



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Public Works and Government Services / Travaux
publics et services gouvernementaux
Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3
Bid Fax: (613) 545-8067

**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
Public Works and Government Services / Travaux
publics et services gouvernementaux
Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3

Title - Sujet Boat Rental-Ex Southern Comfort2020	
Solicitation No. - N° de l'invitation W0125-20WR29/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client W0125-20WR29	Date 2020-01-09
GETS Reference No. - N° de référence de SEAG PW-\$KIN-620-7989	
File No. - N° de dossier KIN-9-52124 (620)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-01-15	Time Zone Fuseau horaire Eastern Standard Time EST
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: Porter, Marta M.	Buyer Id - Id de l'acheteur kin620
Telephone No. - N° de téléphone (613) 547-7587 ()	FAX No. - N° de FAX (613) 545-8067
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

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 002 – Location de bateau-Ex Southern Comfort2020, est apportée pour la raison suivante :

- 1. Provide a response back from Public Works and Government Services Canada to questions received from bidders.**
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Q1) Our vessel, Orange Apex is an ex-Search and Rescue Lifeboat that is 38ft long, 12.5ft wide, draws 3.4ft and weighs 28,000 lbs. We have successfully used it for helicopter hoist operations and her weight and configuration allows her to remain stable under the rotor wash. *Given that we are only 3.3ft draft and the minimum draft requirement for the tender is 4 ft, can allowances be permitted based on our extra 8000 lbs of weight and the fact we've already been proven as satisfactory for the task through practical activities in May 2019*

A1) No. The limited aft deck space is not sufficient for the work that we intend on doing in Florida. The reduced draft is a concern on big water (Atlantic Ocean).

Q2) Our aft deck is 37.5 sqft which is under the requested 64 sqft however, our foredeck is 118 sqft. Given our experience with 424 Sqn earlier, we've been successful with hoist exercises with SARTECHs on the foredeck instead - see attached picture. This provides a unique challenge for the helo pilots, which they appreciate. We have also had a helicopter serial where they utilized our aft deck as well, despite being under the indicated square footage. *Can considerations be made for our vessel given our available foredeck area?*

A2) No. We require the ability to insert to the Stern of the vessel as a primary spot for training. 64 sqft provides a theoretical '8 by 8' insertion point where 2 SAR techs and a stokes litter can be inserted safely. Stern insertions are part of a training plan and in order to progress to a more difficult bow insertion. For training purposes we will need a minimum of 64 sqft on the stern of the vessel.

Q3) As per Annex A - Para 5.3, the indication is that the vessel must be documented by the US Coast Guard National Documentation Center. This only applies to US registered vessels as owned by US citizens. *Can any consideration be given on this clause for Canadian vessels and Canadian operators especially given that the requirements of this project do not involve Coastal Trade and the implications of the US Jones Act do not apply for this scope of work? (See MOU listed below as well.)* In my case, Orange Apex is commercially registered with Transport Canada's Small Vessel Compliance Program (SVCP) and with the Canadian Register of Vessels (<https://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/841271>) which is equivalent to the USCG National Documentation Center.

Personnel Requirements:

Q4) As per Annex A - Para 7.1, indication is that all contracted personnel must be US citizens. Given the Memorandum of Understanding (MOU) between USCG and Transport Canada, the ability for Canadian domestically licenced mariners and their vessels to operate in the US under this MOU would permit Canadian Vessels with Canadian crews to participate in this manner on this particular project. <https://www.tc.gc.ca/eng/marinesafety/tp-tp13585-policy-mou-uscg-tc-594.htm>

Furthermore, Annex A - Para 7.4 indicates that the Master / Captain must have USCG qualifications. Given the MOU and equivalencies granted concerning each nation's domestic mariner qualifications, I would suggest that a Transport Canada Master 150GT with Limited Contiguous Water endorsement (<200NM offshore) would be an acceptable equivalent for this requirement.

Given this MOU, can any consideration be permitted on this project regarding eligibility of Canadian mariners and Canadian Vessels.

A3) See below.

Refer: Annex A – Statement of Work, 5.3 Vessel Responsibility and Accountability

Delete: In its Entirety

Insert: Annex A – Statement of Work, 5.3 Vessel Responsibility and Accountability

The Contractor must retain full responsibility and accountability for the vessel during non-contract hours and must provide all vessel maintenance. The Contractor must assume full responsibility and accountability for the vessel during contract hours, including preparation, fueling and cleanup time. The Contractor must be responsible for any repairs caused by negligence or abuse of Contractor employees or employees of subcontractors. The Contractor must abide by all mandatory Federal and State laws. It is the Captain's responsibility to ensure they can legally carry out the required action in a given country or location.

Refer: Annex A – Statement of Work, 7.1 Personnel

Delete: In its Entirety

Insert: Annex A – Statement of Work, 7.1 Personnel

All Contractor personnel are required to be at least 18 years old, and able to read, write and speak English fluently. The Vessels Captain is responsible to ensure they can legally carry out the required action in a given country or location.

Refer: Annex A – Statement of Work, 7.4 Master/Captain

Delete: In its Entirety

Insert: Annex A – Statement of Work, 7.4 Master/Captain

The Captain must be licensed by the Coast Guard to operate uninspected passenger vessels as defined in 46 U.S.C. 2101 (42) Upon Near Coastal Waters Not More Than 100 Miles Offshore, at a minimum, for the size of the vessel being operated, including the carriage of six passengers, OR Transport Canada Master 150GT with Limited Contiguous Water endorsement (<200NM offshore) would be the acceptable equivalent. The Captain must be qualified in CPR, and speak English fluently.