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**Bid Receiving Public Works and Government  
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**1713 Bedford Row**

**Halifax, N.S./Halifax, (N.É.)**

**Halifax**

**Nova Scotia**

**B3J 1T3**

**Bid Fax: (902) 496-5016**

**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**

**Atlantic Region Acquisitions/Région de l'Atlantique  
Acquisitions**

**1713 Bedford Row**

**Halifax, N.S./Halifax, (N.É.)**

**Halifax**

**Nova Scot**

**B3J 1T3**

<b>Title - Sujet</b> Marine Fenders - CFB Halifax	
<b>Solicitation No. - N° de l'invitation</b> W010C-190176/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> W010C-19-0176	<b>Date</b> 2019-02-28
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$HAL-409-10653	
<b>File No. - N° de dossier</b> HAL-8-81237 (409)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-03-07</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Atlantic Standard Time AST
<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> Taylor, Kathie	<b>Buyer Id - Id de l'acheteur</b> hal409
<b>Telephone No. - N° de téléphone</b> (902) 403-4837 ( )	<b>FAX No. - N° de FAX</b> (902) 496-5016
<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 (type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Solicitation No. - N° de l'invitation  
W010C-190176/A  
Client Ref. No. - N° de réf. du client  
W010C-19-0176

Amd. No. - N° de la modif.  
02  
File No. - N° du dossier

Buyer ID - Id de l'acheteur  
hal409  
CCC No./N° CCC - FMS No./N° VME

### **Solicitation Amendment #02**

#### **I. The following questions have been posed by industry:**

Q7: Under Section 2.3.4.2 it mentions that the shackle size needs to be 1-1/4" whereas in section 2.3.5.1.1 Shackle it states the shackle size to be 1-1/2". Please let me know what size we need to take in account because a lower shackle size opens the options for smaller internal hardware and end pull load too.

R7: The shackle size in 2.3.4.2 shall be 38 mm (1-1/2").

Q8: Regarding requirement 1.2.1, it is our understanding that we would need to have a forklift and forklift operator, or other appropriate equipment and its operator, sent to the HMC Dockyard to unload the fenders from the truck and place them in the designated storage area. Is that correct?

R8: Yes, correct

Q9: Requirement 1.2.3 mentions that four chocks per fender are needed. Typically we ship the fenders on pallets with straps. Are pallets a suitable alternative to chocks? If not, would the pallets need to be removed from the fenders and disposed of prior to having them secured to the chocks that we would provide? If pallets (and straps) need to be disposed of, is it acceptable to dispose of them in the bins that are mentioned in requirement 1.2.4 (or perhaps the pallets would be too large for those bins)?

R9: Fenders shipped strapped down to pallets are a suitable alternative to chocks placed under each fender. If fenders are shipped strapped down to pallets, the pallets and straps do not need to be removed and disposed of by the Vendor.

#### **II. For further clarification, Annex A, has been revised as follows:**

##### **At 2.3.4.2**

**Delete:** shackle shall be 32 mm (1-1/4")

**Insert:** shackle shall be 38 mm (1-1/2")

**All other terms and conditions remain unchanged.**