



**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**

**Quebec**

**K1A0S5**

**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**

Marine Emergency Response Division/Division des  
Interventions en cas d'urgence maritime  
Centennial Towers 7th Floor - 7W11  
200 Kent Street  
Ottawa  
Ontario  
K1A0S5

<b>Title - Sujet</b> EREP:SelfPropelled Advancing Skimme	
<b>Solicitation No. - N° de l'invitation</b> F7047-160032/D	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> F7047-160032	<b>Date</b> 2019-07-26
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$ERD-005-27372	
<b>File No. - N° de dossier</b> 005erd.F7047-160032	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-08-28</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Richards, Shazia	<b>Buyer Id - Id de l'acheteur</b> 005erd
<b>Telephone No. - N° de téléphone</b> (613) 614-2383 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> See herein	

**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>

---

### Amendment 003

This amendment is raised to publish questions and answers.

**Question 5:** Section 4.13.1.1 of the TSOR states, the Contractor shall supply two (2) four-stroke outboard gasoline engines to propel the SPAS. Can we replace them with high efficiency diesel outboards?

**Response 5:** Canada requires the propulsion option to conform to CCG make/model requirements to maximize integration with existing fleet outboard motors, as well as to enable use of the maintenance knowledge our operators have with our current outboard motors.

**Question 6:** Section 4.2.3.2. of the TSOR states, the maximum speed of the SPAS must be at least 15 knots in normal load (transit). What is the speed in normal charge (skimming) that is sought?

**Response 6:** The SPAS must recover oil between 0 and 2 knots.

**Question 7:** Section 4.9.5.2. of the TSOR states, Sweep width extensions should be located on opposite sides of the intake channel of the oil recovery system to effectively guide oil to oleophilic recovery surfaces. Should the system be able to be installed on both sides (port and starboard) of the boat or only on one side?

**Response 7:** Sweep width extensions must be located on both the port and starboard side of the intake channel.

**Question 8:** Section 4.10.1.4. of the TSOR states, the wheelhouse must be equipped with a waterproof inclined post. What is the purpose of the posts located in the wheelhouse?

**Response 8:** The purpose of the post is to allow the driver of the SPAS a place to lean/sit while operating.

**Question 9:** Section 4.2.3.2. of the TSOR states that the maximum speed of the SPAS must be at least 15 knots in normal load (transit), therefore, why are two engines required?

**Response 9:** Canada requires two (2) outboard motors for reliability in case one breaks down.

**Question 10:** Section 4.14.1.1. of the TSOR states, the Contractor shall supply and install a remote manual hydraulic steering gear system. Can you replace this manual pump with an electric pump?

**Response 10:** Canada requires a manual hydraulic steering system because due to the nature of environmental response in the Coast Guard these systems will likely be sitting in storage for long periods of time. Manual systems have less of a chance of malfunctioning in this case.

**Question 11:** With respect to Sections 4.25.2.3. and 4.25.2.4. of the TSOR, can the head of the dual mechanical command be replaced with a head of dual electronic command that will be assisted by a joystick command head for greater accuracy and flexibility in the maneuvers? This type of control joystick simultaneously controls the rudder and engine.

**Response 11:** Canada requires a manual controller due to our operational nature as stated above in response 10. Manual controls have less of a chance of malfunctioning in these cases.

**All other terms and conditions remain unchanged**