### **RESPONSE 10**

No, we do not accept PVC for inflatable tube sets.

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### **QUESTION 11**

#### **TSOR Clause 3.2.1 Buoyancy Tubes**

Fabric must be of Military Specification polyamide hypalon neoprene - CSM (chlorosulphonated polyethylene) not less than 1670 dtx or polyurethane 40 oz/sqyd.

Would it be acceptable to propose 1100 dtx fabric instead of the 1670 dtx for the buoyancy tubes?

### **RESPONSE 11**

1100 dtx is acceptable as previous applications has been as such.

### **QUESTION 12**

Will customer accept a weigh to up to 145 kg?

### **RESPONSE 12**

The weight provided is acceptable as long as the dimension specifications of the TSOR are adhered to in DESCRIPTION 3.1.

### **QUESTION 13**

We are respectfully requesting a bid extension date to Oct 31, 2018.

### **RESPONSE 13**

The bid closing date has been amended to October 17<sup>th</sup>, 2018.

**ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED**