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NA
British Columbia

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

Title - Sujet Aluminum Jet Boats	
Solicitation No. - N° de l'invitation F1045-200084/A	**Amendment No. - N° modif.** 001
Client Reference No. - N° de référence du client F1045-200084	**Date** 2020-10-01
GETS Reference No. - N° de référence de SEAG PW-$XLV-591-8046	
File No. - N° de dossier XLV-0-43069 (591)	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2020-10-16**	**Time Zone** **Fuseau horaire** Pacific Daylight Saving Time PDT
F.O.B. - F.A.B. **Plant-Usine:** ☐ **Destination:** ☐ **Other-Autre:** ☐	
Address Enquiries to: - Adresser toutes questions à: Zwarich, Eric	**Buyer Id - Id de l'acheteur** xlv591
Telephone No. - N° de téléphone (250) 661-2347 ( )	**FAX No. - N° de FAX** ( ) -
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**

Canada

This amendment is intended to incorporate Bidder Questions and Canada Responses to the solicitation.

Under Annex C:

Delete All

Insert:

ANNEX – C - BIDDER QUESTIONS AND CANADA RESPONSES (BID)

Completed and updated during the solicitation process.

#	Date Received	Question	Answer	Date Returned
1	2020-09-15	In reference to 5.2.3.2 Welding Certification: "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 (CSA) standards: CSA W47.2 (current version), Certification of Companies for Fusion Welding of Aluminum 2.1 **Would it be acceptable if we provide "CSA W47.2" issued to our subcontractor who performs the welding?**	"Canada will accept certification from a named subcontractor in consideration of meeting the requirement for CSA W47.2 Certification of Companies for Fusion Welding of Aluminum 2.1."	Sept 15 2020
2	2020-09-25	10.0 (3. Hull bottom to be ¼" thickness x 6.0 ft to a max 6.5 ft beam with exception to an intake tunnel/jet guard which can be 3/8" thickness for that potion. Tunnel portion no less than 60"length x 22" width. The transom area should be a minimum hull thickness of ¼" 16.2 (2. The hull is to have a minimum 3/8 inch thick 'delta pad' keel with interior vertical stiffener on the centerline, from the stem bar of minimum 3/8 inch thick plate to the transom. The hull should also have a 3/8" x 60" x 22" intake tunnel. **Would Canada accept a full delta pad bottom without an intake tunnel?**	"Canada would accept a full delta pad bottom without an intake tunnel"	2020-09-25

3	2020-09-25	10.0 (11 the specification states for a skid plate and stomp grate, the skid plate would serve no purpose with a tunnel and the stomp grate is utilized to clear any debris. **Is a skid plate required with the tunnel Construction?**	"Canada doesn't require a skid plate with the tunnel construction"	2020-09-25
4	2020-09-25	16.2 The hull must be approximately 10 - 14 degree deadrise "V" style monohull with a reverse chine, "delta pad" and hull bottom to be clad with UHM plastic installed to be watertight. 10.0 (13. Hull to be a constant dead rise of approximately 10 - 14 (degrees), some increase allowed forward, depending on manufacturers' recommendations. **Would Canada accept a dead rise of 8 degrees?**	"Canada would accept a 8-14 degree deadrise"	2020-09-25
5	2020-09-25	10.0 (3. Hull bottom to be ¼" thickness x 6.0 ft to a max 6.5 ft beam with exception to an intake tunnel/jet guard which can be 3/8" thickness for that potion. Tunnel portion no less than 60"length x 22" width. The transom area should be a minimum hull thickness of ¼" **The hull bottom is referenced however the measurement says "beam", can Canada confirm whether measurement is for the Hull bottom or Beam?**	"Canada confirms that the measurement refers to the hull bottom"	2020-09-25
6	2020-09-25	16.2 (2. The hull is to have a minimum 3/8 inch thick 'delta pad' keel with interior vertical stiffener on the centerline, from the stem bar of minimum 3/8 inch thick plate to the transom. The hull should also have a 3/8" x 60" x 22" intake tunnel. **With the installation of the Jet Pump on centerline, Continuous verticle stiffener on centerline to the transom is not possible, can Canada clarify this requirement?**	"Canada doesn't require the continuous centerline stiffener. The stiffener will be in the form of a structural box around the jet Pump intake tunnel, carried to the transom, and it will be required to provide similar hull support as a continuous verticle stiffener"	2020-09-25

7	2020-09-25	18.0 (1. The boat is to be powered by a Kodiak 6.2L DI engine with a Hamilton 212 jet pump (with sand trap) or equivalent to be supplied and installed by the Contractor. This motor and jet combination is ideal for a boat this size due to their compatibility (with each other) and their excellent power to weight ratio. All ancilliary engine equipment will be contractor supplied and installed. The engine to include flushing port and engine compartment to be sound insulated. Jet drive intake must include a grate clean out system and sand trap. **Flushing ports are used to allow flushing of raw water cooled engines or for allowing the running of engines out of the water. The engine referenced has a closed cooling loop with a raw water heat exchanged, so flushing ports will only flush the raw water loop which will be ineffective in removing sediment from the heat exchanger. Additionally Flushing ports may be used on some systems to allow running propulsion while out of the water, but jet pumps are direct coupled to the engine and should not be run dry, so this is not recommended. Can Canada confirm the requirement for flushing ports to be included? And if so, what is the context of the flushing ports?**	"Canada doesn't require flushing ports to be included to the engine"	2020-09-25

All other Terms and Conditions remain the same.