



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

Title - Sujet EREP:SelfPropelled Advancing Skimme	
Solicitation No. - N° de l'invitation F7047-160032/D	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client F7047-160032	Date 2019-08-06
GETS Reference No. - N° de référence de SEAG PW-\$ERD-005-27372	
File No. - N° de dossier 005erd.F7047-160032	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-08-28	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Richards, Shazia	Buyer Id - Id de l'acheteur 005erd
Telephone No. - N° de téléphone (613) 614-2383 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: See herein	

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

This amendment is raised to publish questions and answers.

Question 12: All dimensional requirements of the subject RFP are expressed in metric units, i.e. meters and kilograms, however some potential bidders may have technical data expressed in non-metric units in their existing product technical data files.

In the interest of ensuring potential bidders do not incur unnecessary excess costs related to the preparation of their bids, can you please confirm it is acceptable to submit drawings and other technical data in non-metric units of measure i.e. feet and pounds?

Response 12: No, Canada requires the RFP to be submitted in metric units.

Question 13: The Technical Bid Evaluation Plan demonstration examples shown in sections 2.2.5 and 2.3.6 do not exactly match the format of the associated Appendix A Mandatory Criteria Part 1 of 2 and Appendix B Mandatory Criteria Part 2 of 2 documents which must be correctly completed and submitted with the offeror's bid.

In the interest of ensuring bidders complete the Appendix A Mandatory Criteria Part 1 of 2 form and the Appendix B Mandatory Criteria Part 2 of 2 form correctly, can you please provide demonstration examples for each that exactly match the format of the required bid forms?

Response 13: The additional columns present in Appendix A Mandatory Criteria Part 1 of 2 and Appendix B Mandatory Criteria Part 2 of 2 are to be used by evaluators as part of the Phased Bid Compliance Process. If a bid is deemed technically compliant during Phase 1, the "Compliant (Y/N)? Phase 2" and "Comments – Phase 2" columns will not be used.

Question 14: SOW item 5.1 – General states: *Individual equipment training and familiarization sessions may be conducted in either official language; Canada will confirm the required language of each session prior to delivery.*

Will you please clarify the respective number of English Language and French Language sessions to be costed in our Bid?

Response 14: Of the 8 Operational Training Sessions and 8 Technical Maintenance Training Sessions listed in Schedule A of the RFP, 1 Operational Training Session and 1 Technical Maintenance Training Session will be conducted in French.

Question 15: TSOR Section 4.2.1.2 states *The SPAS must withstand ambient air temperatures ranging from -40°C to +60°C during storage without incurring any damage.*

Does the CCG propose we redesign our SPAS to eliminate components i.e. standard marine grade plastics that may be subject to damage at extreme temperatures?

Response 15: All SPAS components should be rated to last in the environment specified.

Question 16: 4.4.2.1.c) states *6061-T6 for all extrusions, tubing, and piping, with Type 5356 filler alloy; and statement 6: 4.4.3.1. states Unless otherwise specified by Canada, the Contractor must use Type 316L stainless steel in all non-welded and welded applications. The Contractor may propose other stainless or high alloy steel(s) for consideration by Canada.*

Will the following bidder standard material specifications be acceptable or does the CCG require a redesign of our existing SPAS?

Structural Material/Aluminum: Metal structure shall generally be of welded construction. Except as otherwise specified, **structural aluminum materials (ASTM B928)** shall conform to the following specifications:

Sand cast (3560 T6)

Plate and sheet (5083 H116, 5086 H116 or 5086 H117; for non welded applications 6061 T6 or 6061 T651 may be substituted.)

Extrusions (5086 H111; for non welded applications 6061 T6 or 6061 T52 may be substituted.)

Drawn tube (5086 H32; for non welded applications 6061 T6 may be substituted.)

6000 series aluminum shall not be used in welded structural applications.

if used STAINLESS STEEL shall be:

Cast for general applications (J92800 or J92500; for non-welded applications UNS J92900 or J92600 may be substituted.)

Cast for underwater applications (J92800; for non-welded applications UNS J92900 may be substituted.)

Plate/sheet, bars/shapes, tubing, pipe (S31603; for non-welded applications S31600 may be substituted.)

Non-structural components such as handrails, small component brackets and wire ways may include extruded 6061 material.

Stainless Steel Fasteners: ASTM F593, type 316 throughout. No fasteners threaded into structure. Nylon locking nuts throughout unless otherwise specified.

Response 16: All Stainless steel must be 316L. For Aluminum plate 5086 H116 is acceptable for plate >3/16 inch. For any other aluminum plate 5052-H32 must be used. 6061-T6 aluminum with Type 5356 filler alloy must be used for all extrusions, tubing, and piping.

Question 17: 4.9.1.3. states *All hatches and access plates must secure in both the open and closed positions.*

Will cable lanyards with snap hooks on all lift out hatches be acceptable to satisfy this requirement?

Response 17: Any method that secures the hatches in the open and closed position is acceptable.

Question 18: 4.12.3.1. *The Contractor must supply a four-leg, bridle sling (complete with all attachments and hardware) to lift the SPAS from a single, overhead point near its longitudinal centre of gravity.*

Will two (2) separate, non-identical (1-fwd, 1-aft), two-leg bridle slings be acceptable?

Response 18: No, Canada requires one 4 leg sling for safety.

Question 19: 4.15.1.3. *d) states A manual, fuel priming bulb for each engine.*

This priming bulb is not necessary for typical HPU installations and may be a detriment to normal function, can this requirement be removed?

Response 19: Canada requires a manual priming bulb due to the nature of the long storage times for these skimmers, and the reliability a manual bulb gives.

Question 20: The following represents our standard diesel fuel tank specification for our standard SPAS model.

Fuel Tank (Non-Integral - Diesel)

A 20-gallon diesel fuel tank shall be provided and installed for the HPU. The fuel tank shall be accessible for inspection, repair, or replacement. The fuel tank shall have a fuel stripping port routed to the lowest part of the tank. Tank testing in accordance with ABYC H-33.21 is not required.

Will this standard specification be acceptable to satisfy the requirement without redesign or additional testing or certification?

Response 20: The Tank must be sized to meet the endurance requirement listed in 4.2.9.1 : i.e. 2 hours of transit and 6 hours of recovery operation.

Question 21: 4.17.2.5 states *The diesel engine must be fitted with one or more aids to facilitate starting at low temperatures. Each cold starting aid should be automatically deactivated when the diesel engine is running.*

Will the starting glow plug equipped on our standard model HPU be sufficient to satisfy this requirement or is the CCG asking for addition of a separate block heater?

Response 21: The diesel engine must be fitted with one or more aids to facilitate starting at low temperatures.

Question 22: 4.22.9.1. states *Cables must be terminated inside equipment enclosures. Termination connections must provide support and strain relief for each cable.*

Can this requirement be relaxed to include the language “wherever practicable”?

Response 22: No.

Question 23: 4.23.3.2. states *Each searchlight must use a minimum 55 W, xenon high intensity discharge (HID) lamp.*

Are 55W Halogen lamps an acceptable alternative?

Response 23: No, Canada requires xenon high intensity discharge lamps.

Question 24: 4.28.3.2. states *The Contractor must supply one buoyant heaving line that is at least 15 m in length. One end of the buoyant heaving line must be fitted with a soft, buoyant mass.*

Is this separate from the lifebuoy indicated in item 4.28.3.2.?

Response 24: No, Canada requires one lifebuoy attached to one buoyant heaving line that is at least 15m in length.

Question 25: 4.29.1.5. states *All label plates must convey the necessary information in both Canadian English and French.*

Is it acceptable to have separate, duplicate labels in English and French, or does each label plate need to include both languages?

Response 25: It is acceptable to have separate labels depending on final delivery location for both English and French.

Question 26: 4.30.1.1 states *Unless otherwise specified by Canada, the hull exterior, hull interior, deck, and wheelhouse must be left unpainted.*

Is it correct that the hull bottom is to have no bottom paint whatsoever?

Response 26: Correct.

Question 27: 4.31.2.1 states *The trailer must be an all-welded, reinforced, aluminum or galvanized steel construction.* Alternative construction methods will allow replacement of worn or damaged components and reduce life-cycle costs.

Is a galvanized steel trailer with bolted construction an approved alternative?

Response 27: Canada requires an all-welded, reinforced, aluminum or galvanized steel construction.

Question 28: 4.31.1.3 states *The trailer must comply with all provincial and territorial requirements for an unescorted load.* 4.31.1.2 states *Each trailer must carry the National Safety Mark (NSM).* The US built trailer we intend to offer meets or exceeds all US NHSTA requirements and is compliant for use in Canada, however we are unaware of any separate territorial requirements or US built trailers that are available with the NSM.

Will a standard US built and US road legal trailer be acceptable or will this need to be a Canada sourced / Canada manufactured trailer?

Response 28: The trailer must comply with all Canadian provincial and territorial requirements for an unescorted load and carry the national safety mark.

Question 29: 4.16.1.2. states *All overboard bilge discharges must comprise vented loops and anti-siphon valves located above the maximum vessel heel line.*

Bilge discharges located as high as possible, however internal space does not allow loops. Are inline check valves to prevent backflow acceptable?

Response 29:

Delete: section 4.16.1.2 in it's entirety.

Insert: 4.16.1.2. All overboard bilge discharges must be located above the maximum vessel heel line, and be designed to prevent seawater backflow from entering the bilge system.

All other terms and conditions remain unchanged