



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des soumissions -
TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Québec

K1A 0S5

Bid Fax: (819) 997-9776

**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

Ship Construction, Refit and Related
Services/Construction navale, Radoubs et services
connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet 18' Fibreglass open boat	
Solicitation No. - N° de l'invitation F7044-210214/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client 0021010214	Date 2021-09-28
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-035-28316	
File No. - N° de dossier 035mc.F7044-210214	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2021-10-04 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Roy, Tania	Buyer Id - Id de l'acheteur 035mc
Telephone No. - N° de téléphone (873) 355-3337 ()	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

Solicitation Amendment 001

This amendment is raised to:

1) Answer Questions from potential Bidders.

1) Answer Questions from potential Bidders :

Question 1:

We cannot find a specified hull form in the TSOR. Is there a desired hull form to be specified; vee hull, semi-displacement, flat bottom; and if so, of what degree of vee or size of keel etc. ?

Response 1 :

As we require strakes for landing the vessel on boat launch at most sites, I believe a semi-displacement hull would be the best option (see attached pictures). It is very important to program personnel that the strakes be fabricated in a way that when the vessel lands on the launch it remains level. As you can see the strakes on the existing boats would need to be extended to meet this requirement.

Question 2 :

5.0 calls for a hull length of up to 5.5m (18ft.) and a breadth of up to 2.2m (7ft. 3in.). Will a vessel with an overall hull length of 5.8m (19ft.) and a breadth of 2.46m (8ft. 2in.) be acceptable ?

Response 2 :

Due to limitations of the existing infrastructure on site the maximum dimensions of the hull structure must be as follows

Length – 19.0 FT

Width – 7.0 FT

Question 3 :

6.0 calls for an open style center console boat with a stainless-steel bow rail (6.1.3) but does not detail a height desired for the bow rail. What is the desired height of the bow rail from the gunwale and/or from the working floor ?

Response 3:

A standard height for a handrail should be sufficient (1.5 – 2.0 inches). This rail must terminate approximately 3 – 4 feet from the forward most point of the bow to ease in boarding / disembarking the vessel.

Question 4:

Section 7.1.5 calls for transom to be cored with plywood. The Contractor has built similar vessel using COOSA Bluewater Composite Panels as its transom core. COOSA panels are designed for high stress structural applications and produce a product with the strength of a plywood core transom at approximately 70% of the weight. Will a COOSA Bluewater Composite Panel core transom be acceptable?

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Response 4:

This is acceptable.

Question 5:

Section 7.2 Stowage, references a bow locker installed using fasteners, the RFV HammerHead has an integral bow locker with ample storage as well as under floor storage (both of these compartments were figured into previous ISO / TCMs testing). Will an integral bow locker offering greater capacity than a removable locker be acceptable ?

Response 5:

This is acceptable.

Question 6:

Section 7.4 calls for a beaching shoe of metal; the Contractor has built similar vessels with beaching shoes, which have been seen as more acceptable and more functional, constructed out of vinylester composite. Will a beaching shoe of vinylester composite acceptable to CCG/DFO on other boats be acceptable ?

Response 6:

This is acceptable.

Question 7:

In section 9.2 "Fuel Systems" 9.2.3 of the TSOR references a design technique of a particular supplier. The fuel system designed and supplied with the Contractor's RFV HammerHead is a self-contained no-spill system that has been inspected and approved by Transport Canada to TP1332. Will a Transport Canada inspected and approved fuel fill system be acceptable ?

Response 7:

This is acceptable.

Question 8:

Section 8.2.4 describes the navigation / all around white lights be mounted above radar scanner (no radar required in this TSOR) while section 8.2.6.2 and 8.2.6.3 refer to a work light and a blue strobe light, respectively. Currently in the configuration described in the TSOR there is no place for this gear. Does CCG envisage an aft arch for the mounting of this gear ? If so, are there any specifications for such ?

Response 8:

Due to limitations of the existing infrastructure on site the maximum height of the vessel from keel to highest point cannot exceed 80 inches. Based on this it would be acceptable to remove the radar / mast from the TSOR.

Question 9:

A boat made entirely of aluminum which corresponds in all cases with the technical statement and which is unsinkable, as standard with all the certifications would be acceptable ?

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Response 9:

A boat made of aluminum will not be accepted.



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ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.