



## RETURN BIDS TO:

## RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government  
Services Canada/Réception des soumissions Travaux  
publics et Services gouvernementaux Canada  
Pacific Region  
401 - 1230 Government Street  
Victoria, B.C.  
V8W 3X4  
Bid Fax: (250) 363-3344

## 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 Canada - Pacific  
Region  
401 - 1230 Government Street  
Victoria, B. C.  
V8W 3X4

<b>Title - Sujet</b> 5.7-5.99m Aluminum Hardtop Boat	
<b>Solicitation No. - N° de l'invitation</b> F7044-190037/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> F7044-190037	<b>Date</b> 2020-07-23
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-166-8002	
<b>File No. - N° de dossier</b> XLV-9-42220 (166)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-08-12</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Pacific Daylight Saving Time PDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Castle, David G.	<b>Buyer Id - Id de l'acheteur</b> xlv166
<b>Telephone No. - N° de téléphone</b> (250) 217-6555 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<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</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Amendment 001 – Solicitation # F7044-190037 DFO Aluminum Hardtop Boat 5.99M**

La présente modification vise à changer la date de clôture de l’invitation à la page 1 de l’invitation.

L’invitation prend fin désormais à 14h00, heure normale du Pacifique (HNP) le 2020-08-12.

**La révision suivante de l'invitation à soumissionner est requise pour répondre à la question du fournisseur:**

Annex D – Questions and Answers for F7044-190037				
Q	TSOR Section	Bidder Question	Canada's Response	la réponse du Canada
1	7.4.2 All the deliverables must be received on or before November 30, 2020.	Would a later delivery date be acceptable – preferably February 26, 2020?	Canada accepts a later delivery by March 31, 2021.	Canada accepte date de livraison ultérieure d'ici le 31 mars 2021

<b>2</b>	<b>2.4.1.3</b> CT-034-EQ-EG-001-E Canadian Coast Guard Welding Specification	<p>Can you please confirm if the following components of the CCG Welding Specification are required for this contract:</p> <ul style="list-style-type: none"><li>• 5.6.1 Monthly Facility Audits by the CWB</li><li>• 5.6.10.1 Inspection procedures and techniques are to be prepared by Level 3 personnel for each inspection method required</li><li>• All liquid penetrant and x-ray testing requirements</li></ul> <p>The CCG specification was designed with large shipbuilding in my mind and some of these procedures may not be required on a build of this size</p>	<p>Canada accepts changing section 2.4.1.3 to state:</p> <p>Welding must be performed by a welder certified by the Canadian Welding Bureau and in accordance with the requirements of the following Canadian Standards Association standards:</p> <p>a) CSA W47.2 ( current version) , Certification of Companies for Fusion Welding of Aluminum 2.1</p>	<p>Canada accepte la modification proposée de la section 2.4.1.3 pour indiquer:</p> <p>Le soudage doit être effectué par un soudeur certifié par le bureau canadien de soudage et conformément aux exigences des normes suivantes de l'Association canadienne de normalisation:</p> <p>a) a) CSA W47.2 certifiée pour le soudage par fusion de l'aluminium 2.1</p>
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<b>3</b>	<b>5.0 – 5.5.4</b>	<p>There are a lot of incredibly detailed measurements in this TSOR – it appears to be trying to mimic an existing design already in use. If we are meeting safety/structural standards, and overall design requirements requested, are we able to offer a vessel that uses our standard construction guidelines? Some of the specifications are not standard practice, such as the formed chine in Section 5.2.2 and the ¼” minimum for the aluminum windshield plate in Section 5.4.</p>	<p>Canada accepts a design that meets all necessary operational requirements, and design requirements as long as it meets the construction regulations required. Any changes to will be noted in a Deviation, and / or Contract update. Any changes must be discussed with Project Manager prior to final change.</p>	<p>Canada accepte une conception qui répond à toutes les exigences opérationnelles nécessaires et aux exigences de conception tant qu'elle respecte les règlements de construction requis. Toutes les modifications apportées à seront notées dans un écart et / ou une mise à jour du contrat. Tous les changements doivent être discutés avec le gestionnaire de projet avant le changement final.</p>
<b>4</b>	<b>6.1.1.1</b> Windows must be designed in accordance with ISO Design Category “C” having aluminum bolt-in frames and fitted with minimum 5/16” safety glass. & <b>6.1.2.1</b> Side and rear facing windows must be designed in accordance with ISO Design Category “C” having aluminum bolt-in frames and fitted with minimum ¼” safety glass.	<p>Can the minimum window thickness be removed or reduced? In order to maintain cost-effective pricing a smaller thickness may be available while still meeting ISO “C” requirements.</p>	<p>Canada accepts a minimum window thickness that will still meet ISO Category “C”</p>	<p>Canada acceptent une épaisseur de fenêtre conforme aux exigences de la catégorie C ISO.</p>

<b>5</b>	<b>9.1.2.1 Etch-primer plus 2 coats: CLEARCOAT</b>	Can it be confirmed that the end-user wants an etch-primer below the clear coat? Etch-primers will leave the aluminum with a "painted" appearance. Would a suitable preparation of acid-wash be acceptable when prepping for the clearcoat instead?	Canada accepts acid washing.	Canada accepte le lavage à l'acide.
<b>6</b>	<b>7.6.6</b> The schedule of milestones for which payments will be made in accordance with the Contract is as follows: A....32% B....65% C....3%	Would it be acceptable to add another milestone payment between A & B for approx. half the amount of the current B milestone?	Canada accepts adding another milestone in accordance with the contract as follows: A – 32%, B – 32% C – 33%, D – 3%.	Canada accepte d'ajouter un autre étape du contrat conformément au contrat comme suit: A - 32%, B - 32% C - 33%, D - 3%.
<b>7</b>	<b>5.5.6.1</b> One aft tow post if deck space can accommodate...& <b>8.5.3</b> ...Four 12V power points required, one each on forward face, and dash (communication side) of console, and near the tow post forward, and at the transom.	Can it please be confirmed that there is only a requirement for one aft tow post? You haven't referenced needing a tow post forward anywhere but section 8.5.3 – can you confirm if this is a mistake or if a forward tow post is also required?	Canada confirms that there is only a requirement for one aft tow post. There is no requirement for a forward tow post and thus no co-located power-point needed. This reduces power-points to total three (3).	Canada confirme qu'il n'y a qu'une seule exigence pour un poste de remorquage arrière. Il n'y a aucune besoin pour un poste de remorquage avant et donc aucun point puissance colocalisée est nécessaire. Cela réduit les points de puissance à un total de trois (3).
<b>8</b>	<b>6.5.2.2</b> Mooring cleats: six (6) weld on cleats are required...must be installed on the side decks/bulwark tops as follows: <b>6.5.2.4</b> Two (2) cleats... <b>6.5.2.5</b> Two (2) cleats..	Can you please confirm if these sections are supposed to total 4 or 6 cleats?	Canada confirms a total of four (4) cleats are required as outlined in 6.5.2.4 and 6.5.2.5.	Canada confirme qu'un total de quatre (4) crampons sont requis, comme indiqué aux 6.5.2.4 et 6.5.2.5.

<b>9</b>	<b>7.1.1</b> Powering will be single 75-90HP Yamaha. The engines will be Government Supplied Material (GSM). Scope of GSM will be the engines, supplied with one standard and one reverse rotation power leg; but not including any external or accessory components.	This section appears to be conflicting, saying the vessel will be powered by a single engine but that GSM will provide two engines. Can this please be clarified?	Canada confirms a single outboard engine. Canada confirms the outboard is required to be between 75HP and 90 HP.	Canada confirme un seul moteur hors-bord. Le Canada confirme que le moteur hors-bord doit avoir entre 75 et 90 CV
<b>10</b>	<b>7.1.1</b> Powering will be single 75-90HP Yamaha...& <b>7.3.4.1</b> Yamaha DEC – Digital Electronic Control	Yamaha does not currently offer DEC in engines of 115HP or smaller. The 75-90HP will have to be mechanical unless the end user would like to have a 150HP engine.	Canada confirms that it is not required.	Canada confirme que la direction numérique n'est pas requise
<b>11</b>	<b>11</b> All documentation described in this section must be provided in both official languages (French and English)	Can it be confirmed the end user the documentation in both languages?	Canada confirms documentation must be received in both official languages.	Canada confirme que la documentation doit être reçue dans les deux langues officielles.
<b>12</b>	<b>14</b> TRAILER – NOT REQUIRED	Can it please be confirmed that a trailer is indeed not required? The financial Annex E, mentions a trailer to be removed from Annex E.	Canada confirms that no trailer is required, and those sections can be removed from Annex E.	Canada confirme qu'aucune remorque n'est requise et que ces sections peuvent être supprimées de l'annexe E.

<b>1</b>	<b>4.4.5.1</b> Aft of the control stations, two additional seating positions must be provided, either using fold down seats mounted to the backs of the main seats , or using separate removable post mounted seats	Can the total number of seats be confirmed? We believe section 6.3.4 is an error as it is the only place where the bench seats are mentioned	Canada confirms that there is no requirement for bench seats, section 6.3.4 is an error and can be removed.	Canada confirme qu'il n'y a pas d'exigence pour les banquettes, la section 6.3.4 est une erreur et peut être supprimée.
<b>3</b>	<b>6.2.5 Console Chairs</b> – The control station must include two (2) robust, suspension mounted, seats <b>6.3.4 Crew Chairs</b> – Bench seats with cushions			
<b>1</b>	<b>7.10.5</b> Fuel Tank(s) and system must be hydrostatically tested to the overflow height and labelled per the requirements of TP1332 and tested to 3 psig as per requirements of CEPA	As per TP1332, the fuel tank/system may be either hydrostatically or air pressure tested – both tests are not required. Is it acceptable to only perform the air pressure test?	Canada accepts an air pressure test, as long as it aligns with regulatory requirements and does not impact the asset.	Canada acceptent un test de pression d'air, à condition qu'il soit conforme aux exigences réglementaires et n'endommage pas l'actif.
<b>4</b>				