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instructions sur la presentation
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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 Sailboats Voiliers	
Solicitation No. - N° de l'invitation W0103-229178/A	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client W0103-229178	Date 2022-07-08
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	You 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?	See Solicitation Amendment 2
4	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?	See Solicitation Amendment 2
5	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?	See Solicitation Amendment 2
6	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?	See Solicitation Amendment 2
7	The vessel we are proposing can be efficiently equipped with a 6kw genset. Would this be acceptable and be credited appropriately in the eval criteria?	The 11 kW genset in this case refers to a GenSet in a hybrid electric propulsion system. A Genset is not required for the purpose of 'hotel loads' unless the alternator is not strong enough to maintain the battery.
8	7.4.1 Delivery Date: It will be difficult to provide two appropriate vessels by 31 Dec 2022. Will alternative delivery dates of Feb 28, 2023 and Dec 31, 2023 be suitable?	Request delivery of one vessel by 31 May 2023 and subsequent boat by 31 Oct 2023
9	TSOR 2c: Maximum draft 7'. We have a shallow draft compliant solution; however, if	Vessels can exceed 7 ft draft. If 7 ft draft is exceeded, a shallow draft variant can be provided as an option and the performance

	the 7'2" draft was accepted the RCN would have a more capable vessel at a lower cost.	advantages should be explained for consideration. The RCN has draft concerns in the intended berths, and vessels cannot exceed 7.5 ft draft.
10	TSOR 2j. ii Manual windlass: Confirm if the RCN really wants a manual windlass? Most boats of this size are equipped standard with electric windlasses with a manual backup.	An electric windlass with manual backup is acceptable.
11	TSOR 2j iv: Dual anchor rollers. Most modern boats are equipped with one appropriately sized anchor and an electric windlass negating the requirement for complex and unwieldy dual anchor systems.	Single anchor rollers will be considered without penalty, as long as the anchoring system meets the criteria in "Mandatory Vessel Characteristics / Para 1. Construction Operating Standards" A dual anchor system on the bow is not required, however a redundant secondary roller is preferred.
12	TSOR 3c ii: Y valve: confirm if the RCN deems this necessary with a modern sanitation system where all black water is routed to the holding tank.	If the effect of a 'Y' valve is achieved with a simpler system, then the simpler system is acceptable and preferred.
13	Diagraph sanitation pump. The black water system in the vessel we would like to propose uses gravity discharge from the black water tank negating the requirement for a diagraph or macerator pump. Please confirm this is satisfactory.	If the effect of a 'pump' is achieved with a simpler system, then the simpler system is acceptable and preferred.
14	Folding propellor: The vessel has an option for a feathering propellor which provides good performance under sail and improved performance under power and when maneuvering in close quarters compared to a folding propellor. Please confirm if this is acceptable.	A feathering propeller will be considered equivalent to a folding propeller.
15	TSOR 7f: "Standard windward sheeting system" How does the RCN define this ?	This item refers to standard mainsheet traveller systems that utilise a track based system to haul a car and sheet to windward. This item should be considered in contrast to other sheeting arrangements that utilise double or twin sheets and not a car and track in order to trim the mainsail boom.
16	TSOR 7f: Movable bowsprit: The vessel proposed has a fixed bowsprit integrated into the hull capable of accepting the loads of a code zero sail or an asymmetric spinnaker and supporting the anchor roller. Confirm if this is satisfactory.	An integrated fixed bowsprit is acceptable. Any bowsprit (fixed or movable) must be capable of accepting the loads of the sail plan that utilize the bowsprit.

Solicitation No. - N° de l'invitation
W0103-229178/A
Client Ref. No. - N° de réf. du client
W0103-229178

Amd. No. - N° de la modif.
003
File No. - N° du dossier

Buyer ID - Id de l'acheteur
XLV166
CCC No./N° CCC - FMS No./N° VME

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All terms and condition remain unchanged