



## 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 5.99M

This Amendment is raised for the following;

1. to revise the closing date of the Solicitation indicated on page 1 of the bid solicitation.

The Solicitation is now set to close at 02:00 PM Pacific Standard Time (PST) on 2020-08-12.

2. The following solicitation revision required to respond to supplier's question:

### ANNEX D – BIDDERS' QUESTION & CANADA'S ANSWERS

## Annex D – Questions and Answers for F7044-190037

Q #	TSOR Section	Bidder Question	Canada's Response
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 date, as long as asset is received by March 31, 2021.

2	<b>2.4.1.3 CT-034-EQ-EG-001-E Canadian Coast Guard Welding Specification</b>	<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 the TSOR to state:</p> <p>Welding must be performed by a <b>welder certified by the Canadian Welding Bureau</b> and in accordance with the requirements of the following <b>Canadian Standards Association (CSA) standards:</b></p> <p>a) CSA W47.2 ( current version) , Certification of Companies for Fusion Welding of Aluminum 2.1</p>
3	<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 will accept a design that meets all necessary operational requirements, and design requirements as long as it meets the construction regulations required. Any changes to TSOR material will be noted in a TSOR Deviation, and/or Contract update. Any changes must be discussed with Project Manager prior to final change.</p>

<b>4</b>	<p><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.</p> <p><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.	Canada accepts a minimum window thickness that will still meet ISO Category "C" Requirements.
<b>5</b>	<b>9.1.2.1</b> Etch-primer plus 2 coats: CLEARCOAT	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 to prepare for the clear coat.
<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%.
<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).
<b>8</b>	<p><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:</p> <p><b>6.5.2.4</b> Two (2) cleats...<b>6.5.2.5</b> Two (2) cleats..</p>	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.

<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 that will be GSM. Canada confirms the outboard is required to be between 75HP and 90 HP.
<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 DEC is not required.
<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 needs the documentation in both languages?	Canada confirms documentation must be received in both official languages.
<b>12</b>	<b>14 TRAILER – NOT REQUIRED</b>	Can it please be confirmed that a trailer is indeed not required? The financial bid sheet, Annex E, mentions a trailer twice.	Canada confirms that no trailer is required, and those sections can be removed from Annex E.
<b>13</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 <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	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.

<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.
<b>4</b>			