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Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
See herein for bid submission
instructions/

Voir la présente pour les
instructions sur la présentation
d'une soumission

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 Sailboats Voiliers	
Solicitation No. - N° de l'invitation W0103-229178/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client W0103-229178	Date 2022-07-05
GETS Reference No. - N° de référence de SEAG PW-\$XLV-166-8373	
File No. - N° de dossier XLV-1-44130 (166)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Pacific Daylight Saving Time PDT on - le 2022-07-14 Heure Avancée du Pacifique HAP	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Castle, David G.	Buyer Id - Id de l'acheteur xlv166
Telephone No. - N° de téléphone (250) 217-6555 ()	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

This solicitation amendment is to promulgate the bidder questions and Canada responses

No:	Bidder questions	Canada responses
1	A sailboat with an entirely aluminum hull is proven in several seas around the world, would that be acceptable?	See Solicitation Amendment 1
2	Would participation in 1/3 European 2/3 Canadian be acceptable	See Solicitation Amendment 1
3	<i>Your are asking a delivery for December 2022. It will be challenging for any ship building company to deliver 2 semi-custom sailboats in such a short time. Can the delivery timeline be changed or be extended as our delivery timeline is July 2023 plus shipping time?</i>	We would like delivery by the end of this FY If it is impossible to deliver in December 2022, we must have the assurance that the deadline of March 31, 2023 is achievable.
4	<i>We are a American boat brokerage company and we source our boats from various shipyards in Europe. Do we need any presence in Canada to be considered for this tender?</i>	We have no preference for European shipyards or US brokerage firms.
5	<i>Your specs requires a lot of project management for something that we consider semi-standard and we would not want to add too many hours to our bid with regards to project management efforts. Is a monthly meeting firm or could be adjusted according to the required management supervision effort?</i>	It is possible to change the frequency of the meeting, but in the event that the work deviates from the specifications, a recommended/reasonable project management schedule should be included.
6	<i>We are planning on offering one of our standard hull and rigging with changes mostly to the interior layout of each cabin. Would installing bunk beds instead of flat beds be acceptable?</i>	Provided the number of berths are met to accommodate the specified number of personnel (mid-sized North Americans) and the design is reasonable (given that these vessels will occasionally be used in World Class 2 races

All terms and condition remain unchanged