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## Revision to a Request for a Standing Offer

## Révision à une demande d'offre à commandes

Regional Individual Standing Offer (RISO)

Offre à commandes individuelle régionale (OCIR)

The referenced document is hereby revised; unless  
otherwise indicated, all other terms and conditions of  
the Offer remain the same.

Ce document est par la présente révisé; sauf  
indication contraire, les modalités de l'offre 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> RISO- Steering Gear- Service, Parts		
<b>Solicitation No. - N° de l'invitation</b> F5561-200305/A		<b>Date</b> 2020-07-10
<b>Client Reference No. - N° de référence du client</b> F5561-200305		<b>Amendment No. - N° modif.</b> 006
<b>File No. - N° de dossier</b> HAL-0-84010 (203)	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$HAL-203-6007		
<b>Date of Original Request for Standing Offer</b> Date de la demande de l'offre à commandes originale		2020-06-18
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-07-23</b>		<b>Time Zone</b> <b>Fuseau horaire</b> Atlantic Daylight Saving Time ADT
<b>Address Enquiries to: - Adresser toutes questions à:</b> MacDonald (HAL), Isabelle		<b>Buyer Id - Id de l'acheteur</b> hal203
<b>Telephone No. - N° de téléphone</b> (902) 403-9839 ( )	<b>FAX No. - N° de FAX</b> (902) 496-5016	
<b>Delivery Required - Livraison exigée</b>		
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>		
<b>Security - Sécurité</b> This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre.		

Instructions: See Herein

Instructions: Voir aux présentes

<b>Acknowledgement copy required</b> <b>Accusé de réception requis</b>	<b>Yes - Oui</b> <input type="checkbox"/>	<b>No - Non</b> <input type="checkbox"/>
<b>The Offeror hereby acknowledges this revision to its Offer.</b> <b>Le proposant constate, par la présente, cette révision à son offre.</b>		
<b>Signature</b>	<b>Date</b>	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
<b>For the Minister - Pour le Ministre</b>		

Solicitation No.  
F5561-200305/A  
Client Ref. No. - N° de réf. du client  
F5561-200305

Amd. No. - N° de la modif.  
006  
File No. - N° du dossier

Buyer ID - Id de l'acheteur  
HAL203  
CCC No./N° CCC - FMS No./N° VME

## Amendment 006

This solicitation amendment is issued to answer a Suppliers questions.

### Annex A Statement of Work

2.1.3.1 Access to OEM drawings not necessary for a competent steering gear designer and manufacturer. We can determine from our extensive experience what is required. To suggest otherwise is to unnecessarily prohibit competition.

Response: Please refer to Amendment 001. This requirement will reduce the time the vessel will be out of service. OEM drawings are the only way we can manage our present parts requirement for this system in order to keep our fleet operational at all times, by reducing the time spent alongside for repairs.

2.1.3.1 Provision of OEM parts, materials and service not possible since the OEM John Hastie, went out of business nearly 30 years ago.

Response: Please refer to amendment 001. It is possible if you have the drawings to reproduce the parts – OEM drawings are used to make the OEM parts.

### PART 4 Evaluation

#### 4.1.1.1

1. Must possess OEM drawings. See 2.1.3.1 comment above.

Response: Please see answer above.

2. Possess OEM manuals. See 2.1.3.1 comment above.

Response: Please see answer above

3. Need to have completed 10 technical jobs on John Hastie in last 10 years. A respected and knowledgeable steering gear manufacturer such as (company name deleted) should not need to confirm that. Note that our designer (name deleted) designed the majority of steering gears currently in service in the Canadian Coast Guard and to a much more modern type than the obsolete John Hastie design. In fact our designs were based on the need to eliminate the problematic parts of the old John Hastie design.

Response: We have no plans to renew the system(s) at this time. We require a Contractor that can service the equipment in a timely manner to keep the vessel operational without causing delays.