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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

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Title - Sujet MULTI ROLE BOAT (MRB) SYSTEM	
Solicitation No. - N° de l'invitation W8472-155557/C	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client W8472-155557	Date 2019-02-16
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-031-27100	
File No. - N° de dossier 031mc.W8472-155557	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-03	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
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: Langdon(031mc), Jeremy	Buyer Id - Id de l'acheteur 031mc
Telephone No. - N° de téléphone (819) 420-2890 ()	FAX No. - N° de FAX () -
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Instructions: See Herein

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Signature	Date

Amendment 003 is raised to update Annex D - Bidder Questions and CANADA Responses and to make the following changes to the solicitation:

1. Delete **Annex D - Bidder Questions and CANADA Responses** in its entirety and replace with the following:

Annex D

Bidder Questions and CANADA Responses – As of January 31, 2019

W8472-155557 – MULTI ROLE BOAT (MRB) SYSTEM

Q1. From Part 6, Para 6.1 & Part 7, Para 7.3. There are no security requirements associated with this bid solicitation, yet the Contractor is expected to integrate secure radios provided as GFE (see SOW 3.3.9). Please confirm the security requirements associated with the contract.

A1. Equipment with security requirements for the MRB is to be “fitted for but not with.” It is not intended that the Contractor be required to handle or store Classified information or equipment.

Q2. From Part 7, Para 7.27. Naval Boarding Party equipment will be provided as GFE and “must be fit” to the boat. Multiband V/UHF Radios will be provided as GFE and “to be used to fit for but not with” on each boat. Please explain the different obligations for each. Please provide drawings and if applicable associated documentation for these items prior to RFP closing in order to properly estimate integration effort and cost.

A2. GFE which “must be fit” will be supplied by Canada for integration and installation into each MRB. GFE which is “to be used to fit for but not with” is GFE that will not be provided to the Contractor, nor is the Contractor expected to store, handle, or purchase these systems; however Canada will provide data to ensure correct integration of these systems after Contract Award.

For further clarification please see the response to Question 3 below.

Q3. From Part 7, Para 7.27. MRB-308 indicates gun mounts are GFE, MRB-601 indicates a power converter is provided as GFE, MRB-602 indicates a power distribution box is GFE, etc. Para 7.27 and the SOW/SRD should be rationalized (per Para 7.11 in the event of conflict the Articles of Agreement take precedence).

A3. The GFE items identified under 7.27 are deleted in their entirety and replaced with the following:

- a) The following radio systems equipment, must be fit in each MRB;
 - i. Quantity 1 12-28V DC/DC Power Converter;
 - ii. Quantity 1 28V Distribution Box;

- iii. Quantity 1 Antenna Couple;
- iv. Quantity 2 Multiband/multichannel RF Amplifiers;
- v. Quantity 1 Rugged HF Whip Antenna;
- vi. Quantity 1 Multiband Wideband capable UHF/L/S band whip antenna COMROD UHF2252000VM or equivalent;
- vii. Quantity 1 Multiband capable UHF band whip antenna, model VALCOM VMB-11512-N or equivalent;
- viii. Quantity 1 UHF TacSat antenna capable of (MUOS, DAMA, IW and dedicated modes) model COMROD UHF2433805 or equivalent;

b) One set of the following Naval Boarding Party GFE will be supplied to ensure storage arrangements are suitable;

- i. Quantity 1 Pole Telescopic, Swimmer;
- ii. Quantity 1 Pole Telescopic;
- iii. Quantity 1 Pole, Swimmer, Telescopic;
- iv. Quantity 2 SKED;
- v. Quantity 1 Grappling Hook, Rap;
- vi. Quantity 2 Wheel, Cable;
- vii. Quantity 1 Hand Pole Stabilizer;
- viii. Quantity 1 Hook Grapnel;
- ix. Quantity 1 Hook Grapple;
- x. Quantity 2 Ladder Wire Compact;
- xi. Quantity 1 Base, Pole, Quick Release, Flexible;
- xii. Quantity 1 Deployment Reel, Ladder;
- xiii. Quantity 1 Marine Grapnel.

c) The following radio systems GFE is to be used to fit for but not with on each DND MRB, as follows:

- i. Quantity one (1) Multiband V/UHF radio;
- ii. Quantity one (1) Multiband Inter/Intra Team Radio; and
- iii. Quantity two (2) radio headsets.

SRD requirements MRB-603 and MRB-604 are also deleted in their entirety and replaced with the following:

MRB-603: The MRB must be fit for but not with a multiband/multichannel V/UHF/L/S band radio (GFE) with an installation envelop of 5 inches x 4 inches x 10 inches.

MRB-604: The MRB must be fit for but not with a multiband HF/VHF radio (GFE) with an installation envelop of 11 inches x 13.5 inches x 22 inches.

- Q4. From Part 7, Para 7.29. The Contractor will have Total System Responsibility (TSR) for the work performed and the TSR includes system design and total systems integration, which includes associated software. Given that radios (including secure radios) are GFE, please provide the necessary details of the specific GFE C4ISR equipment, including associated software, prior to RFP closing in order to properly estimate integration effort and cost.

- A4. Only the Multiband V/UHF radio and Multiband Inter/Intra Team radio are GFE. Any other radio(s), such as the marine VHF radio required by the Life-Saving Appliance Code, required to meet the MRB SRD are to be supplied by the Contractor.

Detailed information related to the integration of the GFE radios will only be provided to the Contractor after Contract Award. Bidders are to assume that the selected integration solution for the MRB C4ISR system (less the GFE radios and associated equipment) can interface directly to the GFE radios. Additional cost, if any, to acquire proprietary software from the GFE radio supplier to effect this integration will be borne by Canada.

- Q5. From Part 7, Para 7.29. The Contractor will have Total System Responsibility (TSR) for the work performed and the TSR includes system design and total systems integration, which includes associated software.
- a) Will the Contractor be expected to integrate the MRB C4ISR Suite with the Halifax-class frigates?
 - b) If so, what level of integration is anticipated?
 - c) Is the Contractor expected to interact with the Government of Canada or the Halifax-class frigate Combat Systems Integrator (CSI) with regards to systems integration?
 - d) If the latter, is the MRB bidder expected to price any costs charged by the HCM-CSI into its price?

A5.

- a) No.
- b) Not Applicable.
- c) No.
- d) Not Applicable.

- Q6. From Annex B, Total Estimated Cost for 2 Years of Spares and Special Tools. Please describe what is to be included in this line item. Is it only the predicted operational spares required for 1st and 2nd line maintenance, or does it also include items that may unexpectedly break (and will Canada assign blame for breakage to itself or to the Contractor and will the Contractor be given the opportunity to review/challenge this assignment)?

A6. *Annex B - Total Estimated Cost for 2 Years of Spares and Special Tools* only includes the predicted operational spares and special tools required to support the identified MRB operational availability for 2 years.

- Q7. From Annex B, Total Estimated Cost for 2 Years of Spares and Special Tools. Please explain the obligations of the Contractor with respect to Canada's right to negotiate which spares will be delivered. Will the contract price be adjusted if Canada desires the quantity of spares to be adjusted?

A7. If Canada elects to purchase more or less spares than identified in the proposed Spares and Special Tools list then the Contract will be renegotiated to reflect this change.

Q8. From Annex B, Para 1. Option for EO/IR Cameras – Canada requires that these cameras be available for purchase until nearly five years after contract award. The same configuration of these cameras cannot be assured for such a long duration, and Canada will pay a premium if the price is to be maintained for that duration. Suggest the option validity period be reduced to 24 months.

A8. The option period is now reduced to 24 months following Contract Award.

Q9. From SOW Para 3.3 & SOW Para 3.4. Additional information must be provided to bidders in order to properly scope and price the effort associated with interfacing to GFE. Please provide the OEMs and Part Numbers for the equipment that will be provided as GFE. If the Contractor is to obtain this information directly from the OEMs, what assurance does a Contractor have that the OEMs will provide this information? Does Canada already have the intellectual property rights to this data or will the bidder/contractor need to buy these rights and data?

A9. Please see responses to Question 4. Canada has the rights to supply this information to the Contractor after Contract Award.

Q10. From SRD MRB-017 & 146. Due to the requirement of operating the propulsion system in the cradle (prop must be fully lowered to do so), the maximum overall length of the 9.2m must therefore be measured with the prop lowered, is this correct?

A10. This is not correct. The maximum length of 9.2m must not be exceeded in any condition in which the MRB is stored or maintained (1st and 2nd line maintenance) on the Halifax-class in its cradle.

Q11. From SRD MRB-063.

- a) LSA code requires propeller guards which have a dramatic effect on performance - will this be an exemption?
- b) LSA code requires marine VHF with DSC. There is no marine VHF required in the communications requirement (598) - is this an exemption?
- c) Self-righting is a requirement for LSA Rescue Boats (063) and it is also inferred in 159 - ventilation openings, 174 - engine inversion switch, 237 - engine restart and 489/490 - battery installation. Please advise if a Self-Righting system is a mandatory requirement.

A11.

- a) Yes, Canada will exempt MRB from this specific LSA requirement.
- b) No, Canada will not exempt MRB from this specific LSA requirement.
- c) Self-Righting is desirable but not a required capability of the MRB. MRB must allow the engine to restart after a capsize and subsequent righting, the subsequent right may require additional assistance and not be an organic MRB capability. Canada will exempt MRB from this specific LSA requirement.

Canada would like to reiterate that as per MRB-063 "Canada reserves the right to invoke specific Military exceptions. Exemptions will be finalized during the design phases."

Q12. From SRD MRB-075, 079 & 080. Does this mean 4 leg sling with master link at apex to allow for single point lift as per 090?

A12. Yes.

Q13. From SRD MRB-081. Does this mean it is desirable to have an alternative lifting possibility with 3 leg sling with master link at apex for single point lift as per 090?

A13. Yes.

Q14. From SRD MRB-082. Does this mean it is desirable to lift with 2 slings - 1 forward and 1 aft? Is there a required fore/aft spacing between the lift points?

A14. Yes. As a non-mandatory requirement there are no additional criteria related to the lift point placement.

Q15. From SRD MRB-083. What is the failure mode envisioned?

A15. The envisioned failure mode is the breakage of a sling leg, the second eye hole in the lifting lugs would be emergency backup.

Q16. From SRD MRB-092 Is this requirement solely defining the sling master link and not implying supply of the release hook?

A16. Yes. The release hook is not part of the supply.

Q17. From SRD MRB-094. The 2:1 safety factor is on the Ultimate strength of materials; please confirm this supersedes the 6:1 on Ultimate strength requirement in IMO LSA Code (063).

A17. Appendix 1, MRB-094 is amended to the following:

The MRB must have boat lift points with a certified Safe Working Load (SWL) of not less than the Fully Loaded condition with a minimum safety factor of 6.

Q18. From SRD MRB-095. Does the 10:1 safety factor only apply to the Dyneema slings (076), shackles and master link and not to the permanently installed lifting hardware on the boat which is covered by 063 and/or 094?

A18. Yes. The safety factor of 10:1 does not apply to lifting hardware permanently installed on the boat.

Q19. From SRD MRB-103. What is meant by 80% throttle? Is it the ratio of engine RPM to max rated RPM, engine power to max rated power or boat speed to max speed at full power?

- A19. "80 percent throttle" represents 80 percent of the as-delivered installed MRB engine power.
- Q20. From SRD MRB-128. Does the 150% margin only apply to sensors and navigation system and not to the communication system?
- A20. Yes.
- Q21. From SRD MRB-260. How many tie down point are required?
- A21. Appendix 1, MRB-260 deleted in its entirety and replaced with the following:

Appendix 1, MRB-260 , The MRB engine compartment hatch(es) must have not less than eight flush mounted, tie-down points that are suitable to hold 230 kg of equipment when operating up to and including SS5.
- Q22. From SRD MRB-295. Please define the term "Open Cockpit".
- A22. An "Open Cockpit" is one which does not enclose or shelter personnel and cargo from the surrounding environment.
- Q23. From SRD MRB-535. Is this cover only for when the boat is not in use?
- A23. Yes.
- Q24. From SRD MRB-566-568. The requirement stipulates a fitted navigation system that utilizes DND and commercially available maritime navigation electronic charts. Must this system be compatible with fitted navigation systems in Halifax-class frigates?
- A24. No.
- Q25. From SRD MRB-599. Please identify where in the SRD are the details on the GFE that will enable bidders to estimate the cost of cabling, integrating, mounting and integrating (for example, our costs may differ if our system has already integrated one radio but not another).
- A25. Appendix 1, MRB-601 through MRB 619 identify physical and electrical connections specific to the GFE radios and associated GFE components.

For further clarification Please see response to Question 4.
- Q26. From SRD MRB-601. What is weight of 12-28 vdc converter?
- A26. 7.71 kg.
- Q27. From SRD MRB-602. What are dimensions and weight of 28 vdc distribution box?
- A27. 11" x 7.6" x 4.7" – Weight 1.0 kg

Q28. From SRD MRB-603.

- a) Is V/UHF/LS band radio installed on dash?
- b) Is environmental protection required?
- c) What is receive/standby/transmit power requirement?

A28.

- a) The mounting location for the GFE Multiband V/UHF radio is to be confirmed during the design phases.
- b) The GFE Multiband V/UHF radio does not required additional environmental protection.
- c) The GFE Multiband V/UHF radio has the following power requirements: RX/Idle >0.6 Amps, TX: 2.2 Amps (Max) with 10W bursts on R/T/1 and 3.2W R/T/2. (All measurements assume 26.8 VDC).

Q29. From SRD MRB-604

- a) Is HF/VHF band radio installed on dash?
- b) Is environmental protection required?
- c) What is receive/standby/transmit power requirement?

A29.

- a) The mounting location for the GFE Multiband Inter/Intra Team radio is to be confirmed during the design phases.
- b) The GFE Multiband Inter/Intra Team radio does not required additional environmental protection.
- c) The GFE Multiband Inter/Intra Team radio has the following power requirements: RX/Idle: 1 Amp Max, (0.6 A typical) TX: 5 Amps (Max) @ 20W output. All measurements assume 26.8 VDC.

Q30. From SRD MRB-618. Please confirm there are only 2 stations required (as per 607, 608) for the intercom.

A30. Confirmed.

Q31. From SRD MRB-641. With regard to the detection of the person in the water at 2km:

Please confirm how to evaluate the size and status of the person in the water. Is the person supposedly in a survival suit? Is the person mainly floating at the surface of the water or would only a head and shoulders be visible above the water?

Can we assume the size of the body floating at the surface to be 1.8m x 05m average dimensions?

A31. Bidders are to assume the "person in the water" is floating on the surface with a projected area to the MRB EO/IR camera of 1.8m (long) x 0.5m (high).

Q32. All RCN training, in the past, has specified it had to be CFITES and SCORM 2004 3rd edition compliant. It is not mentioned in this RFP. Is this an oversight or not a requirement?

A32. It is not a requirement.

Q33. The possible solution includes rigid-hull inflatable boats and proposals also require the provision of training and potentially simulation solutions. Given the current evolution in maritime training, we are wondering, whether the training plans article 2.17 and DID-T-001 Training Plan in the reference, may include a Fast Response Boat (FRB) Simulator. If so, how would a proposal be scored with the inclusion of a FRB simulator(s) for the RFP evaluation?

A33. Inclusion of Simulators are not a requirement. Proposals will be scored in accordance with the specified scoring system in ANNEX M of the RFP.

Q34. For the information requested in the Mandatory and Point Rated tables, we request that the "Bidder" can include the needed information from tier 1 suppliers.

A34. For the purposes of this RFP, all criteria, including the Mandatory and Point Rated technical criteria must be met by the Bidder. For greater certainty, "Bidder" means the person or entity (or, in the case of a joint venture, the persons or entities) submitting a bid to perform a contract for goods, services or both. It does not include the parent, subsidiaries or other affiliates of the Bidder, or its subcontractors.

Q35. From SRD MRB-087. Is there a maximum height for the apex master link?

A35. Yes. The maximum height of the apex master link is approximately 3.50 m above the deck of the Halifax class when the MRB is in its cradle. This number will be confirmed with the contractor during the design phase.

Q36. From SRD MRB-152. We require an annual hours of operations estimate with breakdown of the hours (i.e - estimated time at idle, time at low speed, time at cruise speed, time at 80% throttle, time at max). This detail is required to get application approval from the engine supplier.

A36. On a 200 consecutive day deployment the MRB engines will experience 400 hours of usage, an average of 2 hours per day using the applied speed profile.

Max (40+ kn)	High Speed (35-40kn)	Cruise (10-34 kn)	Low (1-9 kn)	Idle (0 kn)
3%	10%	24%	36%	27%

Q37. From SRD MRB-275. In order to confirm hoisting trim requirement 093 and storage provisions more info is required on the NBP equipment.

A37. The following sizes are based on the current equipment, during critical design the exact equipment sizes will be confirmed.

Equipment	Ext. Length (mm)	Length (mm)	Width (mm)	Height (mm)	Weight (kg)	Quantity
GRAPPLING HOOK, RAP		304.80	406.40	469.90	2.27	1
POLE,TELESC,SWIMMER	15000.00	4100.00	72.00	72.00	15.50	1
POLE,TELESCOPIC	15200.00	4000.00	60.00	60.00	23.90	1
POLE,SWIMMERS,TELESCOPIC	8000.00	1900.00	54.00	54.00	4.00	1
WHEEL,CABLE		40.00	133.00	286.00	1.30	2
HANDLE,POLE STABILISER		434.00	234.00	40.00	2.11	1
HOOK,GRAPNEL		220.00	322.00	367.00	1.01	1
HOOK,GRAPPLE		220.00	322.00	367.00	0.94	1
LADDER,WIRE,COMPACT		406.40	406.40	150.00	4.22	2
BASE,POLE,QUICK RELEASE,FLEXIBLE		177.80	177.80	292.10	3.00	1
DEPLOYMENT REEL,LADDER		476.25	476.25	298.45	3.90	1
GRAPNEL,MARINE		238.00	145.00	226.00	0.59	1

Q38. From SRD MRB-483. "Full electrical draw for lights and radios" for 6 hours will require very large battery bank and seems unusual (eg. - floodlights, handheld searchlight, blue law enforcement lights don't normally operate continuously for long periods of time). Do the "lights" only refer to navigation lights and/or IR strobe? For the radios - what is the ratio of receive/standby/transmit and what is the power draw for each mode?

A38. MRB battery system must be sized to provide power 3 hours of power for continuous navigation lighting, operation of radios for 15 minutes per hour, continuous searchlight operation, and continuous EO/IR camera operation without running the engines while having sufficient power in reserve for two engine starts.

Q39. Paragraph 3.1.4, Exchange Rate Fluctuation, identifies Standard Acquisition Clauses and Conditions (SACC) Manual clause C3010T (2014-11-27), Exchange Rate Fluctuation Risk Mitigation which is used when it is proposed to offer bidders a choice to mitigate their risk by having Canada assume the risks and benefits of exchange rate fluctuations. SACC C3010T is used in conjunction with SACC Manual clause C3015C, Exchange Rate Fluctuation Adjustment.

Would Canada please confirm that SACC Manual clause C3015C (2017-08-17), will be incorporated by reference into and form part of the resulting contract?

A39. Canada confirms that SACC Manual clause C3015C (2017-08-17) will be incorporated into and form part of the resulting contract if the Bidder requests Canada to assume the risks and benefits of exchange rate fluctuations.

Q40. Is it acceptable for the Bidder to provide a cash neutral milestone payment plan?
A40. Canada may review suggested changes to the milestone payment structure once it has entered into contract with the winning Bidder.

Q41. From Annex M, Appendix 2. 1.d). What is unique about the requirement for Communication Equipment Experience on a qualifying vessel as opposed to another military or commercial platform?

A41. For purposes of Technical rated evaluation only experience gained on a *qualifying vessel* will be counted for criteria.

Q42. Please confirm that DID-M-007 applies to newly created and not legacy drawings, and that it is not intended for the Contractor to convert any existing drawings to comply with the requirements stated in the DID. Please confirm.

A42. DID-M-007 only applies to formatting of newly created drawings.

Q43. From SRD Requirement MRB-540. Please confirm whether this is a mandatory or desirable requirement.

A43. This is a mandatory requirement.

MRB-540 is to be deleted in its entirety and replaced with the following:

“The MRB multi-function displays, all indicators, gauges and lights on the console **must** turn on at the last dimming setting.”

Q44. The requirement for the Technical Bid is to address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Please confirm that only those points subject to the evaluation criteria in Annex M need be addressed in the response.

A44. All mandatory technical criteria are contained within Annex M. In addition to the mandatory technical criteria, Bidders must also respond to any other mandatory criteria contained within the RFP including, but not limited to, the Financial Bid, Certifications, etc.

Q45. DID-T-001 Instruction 2.0 states “All Contractor supplied training and the training material must be provided in English and French.”

In addition to the training documentation that is to be provided in both languages, is it the intent of this solicitation to require training conduct also be provided in both English and French?

A45. Yes this is the intent.

Q46. In DID-T-001 Training Plan, what training level (per CFITES) is expected with Initial Cadre Training?

A46. Initial Cadre Training must be provided at a level where theory and principles enable critical thinking with independent and correct performance of duties and tasks.

Q47. SRD MRB-638 and MRB-639 state that the "EO/IR camera must be installed within 15 minutes by one person wearing PPE."

This instance of PPE is not defined. Please clarify what Personal Protective Equipment is included in this requirement.

A47. EO/IR camera securing components and fixtures to have simple arrangements that personnel can operate with a gloved hand. Personnel must be able to install the EO/IR Camera when dressed in PPE outfits, which includes but is not limited to, without having to remove items of dress;

- 1.) combat gear - NBP member equipped with body armour restricting maneuverability;
- 2.) heavy weather gear - bulky wet weather gear (ie: float jacket or floater suit);
- 3.) Search And Rescue gear - wet/dry suit with gloves, neoprene material; and
- 4.) Winter gear - inclusive of all gloves and mittens.

The exact models to be confirmed during the design phase.

Q48. SRD MRB-630 states "The MRB EO/ IR camera must have, as a minimum, High Definition 1080p media capture capability." MRB-645 states "The MRB EO/IR camera system must produce near real time imagery in a format compatible with GFE radios which can be readily recorded and transmitted."

Is there a requirement to provide recording, storage and playback on-board the MRB?

A48. Yes.

Q49. SRD MRB-635 states, "The MRB EO/IR system must search, detect, and track user identified targets of interest in luminance conditions ranging from direct unobscured sunlight to overcast starlight."

Does this requirement apply to the sensor only, the display, or both?

A49. This requirement applies to both.

Q50. Section 4.1, Phased Bid Compliance Process (PBCP), of Part 4, Evaluation Procedures And Basis Of Selection, contains the following statement in Section 4.1.1.1(b), paragraph 2: "THE BIDDER ACKNOWLEDGES THAT THE REVIEWS IN PHASE I AND II OF THIS PBCP ARE PRELIMINARY AND DO NOT PRECLUDE A FINDING IN PHASE III THAT THE BID IS NON-RESPONSIVE, EVEN FOR MANDATORY REQUIREMENTS WHICH WERE SUBJECT TO REVIEW IN PHASE I OR II AND NOTWITHSTANDING THAT THE BID HAD BEEN FOUND RESPONSIVE."

Are the "Mandatory Evaluation Criteria" in Annex M, Appendix 1 the only criteria used in Phase I and II of the PBCP process to determine whether a bid is compliant /

responsive? The above referenced statement uses the term "Mandatory Requirements" and not "Mandatory Evaluation Criteria." For clarification purposes, recommend the following change to the above referenced 4.1.1.1(b), paragraph 2:

Change From: "...EVEN FOR MANDATORY REQUIREMENTS WHICH WERE SUBJECT TO REVIEW IN PHASE I OR II"

Change To: "...EVEN FOR MANDATORY EVALUATION CRITERIA WHICH WERE SUBJECT TO REVIEW IN PHASE I OR II".

- A50. Phase I of the PBCP consists of a review of the Financial Bid to ensure all of the required financial information has been submitted. Phase II of the PBCP consists of a review of any eligible mandatory evaluation criteria. In the case of this RFP, Phase II applies only to the criteria listed in Annex M, Appendix 1, Tables 5 & 6.
- Q51. Can we submit a proposal based only on one element of the RFP or must the proposal be based on all criteria?
- A51. The RFP is for the entire MRB system including the boats, cradles, cameras, etc. In order for a submission to be considered compliant it must address all of the mandatory requirements of the RFP.
- Q52. From Annex B. The Milestone shows a separate amount for delivery of the cradles. Are the cradles not to be delivered with the boats?
- A52. They are to be delivered with the boats, however the payments and milestones are separate because not every boat will come with a cradle.
- Q53. From Pricing sheets page 42. Are the incremental milestone percentages based on the sub-total amount in A column C?
- A53. The incremental milestone percentages are based on the sub-total amount in A column A. Price Table 1 will be amended to indicate this field should be completed.
- Q54. From Pricing sheets page 43. Please define what number should be inserted in this line item?
- A54. This line item will be completed by Canada at a later date.
- Q55. From Pricing sheets Total Est cost of spares Page 40.
- a) You ask for a breakout of the spares. Is this a pricing breakout part number etc.?
 - b) Is this a mandatory item?
 - c) Can the customer provide a definition of 2 year recommended spares? This can vary greatly from one supplier to another.
- A55.

- a) The Bidder must provide a single price for 2 years of recommended spares and special tools required to support the identified MRB operational availability for 30 platforms.
- b) Yes, the breakout is informational only its provision with the bid is mandatory.
- c) "2 years of spares and special tools" is to be taken as all of the spares and special tools required to support the identified MRB operational availability for 2 years.

Q56. From SRD MRB 541.

- a) Can DND fully describe what is envisioned for NVIS displays? For instance engine suppliers and navigation panels to not come with NVIS filters available.
- b) Is this expected to be an aftermarket add on?

A56. The solution to the provision of NVIS compliant console displays and gages is the Bidders responsibility.

Q57. From SRD MRB 565. Is AIS information acceptable for vessel position relayed to the ship?

A57. No. While AIS will be relayed to the ship when operational, the GPS must interphase with the multi-purpose ruggedized computer to feed positional information to the secure Radios for the relay to the ship as well.

Q58. From SRD MRB 616.

- a) Is the computer to be mounted on the console and is it to be waterproof protected?
- b) Is the computer to be constantly linked to the crew comms, radios, nav and sensor systems? Please describe what sensors are to be linked to the computer, this could be bilge sensors, alarms ect. or just what is specified.

A58.

- a) No. The ruggedized multi-function computer is to be housed within the console.
- b) Yes. The multi-purpose ruggedized computer must be linked to all sensors and systems necessary to comply with the requirements identified as having to interface with the two control console multi-function displays as stated in the SRD. Bidders may utilize the multi-purpose ruggedized computer to interface other sensors and equipment to the multi-function displays that are not explicitly required in the SRD.

Q59. From SRD Drawings. Since the vessel drawings will be classed and approved by class we see no reason to provide structural drawing with the bid package, we suggest that a set of good GAs with various views be included with the bid package. Please confirm.

A59. The Bidder may provide General Arrangement drawings as part of the objective evidence required to meet certain Mandatory Technical Criteria.

- Q60. From RFP 3.1.1. This section describes that the bidder must demonstrate understanding of the technical requirements. Can you please confirm the 'technical requirements' includes the SRD. As normally the SRD would be titled TSOR.
- A60. Confirmed.
- Q61. From Annex M, 1.1-1.3, to confirm these mandatory technical requirements only apply to Annex M?
- A61. Confirmed.
- Q62. With respect to MRB-641, the dimensions provided for a human body in the water (1.8m x 0.5m) are not realistic. It should be assumed that only the human head is entirely above the surface of the water. Please provide additional clarification.
- A62. Bidders are to assume the "person in the water" is floating on the surface horizontally with floatation assistance and is projecting an area to the MRB EO/IR camera of 1.8m (long) x 0.5m (high)."
- Q63. Please clarify that the conditions applying to a joint venture bid are all set out in "Standard Instructions - Goods and Services - Competitive Requirements, item 17 (2010-01-11) Joint Venture" and in Part 5, Certifications.
- A63. The Bidder must meet the requirements of the solicitation. We draw to your attention that there are numerous joint venture requirements in the solicitation, including in Part 4, section in 4.2.4, Part 5, and Part 6.2.
- Q64. Can Canada confirm that a Joint Venture Bidder may rely on the experience of one of its members to meet any given mandatory or point rated experience/technical requirement of the solicitation?
- A64. Please see Part 4, Section 4.2.4 – Evaluation of Joint Venture Experience for further information.
- Q65. Clause 1.3.1 (c) states that all 30 MRBs are to be delivered within 42 MACA. Clause 7.4.2 requires all deliverables by 42 months after CDR. Clause 7.20.2(b) requires all MRBs be delivered by 42 months after CDR. Please confirm the required date.
- A65. The required date for all 30 MRBs is 42 months after CDR.
- Q66. Could Canada provide bidders with a copy of form PWGS-1105?
- A66. A copy of the 1105 form will be provided to the winning bidder at Contract Award.
- Q67. Resulting clause 7.20.3 does not clarify what the amounts to be deducted are. It is explained in Annex B of the RFP that the amounts to be deducted are holdback. Could Canada please clarify language of the Resulting clause 7.20.3 to state that the deductions are holdback and Canada will pay it as soon as outstanding Work is completed?

- A67. Canada confirms that the deductions are a holdback and will be payable by Canada to the Contractor *if* the outstanding Work items are completed by the Contractor and accepted by Canada.
- Q68. Would Canada agree for the total limit of liability to be capped at contract value?
- A68. The terms for Limitation of Liability may be found in section 7.35 and will remain unchanged.
- Q69. Would Canada agree to a disclaimer of special, incidental, indirect or consequential damages? i.e. that the Contractor's liability be limited to direct damages only.
- A69. The terms for Limitation of Liability may be found in section 7.35 and will remain unchanged.
- Q70. Clause 7.35 sub section 5 seems to be missing words at the end. Could Canada provide the missing part of the clause?
- A70. The full text of 7.35 sub section 5 should read as follows:

"Nothing shall limit Canada's other remedies, including Canada's right to terminate the Contract for default for breach by the Contractor of any of its obligations under this Contract, notwithstanding that the Contractor may have reached any limitation of its liability hereunder."
- Q71. General - Can the authority confirm that it wishes the reference to TP-1332E and TP-1332 to mean the latest edition, that being TP 1332 Edition 6, 2010?
- A71. Canada confirms that the current latest edition of the Construction Standards for Small Vessels, TP-1332E April 2010, must be used. Please refer to SOW 1.6.1 for details on Applicable Documents.
- Q72. MRB-028 - Should the vessel carry all winterization spares/supplies and tools as part of the basic kit on-board?
- A72. Any MRB-specific equipment which is necessary for the winterization process must be carried onboard.
- Q73. MRB-035 - Can the Authority please provide a list of approved Classification Societies?
- A73. As of January 2nd, 2019, the list of recognized organizations includes American Bureau of Shipping (ABS), Bureau Veritas (BV), ClassNK, DNV GL, Korean Register, Lloyd's Register (LR) and RINA Services SpA. As this list is subject to change, please refer to Transport Canada for the latest list of recognized organizations under the Delegated Statutory Inspection Program (DSIP).
- Q74. MRB-048 & 050 - Can the Authority confirm the expected annual engine hours?
- A74. See answer 36.

Q75. MRB-074 & 657 - The cradle is required to be designed for shock. MRB-074 specifically states that the ships structure is not to be affected by the design. Can the Authority please confirm that the supplier will not be responsible for the failure of the Ship deck below the cradle following a shock event or if the cradle is to suitably reinforce the ships deck?

A75. The Contractor is responsible for determining the connection details. Halifax-class details will be provided after Contract Award.

Q76. MRB-078 - Can the authority please provide the definition of normal working position? i.e. all crew seated in seats, dimensions of payload equipment or space envelopes required.

A76. During all LARS evolutions, all personnel are assumed to be ergonomically seated in their respective shock mitigating seats.

Q77. MRB-083 & 092 - Can the authority confirm if the second eye hole applies to all lifting points? For example for a SOLAS approved lifting hook (as per MRB-063), is a second hook deemed to be required? Can the authority further confirm the required factors of safety for these secondary positions?

A77. MRB will have no hooks onboard. The second eye hole applies to all lifting lugs onboard. The safety factors for the secondary lifting lugs shall be the same as the primary lifting lugs.

Q78. MRB-084 & 086 - Can the authority confirm that it wishes to store 2 sets of straps for one lifting scenario, i.e. 2 sets of straps for lifting from 4 points giving a total of 8 straps?

A78. Confirmed.

Q79. MRB-093 - Can the Authority confirm how trim during lifting will be measured, i.e. the required Datum?

A79. Trim shall be measured relative to the working deck.

Q80. MRB-095 - Can the authority confirm that this requirement only applies to loose rigging equipment and not to fixed points on the vessel such as hooks or lugs?

A80. See Answer 18.

Q81. MRB-099, 347, 511 & 672 - Can the authority please provide a list of the PPE that is to be worn while operating all equipment on board?

A82. See Answer 47.

Q83. MRB-125 - Can the authority confirm that there is no range requirement only that the boat must be able to tow for the time that it takes to drain a full tank of fuel till empty?

A83. Confirmed.

Q84. MRB-129 - Can the authority confirm the weight of passengers is to be taken as 125 kg each?

A84. Confirmed.

Q85. MRB-129 - Can the authority confirm the space envelope of the cargo totalling 1250 kg?

A85. See MRB-299 and MRB-302. It is intended that the 1,250 kg of cargo will be located within the reconfigurable area.

Q86. MRB-129 - Can the authority confirm the CoG of item 5, miscellaneous boat equipment (50kg)?

A86. To be confirmed during design.

Q87. MRB-129 - Can the authority confirm the definition of the variable loads listed?

A87. Any loads inherent to operating the vessel that are not specifically listed within the SRD (i.e. fuel, lubricants, etc.).

Q88. MRB-133 & 134 - Can the authority confirm the datum position at which trim is to be measured?

A88. See Answer 79.

Q89. MRB-143 - Can the authority please confirm that the minimum visibility of the coxswain shall be no further than 15 m forward of the vessel bow?

A89. The text from MRB-143 is deleted and replaced with the following:

From the seated or standing position at the console, the coxswain and navigator must be able to see the water surface 15m in front of the bow or less while planning.

Q90. MRB-146 - Can the authority please confirm the water flow rate available on board the ship to determine if it will be sufficient for the engine cooling system.

A90. Any Halifax-class details will be provided after contract award.

Q91. MRB-182 - Can the authority confirm that two electric bilge pumps are required per a compartment?

A91. See MRB-179 to MRB-192. Number of bilge pumps is dependent on final compartment design.

Q92. MRB-263 - Can the authority please provide a definition of "lock"? Would a gas strut provide a suitable mechanism for supporting any open hatch?

A92. In this context, a "lock" is a mechanical device that requires manual engagement to close the engine compartment hatch(es). The mechanisms to support open engine hatch(es) are to be finalized during the design phases.

Q93. MRB-275 - Can the authority please provide weights and dimensions for each piece of equipment listed in this requirement?

A93. See answer 37.

Q94. MRB-276 - Can the authority confirm that the boarding poles in this requirement are referring to those in MRB-275?

A94. Confirmed.

Q95. MRB-277 & 063 - Can the authority confirm that all equipment required as per MRB-277 (TP14475E) is in addition to those required in MRB-063 (LSA, CH5.1) or the sum of the two should be taken minus duplicates?

A95. Confirmed. Sum minus duplication.

Q96. MRB-279 - Would the authority consider a flexible lashing system which is not flush mounted or stainless steel but is removable and corrosion resistant?

A96. No.

Q97. MRB-294 - Can the authority reaffirm the intent of this requirement, shall the handles be 500 mm away from the dive door each side or shall the handles be 500 mm apart themselves?

A97. The dive handles must be separated by 500 mm from each other. The placement of the inner most dive handles with respect to the dive ladder and dive door must not create an obstacle for personnel using the dive ladder.

Q98. MRB-301 - Can the authority confirm the assumed weight per a person?

A98. The 5 additional personnel seated on the collar have a maximum weight of 125 kg each.

Q99. MRB-304 - Can the authority please provide further information on the boarding pole and base plate, to include dimensions and loads?

A99. Additional information about the boarding pole, base plate, and loads will be provided after Contract Award.

Q100. MRB-306 & 307 - Can the authority provide further detail on the load requirements of the gun mounts? Are these mounts to be a "soft" mount which mitigates loading?

A100. As per MRB-458 data for the weapons mount will be provided to the successful bidder at Contract Award.

Q101. MRB-331 - Can the authority confirm if the definition of "check valves" includes systems such as "transom socks"?

A101. Confirmed.

Q102. MRB-333 - Can the authority confirm the typo in the use of the word "which"?

A102. Confirmed.

Q103. MRB-337 - Can the authority please provide further definition and the scenarios resulting in "hull and console torsion" beyond wave loadings?

A103. There are no additional operational scenarios to define. In Canada's experience water and weather tight integrity of consoles and console electronics, specifically, have been compromised due to console deformation under the defined operational profiles. In the past, additional component sparing and maintenance has been required as a result of water and weather tight integrity failures. Additional sparing and maintenance must be avoided as a result of systems failures resulting from water infiltration.

Q104. MRB-340 - Can the authority provide further definition of "impact absorbing steering wheel"?

A104. The MRB impact absorbing steering wheel must lessen the impact loading experience by the coxswain relative to a rigid marine steering wheel not equipped with substantive impact damping. Additional definition can be provided after Contract Award.

Q105. MRB-347 - Can the authority confirm that all communications hardware is to be fitted inside the console? We are concerned this may not be possible due to antenna cable length restrictions. Can the authority please provide maximum cable lengths and cable types for each GFE antenna?

A105. Communications hardware is anticipated to be in the console but is not mandatory unless a particular piece of communications hardware must be engaged by the Coxswain or navigator during operations. GFE details to be provided after Contract Award.

Q106. MRB-349 & 350 - Can the authority provide the requirements for a non-ballistically protected windshield?

A106. The MRB windshield must be shatter-proof, non-glaring, and must have an adjustable height with a range of over the heads of the operators to 15 cm above the console.

Q107. MRB-352 - Can the authority confirm the allowable sector of coxswain's view that may be obscured by the mast?

A107. The sum of all MRB obstructions to the coxswain's 360 degree view must not be greater than 10 degrees, this does not include personnel in their PPE.

Q108. MRB-361 - Can the authority confirm if the ensign is to fly from the mast itself or a removable flag pole?

A108. The ensign should be flown from a mast or arch required to support mission systems in an appropriate location so not to damage or interfere with system and operational functionality.

Q109. MRB-414 - Can the authority clarify if the seat fittings should always be flush with the deck or need only be flush with the non-stick matting?

A109. The test from MRB-414 is deleted and replaced with the following:

The MRB shock mitigating seat deck mounting hardware must be flush with the deck. Anti-skid matting must not interfere with the operation of shock mitigating seat deck mounting hardware, the installation, removal, or sliding of the shock mitigating seating.

Q110. MRB-421 - Can the authority confirm that it expects the vessel to be towed by a bollard on deck and not from a point on the bow near the waterline?

A110. Confirmed. However, a stem connection point near the waterline is expected for trailer winch operations and securing. See MRB-429 and MRB-431.

Q111. MRB-422 & 125 - Can the authority confirm if compliance with MRB-422 will count as compliance with MRB-125?

A111. Confirmed.

Q112. MRB-422 - Is this load to be applied as a load between the two transom points or the load applied to each point?

A112. The load is applied to each tow point.

Q113. MRB-423 - Can the authority confirm what this safety factor applies to, i.e. yield or ultimate strength?

A113. Static breaking strength (ultimate strength).

Q114. MRB-429 - Can the authority confirm the required load on these points? Can the authority confirm the bow point will not be used for towing?

A114. MRB-675 and 676 refer to dynamic transportation accelerations that the MRB might experience while being transported by road or rail. The loads on these points can be derived accordingly. The intention for the bow point is to be used for transportation only.

Q115. MRB-432 - Can the authority please confirm if this is the inner diameter of the eye?

A115. Confirmed.

Q116. MRB-449 - Can the authority please confirm if there are any surface finish requirements for the top of the pedestals where they interface with the GFE weapon mount? This is required to ensure accurate cost estimation.

A116. See MRB-458. See the Painting section starting at MRB-459.

Q117. MRB-456 - Can the authority confirm that the pedestal is to be of fixed height?

A117. Confirmed. The height range was provided to give the Contractor design flexibility.

Q118. MRB-457 - Can the authority please provide details of the Boarding party equipment?

A118. See answer 37.

Q119. MRB-491 - Does the authority wish the four batteries to be separated/used in any particular manner?

A119. Battery usage is to be determined by the Contractor.

Q120. MRB-497 & 500 - Can the authority provide clarification on the securing of cables? If the cables are in rigid conduits is it the conduits or cables that should be secured as per MRB-500?

A120. The conduit should be secured as per MRB-500 when size appropriately for the routed cables.

Q121. MRB-527 - Can the authority please confirm they wish the coxswain to be able to control vessel heel from the coxswain position? Is this dynamic or static heel?

A121. Confirmed, dynamic heel.

Q122. MRB-542, 543 & 544 - Can the authority please provide dimensions for all GFE HMI equipment required to be fitted to the console?

A122. HMI GFE data will be provided during the design phase.

Q123. MRB-552 - Can the authority confirm how this requirement will be measured since the communications equipment is to be supplied GFE and what are the requirements for antenna mounting?

A123. See SOW 3.3 3), 4), 5), 8), 3.4 3), SRD section MRB-549 and section MRB-555. When the Contractor is ready to calibrate, test, and trial a completed C4ISR suite, Canada will ensure the necessary GFE equipment is made available to complete the C4ISR system for testing.

Q124. MRB-565 - Can the authority confirm how this requirement will be measured since the communications equipment is to be supplied GFE?

A124. See answer 123.

Q125. MRB-602 - Can the authority please provide dimensions and weight of the 28 VDC distribution box?

A125. See answer 27.

Q126. MRB-647 - Can the authority confirm that blind supports are acceptable where structure is required to mount antennas?

A126. See answer 107.

Q127. MRB-650, 651 & 419 - Can the authority confirm if it wishes to be supplied with one or two tow lines and these are in addition to the anchor line outlined in MRB-419?

A127. MRB-651 is deleted in its entirety. Confirm that MRB-419 is in addition to MRB-650.

Q128. MRB-654 & 518 - Can the authority confirm it wishes to only be supplied with one hand held searchlight as described in MRB-518 which shall override any other requirement in the required standards?

A128. Confirmed.

Q129. MRB-663 & 664 - Can the authority please provide ship deck accelerations for SS9 to allow suitable cradle specification?

A129. Data related to the Halifax-class will be provided after Contract Award.

Q130. MRB-665 - Can the authority please confirm that it will act as the technical authority for the purposes of defining the shock testing of equipment mounted on the ship as defined in MIL-DTL-901E?

A130. Confirmed.

Q131. MRB-665 - Can the authority please confirm that Section 10 "Air Blast" of D-03-003-007/SG-000 does NOT apply?

A131. Confirmed.

Q132. MRB-665 - Can the authority confirm if the use of shock isolation devices are acceptable and if the authority has any restrictions on the type of devices used externally to the ship?

A132. Confirmed. Shock isolating devices are acceptable provided they are suitable for sustained exposure to a maritime environment.

Q133. MRB-665 - Can the authority define the boats condition during this shock trial, for example "full load" or "Full Fuel" etc.?

A133. The MRB fully loaded condition without personnel and cargo will be tested.

Q134. MRB-665 - Can the authority confirm that the proposed facility can accommodate a 9.2 m vessel?

A134. Confirmed.

Q135. MRB-665 - Can the authority confirm they will pay for any modifications required to the shock test barge?

A135. No. See SOW 6.3.1 12) and 13).

Q136. MRB-670 & 671 - Can the authority confirm that this requirement applies only after an initial fit of the cradle to mount quick attachment points?

A136. Confirmed.

Q137. MRB-675 & 676 - Can the authority confirm if these requirements satisfy MRB-663 and 664?

A137. No. The Contractor is responsible for demonstrating the solution chosen meets all mandatory requirements of the SRD.

Q138. MRB-675 & 676 - Can the authority confirm if these requirements do not supersede the shock test requirements?

A138. Confirmed.

2. At Part 4, section 4.2 – Evaluation Procedures, insert the following:

4.2.4 Evaluation of Joint Venture Experience

- i) If the bidder is a joint venture with existing experience as that joint venture, it may submit the experience that it has obtained as that joint venture.

Example: A bidder is a joint venture consisting of members L and M. A solicitation requires that the bidder demonstrate experience providing maintenance and help desk services for a period of 24 months to a customer with at least 10,000 users. As a joint venture (consisting of members L and M), the bidder has previously done this work. This bidder can use this experience to meet the requirement (even if neither L nor M has met this experience requirement on its own). If member L obtained this experience while in a joint venture with a third party N, however, that experience cannot be used because the third party N is not part of the joint venture that is bidding.

- ii) A joint venture bidder may rely on the experience of one of its members to meet any given technical criterion of this solicitation. Joint venture members cannot pool their abilities with other joint venture members to satisfy a single technical criterion of this solicitation. However, a joint venture member can pool its individual experience with the experience of the joint venture itself.

Example A: A bidder is a joint venture consisting of members X, Y and Z. If a solicitation requires: (a) that the bidder have 3 years of experience providing maintenance service, and (b) that the bidder have 2 years of experience

integrating hardware with complex networks, then each of these two requirements can be met by a different member of the joint venture. However, for a single criterion, such as the requirement for 3 years of experience providing maintenance services, the bidder cannot indicate that each of members X, Y and Z has one year of experience, totaling 3 years. Such a response would be declared non-compliant.

Example B: A bidder is a joint venture consisting of members A and B. If a solicitation requires that the bidder demonstrate experience providing resources for a minimum number of 100 billable days, the bidder may demonstrate that experience by submitting one of the following:

- (A) Contracts all signed by A;
- (B) Contracts all signed by B; or
- (C) Contracts all signed by A and B in joint venture;
- (D) Contracts signed by A and contracts signed by A and B in joint venture;
or
- (E) Contracts signed by B and contracts signed by A and B in joint venture,
that collectively show a minimum of 100 billable days of providing resources.

- iii) Wherever substantiation of a criterion is required, the bidder is requested to indicate which joint venture member satisfies the requirement. If the bidder has not identified which joint venture member satisfies any given requirement, the Contracting Authority will provide an opportunity to the bidder to submit this information during the evaluation period. If the bidder does not submit this information within the period set by the Contracting Authority, its bid will be declared non-compliant.
- iv) Any bidder with questions regarding the way in which a joint venture bid will be evaluated should submit their questions as early as possible during the solicitation period.

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME