

**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:**

**Bid Receiving Public Works and Government
Services Canada/Réception des soumissions
Travaux publics et Services gouvernementaux
Canada**
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
B3J 1T3
Bid Fax: (902) 496-5016

**REQUEST FOR QUOTATION
DEMANDE DE PRIX**

**Quotation To: Public Works and Government
Services Canada**

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

**Soumission de prix aux: Travaux Publics et Services
Gouvernementaux Canada**

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici et sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaires

**Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur**

Issuing Office - Bureau de distribution
Acquisitions
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
B3J 3C9

Title - Sujet DFO RIB & TRAILER	
Solicitation No. - N° de l'invitation F7047-120201/A	Date 2013-11-12
Client Reference No. - N° de référence du client F7047-12-0201	GETS Ref. No. - N° de réf. de SEAG PW-\$HAL-403-9125
File No. - N° de dossier HAL-3-71175 (403)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin	
at - à 02:00 PM	Time Zone - Fuseau horaire
on - le 2013-11-28	Atlantic Standard Time AST
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: Brow, Theresa	Buyer Id - Id de l'acheteur hal403
Telephone No. - N° de téléphone (902)496-5166 ()	FAX No. - N° de FAX (902)496-5016
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: DEPARTMENT OF FISHERIES AND OCEANS NATIONAL ASSET CODE: VXA46 165 JOHN YEO DRIVE CHARLOTTETOWN PRINCE EDWARD ISLAND C1E 2L9 Canada	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	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

RIGID HULL INFLATABLE BOAT

Office of Enforcement

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PART 1 - GENERAL INFORMATION**1. Security Requirement**

There is no security requirement associated with this bid solicitation.

2. Requirement

To supply one Polyester Rigid Hull Inflatable Boat (RHIB) in the 5.0 to 5.3 metre range complete with trailer. As detailed in Annex A attached.

3. Debriefings

Bidders may request a debriefing on the results of the bid solicitation process. Bidders should make the request to the Contracting Authority within 15 working days of receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

PART 2 - BIDDER INSTRUCTIONS**1. Standard Instructions, Clauses and Conditions**

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the *Standard Acquisition Clauses and Conditions Manual* (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The 2003 (2013-06-01) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Bidders who are incorporated or who are a sole proprietorship, including those bidding as a joint venture, have already provided a list of names of all individuals who are directors of the Bidder, or the name of the owner, at the time of submitting an arrangement under the Request for Supply Arrangement (RFSA). These bidders must diligently maintain this list up-to-date by informing Canada in writing of any change occurring during the validity period of the bid as well as during the period of any contract arising from this bid solicitation.

Canada may, at any time, request that a Bidder provide properly completed and Signed Consent Forms (Consent to a Criminal Record Verification form - PWGSC-TPSGC 229) for any or all individuals aforementioned within the time specified. Failure to provide such Consent Forms within the time period provided will result in the bid being declared non-responsive.

2. Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation.

3. Former Public Servant

Refer: SACC Manual Clause A3025T (13-11-06)

4. Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than five (5) calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all bidders. Enquiries not submitted in a form that can be distributed to all bidders may not be answered by Canada.

5. Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Nova Scotia.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the », et préciser le média tel que CD, DVD) Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the bidders.

PART 3 - BID PREPARATION INSTRUCTIONS

1. Bid Preparation Instructions

Canada requests that bidders provide their bid in separately bound sections as follows:

Section I: Technical Bid (three (3) hard copies)
Section II: Financial Bid (one (1) hard copy)
Section III: Certifications (one (1) hard copy)

If there is a discrepancy between the wording of the soft copy and the hard copy, the wording of the hard copy will have priority over the wording of the soft copy.

Prices must appear in the financial bid only. No prices must be indicated in any other section of the bid.

Canada requests that bidders follow the format instructions described below in the preparation of their bid:

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
- (b) use a numbering system that corresponds to the bid solicitation.

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process Policy on Green Procurement

(<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html>). To assist Canada in reaching its objectives, bidders should:

- 1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and
- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

Section I: Technical Bid

In their technical bid, bidders should explain and demonstrate how they propose to meet the requirements and how they will carry out the Work.

Section II: Financial Bid

Bidders must submit their financial bid in accordance with the Basis of Payment. The total amount of Applicable Taxes must be shown separately.

Section III: Certifications

Bidders must submit the certifications required under Part 5.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

1. Evaluation Procedures

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical and financial evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the bids.

2. Basis of Selection

- 2.1** A bid must comply with the requirements of the bid solicitation and meet all mandatory technical evaluation criteria to be declared responsive. The responsive bid with the lowest evaluated price will be recommended for award of a contract.

PART 5 - CERTIFICATIONS

Bidders must provide the required certifications and documentation to be awarded a contract.

The certifications provided by bidders to Canada are subject to verification by Canada at all times. Canada will declare a bid non-responsive, or will declare a contractor in default, if any certification made by the Bidder is found to be untrue whether during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply with this request will also render the bid non-responsive or will constitute a default under the Contract.

1.1 Code of Conduct and Certifications - Related documentation

By submitting a bid, the Bidder certifies that the Bidder and its affiliates are in compliance with the provisions as stated in Section 01 Code of Conduct and Certifications - Bid of Standard Instructions 2003. The related documentation therein required will assist Canada in confirming that the certifications are true.

1.2 Federal Contractors Program for Employment Equity - Bid Certification

By submitting a bid, the Bidder certifies that the Bidder, and any of the Bidder's members if the Bidder is a Joint Venture, is not named on the Federal Contractors Program (FCP) for employment equity "FCP Limited Eligibility to Bid" list (http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml) available from Human Resources and Skills Development Canada (HRSDC) - Labour's website.

Canada will have the right to declare a bid non-responsive if the Bidder, or any member of the Bidder if the Bidder is a Joint Venture, appears on the "FCP Limited Eligibility to Bid" list at the time of contract award.

PART 6 - RESULTING CONTRACT CLAUSES

1. Security Requirement

There is no security requirement applicable to this Contract.

2. Requirement

To supply one Polyester Rigid Hull Inflatable Boat (RHIB) in the 5.0 to 5.3 metre range complete with trailer. As detailed in Annex A attached

3. Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

3.1 General Conditions

2010A (2013-04-25), General Conditions - Goods (Medium Complexity), apply to and form part of the Contract.

4. Term of Contract

4.1 Delivery Date

All the deliverables must be received on or before 31 March 2014.

5. Authorities

5.1 Contracting Authority

Solicitation No. - N° de l'invitation

F7047-120201/A

Amd. No. - N° de la modif.

File No. - N° du dossier

HAL-3-71175

Buyer ID - Id de l'acheteur

ha1403

Client Ref. No. - N° de réf. du client

F7047-12-0201

CCC No./N° CCC - FMS No/ N° VME

The Contracting Authority for the Contract is:

Theresa Brow, Supply Specialist
Public Works and Government Services Canada
Acquisitions Branch

Telephone: 902-496-5166
Facsimile: 902-496-5016
E-mail address: theresa.brow@pwgsc-tpsgc.gc.ca

The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

5.2 Project Authority

The Project Authority for the Contract is:

Mr. Kenneth Aker
Canadian Coast Guard
Ottawa, Ontario

The Project Authority is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Project Authority, however the Project Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

5.3 Contractor's Representative

NAME;
TELEPHONE
EMAIL:

6. Proactive Disclosure of Contracts with Former Public Servants

By providing information on its status, with respect to being a former public servant in receipt of a Public Service Superannuation Act (PSSA) pension, the Contractor has agreed that this information will be reported on departmental websites as part of the published proactive disclosure reports, in accordance with Contracting Policy Notice: 2012-2 of the Treasury Board Secretariat of Canada.

7. Payment

7.1 Basis of Payment

The contractor will be paid in accordance with the pricing as detailed in Annex B

7.2 Limitation of Expenditure

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

7.3 PAYMENT

SACC *Manual* clause H1000C (08-05-12) Single Payment

8. Invoicing Instructions

1. The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.
2. Invoices must be distributed as follows:
 - a. The original and one (1) copy must be forwarded to the address shown on page 1 of the Contract for certification and payment.
 - b. One (1) copy must be forwarded to the Contracting Authority identified under the section entitled "Authorities" of the Contract.

9. Certifications

9.1 Compliance

Compliance with the certifications and related documentation provided by the Contractor in its bid is a condition of the Contract and subject to verification by Canada during the term of the Contract. If the Contractor does not comply with any certification, provide the related documentation or if it is determined that any certification made by the Contractor in its bid is untrue, whether made knowingly or unknowingly, Canada has the right, pursuant to the default provision of the Contract, to terminate the Contract for default.

9.2 Federal Contractors Program for Employment Equity - Default by the Contractor

The Contractor understands and agrees that, when an Agreement to Implement Employment Equity (AIEE) exists between the Contractor and HRSDC-Labour, the AIEE must remain valid during the entire period of the Contract. If the AIEE becomes invalid, the name of the Contractor will be added to the "[FCP Limited Eligibility to Bid](#)" list. The imposition of such a sanction by HRSDC will constitute the Contractor in default as per the terms of the Contract.

10. Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Nova Scotia.

11. Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

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- (a) the Articles of Agreement;
- (b) the general conditions 2010A (2013-04-25);
- (c) Annex A, Requirement;
- (e) Annex B, Basis of Payment
- (e) Annex C, Federal Contractors Program for Employment Equity - Certification (*if applicable*);
- (f) Annex D, Insurance
- (g) the Contractor's bid

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ANNEX "A"

REQUIREMENT

ATTACHED AS A SEPARATE ITEM.

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**ANNEX B
BASIS OF PAYMENT**

TRAILER AS DETAILED

\$ _____

TRAILER FOR ATTACHED TRAILER,

\$ _____

+ _____

Taxes

\$ _____

PRICE IS TO TO INCLUDE ALL DELIVERY CHARGES.

ANNEX C
FEDERAL CONTRACTORS PROGRAM FOR EMPLOYMENT EQUITY - CERTIFICATION

I, the Bidder, by submitting the present information to the Contracting Authority, certify that the information provided is true as of the date indicated below. The certifications provided to Canada are subject to verification at all times. I understand that Canada will declare a bid non-responsive, or will declare a contractor in default, if a certification is found to be untrue, whether during the bid evaluation period or during the contract period. Canada will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply with such request by Canada will also render the bid non-responsive or will constitute a default under the Contract.

For further information on the Federal Contractors Program for Employment Equity visit HRSDC-Labour's website.

_____ Date

Complete both A and B.

A. Check only one of the following:

- () A1. The Bidder certifies having no work force in Canada.
- () A2. The Bidder certifies being a public sector employer.
- () A3. The Bidder certifies being a federally regulated employer being subject to the *Employment Equity Act*.
- () A4. The Bidder certifies having a combined work force in Canada of less than 100 employees (combined work force includes: permanent full-time, permanent part-time and temporary employees [temporary employees only includes those who have worked 12 weeks or more during a calendar year and who are not full-time students]).
- A5. The Bidder has a combined workforce in Canada of 100 or more employees; and
- () A5.1. The Bidder certifies already having a valid and current Agreement to Implement Employment Equity (AIEE) in place with HRSDC-Labour.

OR

- () A5.2. The Bidder certifies having submitted the Agreement to Implement Employment Equity (LAB1168) to HRSDC-Labour. As this is a condition to contract award, proceed to completing the form Agreement to Implement Employment Equity (LAB1168), duly signing it, and transmit it to HRSDC-Labour.

B. Check only one of the following:

- () B1. The Bidder is not a Joint Venture.

OR

- () B2. The Bidder is a Joint Venture and each member of the Joint Venture must provide the Contracting Authority with a completed annex Federal Contractors Program for Employment Equity - Certification. (Refer to the Joint Venture section of the Standard Instructions)

ANNEX "D" /ANNEXE D
INSURANCE REQUIREMENTS
EXIGENCES EN MATIÈRE D'ASSURANCES

D1 Ship Repairers' Liability Insurance

1. The Contractor must obtain Ship Repairer's Liability Insurance and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$10,000,000 per accident or occurrence and in the annual aggregate.
2. The Ship Repairer's Liability insurance must include the following:
 - (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.
 - (b) Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by (tbd) and Public Works and Government Services Canada for any and all loss of or damage to the vessel, however caused.
 - (c) Notice of Cancellation: The Insurer will endeavor to provide the Contracting Authority thirty (30) days written notice of cancellation.
 - (d) Contractual Liability: The policy must, on a blanket basis or by specific reference to the contract, extend to assumed liabilities with respect to contractual provisions.
 - (e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.

D2 Commercial General Liability

1. The Contractor must obtain Commercial General Liability Insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$10,000,000 per accident or occurrence and in the annual aggregate.
2. The Commercial General Liability Insurance policy must include the following:
 - (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows: Canada, as represented by Public Works and Government Services Canada.
 - (b) Bodily Injury and Property Damage to third parties arising out of the operations of the Contractor.
 - (c) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character.

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-
- (d) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
 - (e) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.
 - (f) Employees and, if applicable, Volunteers must be included as Additional Insured.
 - (g) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar program)
 - (h) Notice of Cancellation: The Insurer will endeavor to provide the Contracting Authority thirty (30) days written notice of policy cancellation.
 - (i) If the policy is written on a claims-made basis, coverage must be in place for a period of at least 12 months after the completion or termination of the Contract.
 - (j) Owners' or Contractors' Protective Liability: Covers the damages that the Contractor becomes legally obligated to pay arising out of the operations of a subcontractor.
 - (k) Sudden and Accidental Pollution Liability (minimum 120 hours): To protect the Contractor for liabilities arising from damages caused by accidental pollution incidents.



DEPARTMENT OF FISHERIES AND OCEANS

ANNEX A

**Technical Statement of Requirements
Requisition number F7047-12-0201, provision of Quantity one
(1), 5.0 to 5.3 m Polyester Rigid Inflatable Boat (RIB)
and trailer (Revision 1)**

TRANSPORT CANADA MARINE SAFETY BRANCH (TCMSB)



TP1332 APPROVED CONSTRUCTION

Document Control

Record of Amendments

#	Date	Description	Initials
0	October 02, 2013	Original Issue	KA
1	October 02, 2013	Trailer added	KA

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1.0 OVERVIEW

1.1 GENERAL

- 1.1.1 DFO buys, manages and operates numerous small craft in support of its Departmental programs and other missions.
- 1.1.2 This requirement is for one Polyester Rigid Hull Inflatable Boat (RHIB) in the 5.0 to 5.3 metre range.
- 1.1.3 The primary role of this craft will be the support of the DFO Conservation and Protection Program in the waters of Northumberland Strait / Gulf of St. Lawrence based in Charlottetown PEI.
- 1.1.4 The secondary roles will be boarding and surveillance duties within the reasonable capabilities for this type and size of craft.

1.2 INFORMATION REQUIRED FOR TENDERING

The following information must be provided for the tendering stage:

- 1.2.1 A general arrangement.
- 1.2.2 A description of how the bidder will meet each of the requirements of this Statement of Requirements
- 1.2.3 The lightship weight.
- 1.2.4 The contractor must also provide documentary evidence of capability to supply a craft of this size.

2.0 DESIGN AND CONSTRUCTION REQUIREMENTS

2.1 GENERAL

Unless stated otherwise all components, equipment and material must be Contractor supplied.

VIBRATION The boat and all components must be free of local vibration that could endanger boat personnel, damage boat structure, machinery or systems, or interfere with the operation or maintenance of boat machinery or systems.

2.2 STRUCTURAL STRENGTH All structures and components (hull, deck, seating, etc.) must be of sufficient strength to withstand the lateral and vertical impact-loading that equates to the conditions of the operational requirements. Hull scantlings must adhere to requirements of TP1332.

2.3 STANDARDS

- 2.3.1 The vessel must be designed, constructed, inspected, and certified to meet the requirements of the following standards, regulations and codes:
 - 2.3.1.1 Transport Canada Marine Safety Regulation TP 1332 (current edition) Construction Standards for Small Vessels. This standard references ISO and ABYC standards covering structure, fuel, electrical, stability and drainage requirements.

- 2.3.1.2 CSA C22.2 No. 183.2-M1983 (R1999) Standards for DC Electrical Installations on Boats and ABYC 'E' Electrical Standards.
- 2.3.1.3 Polyester components shall have a colored gel-coat finish (DFO Grey: RAL7042 or equivalent).
- 2.3.2 The Contractor shall supply the boat as per this TSOR and where this TSOR interferes or contravenes the above standard; the above TCMSB TP 1332 standard will take precedence.
- 2.3.3 The Contractor shall supply a certificate of approval insuring the proposed RHIB complies with TCMSB TP 1332, to ensure compliance with the current Canadian Coast Guard, Maritime Services Policies.

2.4 MATERIALS

- 2.4.1 All materials must be corrosion resistant and suitable for use in a salt water environment as detailed in the Operational Requirements. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation. Galvanized materials are unacceptable.
- 2.4.2 Direct contact of electrolytically dissimilar metals is not allowed. Electrolytic corrosion must be prevented by insulating dissimilar materials from each other with gaskets, washers, sleeves, or bushings of suitable insulating material.
- 2.4.3 Stainless steel type 316L or 316 must be used for all stainless steel applications except as noted. Alloy 316L must be used in any welded underwater components.
- 2.4.4 Fittings and clamps must be stainless steel. Bolts used in all fittings must be Type 316 stainless steel.
- 2.4.5 Where flexible connections are required for steering and fuel systems, suitable hose with permanently crimped, detachable reusable type fittings must be used.
- 2.4.6 All materials and equipment shall be stored installed and tested in accordance with the manufacturer's guidelines, recommendations and requirements.

2.5 FASTENERS

- 2.5.1 All fasteners must be of corrosion resistant materials.
- 2.5.2 Cadmium plated parts and fasteners, including washers, must not be used.
- 2.5.3 Direct attachment of alloys containing copper to aluminium is not permitted except for an electrical bonding strap.
- 2.5.4 Where nuts will become inaccessible after assembly of the vessel, nuts must be captured or anchored to allow reassembly and prevent backing off.
- 2.5.5 Unless otherwise specified, self-locking nuts must be installed to prevent loosening of fasteners due to shock and vibration.
- 2.5.6 Fasteners in deck traffic areas must be flush-mounted to eliminate tripping and snagging hazards.

3.0 OPERATIONAL REQUIREMENTS

3.1 GENERAL - Unless otherwise stated, performance shall be for conditions of zero sea state and no wind, in salt water with Normal Load and complement. The craft shall be designed and constructed for ease of maintenance and repair, long life, and to be easily supportable by local commercial facilities and suppliers. Unless otherwise stated, performance must be for conditions of zero sea state and no wind, in salt water with Normal Load Condition.

3.2 BEACHING - Capable of beaching on soft (sand, earth or clay) surfaces at a speed of up to 5 knots without damage to the hull. Capable of beaching on hard (stone or concrete) surfaces at speeds of up to 3 knots without damage to the hull.

3.3 ENVIRONMENTAL CONDITIONS

3.3.1 Capable of operating day or night in the following conditions:

3.3.2 Average ambient air temperature range: -20°C to $+30^{\circ}\text{C}$

3.3.3 Average water temperature: 0°C to $+20^{\circ}\text{C}$.

4.0 PHYSICAL CHARACTERISTICS

4.1 VESSEL PARTICULARS

4.1.1 Length overall between - 5.0 & 5.3 metres

4.1.2 Breadth overall – between 2.0 & 2.3 metres

4.1.3 Hull form – Deep Vee hull configuration, 23 to 25 degree.

4.1.4 Hull material – Polyester.

4.1.5 Vessel style – general purpose, open boat with center jockey console.

4.1.6 Propulsion – Single 70 hp Yamaha outboard

4.1.7 Fuel capacity = 70-80 litres in one tank.

4.1.8 Crew of 2 = 200 kg (Live Load)

4.1.9 Equipment & supplies = 100 kg (Dead Load) capacity.

5.0 VESSEL CONFIGURATION

5.1 HULL - The hull is to be a Deep “V” design monohull

5.1.1 Hull shape shall not impede water flow to the propulsion units and shall direct spray and waves away from onboard personnel.

5.1.2 The hull design shall be such that a sufficient number of watertight compartments, including hull compartments and low smoke and flame spread flotation foam or fire retardant flotation, or flotation devices will allow for adequate stability and positive buoyancy in a flooded condition. See references to vessel certification, re: TP 1332 / ISO testing.

5.2 DECK LAYOUT

- 5.2.1 Fully open boat – with “Jockey Style” Console on the centreline for two personnel.
- 5.2.2 Surface finish of the entire weather exposed decking must be non-skid/non-slip with self-draining high-capacity non-return freeing ports.

6.0 OUTFIT GENERAL

6.1 HULL OUTFIT

- 6.1.1 Bow Eye: A system is to be designed and incorporated into the construction of the stem that allows for the bowline and or trailering hook to be attached to the bow. Port and Starboard stainless steel trailering tie down points to be incorporated in transom.
- 6.1.2 Beaching Shoe: A keel beaching shoe is to extend from top of stem along the full length of the hull to the transom capable of satisfying the operational requirements in section 3.2.

6.2 COLLAR

- 6.2.1 Inflatable collars fitted shall be constructed of material that meets the criteria for strength, elasticity, resistance to wear and longevity as defined in TP 1324. Hypalon - Neoprene fabric meets this requirement
- 6.2.2 Two anti-skid boarding patches, one port and one STBD.
- 6.2.3 Polyamide lacing cuff and safety grab lines shall be fitted along the collar on both the port and starboard sides to provide access from both within the boat and for persons in the water.

6.3 DECK OUTFIT

- 6.3.1 **STOWAGE** - Arrangements shall be provided for safe, secure and accessible stowage of an anchor and cable, and other equipment in a lockable bow box. Compartments are to be lockable, secured by positive means and operable by gloved or insensitive hands.
- 6.3.2 **TOW Rings** There shall be a two tow rings fitted for emergency towing.
- 6.3.3 **LIFTING GEAR** - The vessel shall be equipped with a four-(4) leg, webbing lifting bridle. The location and arrangement of lifting gear shall be such that it does not pose a safety hazard to the operator or crew nor interfere with boat operation.
- 6.3.4 **CONSOLE** - The console shall be a jockey style inline seating to allow the two (2) crew members to sit one behind the other.

6.4 HELM STATION

- 6.4.1 The throttle control station shall be on the starboard side of the console.
- 6.4.2 There shall be a control guard to protect throttle controls while hoisting the

boat.

6.4.3 The helm shall incorporate a hydraulic steering system, capable of handling the horsepower of the vessel, with manufacturers' engine controls and gauges including trim/tilt designed for the proposed propulsion unit.

6.4.4 All lights switches and breakers shall be within easy reach of the helmsmen.

6.5 LIFESAVING & EMERGENCY EQUIPMENT

6.5.1 The Contractor must supply the following items and must fit stowage / securing arrangements as appropriate for each item. All items must be readily accessible.

6.5.1.1 Two paddles

6.5.1.2 Two mooring lines; length 5m, ½" braided nylon.

6.5.1.3 One buoyant heaving line and rescue quoit.

6.5.1.4 One waterproof electric torch complete with spare batteries and bulb.

6.5.1.5 One whistle.

6.5.1.6 First aid kit.

7.0 SYSTEMS GENERAL

7.1 PROPULSION - Propulsion shall be by one (1) 70hp Yamaha, remote steering, trim/tilt, electric start, gasoline outboard engine with a 20" shaft supplied by the contractor.

7.1.1 The engines shall be installed and operated in accordance with the engine manufacturer's recommendations. The use of engine manufacturer's approved accessories and equipment is required. Equipment and components must not be used, or trials performed on the engines that would, in any way, void the engine manufacturer's warranties.

7.1.2 The engines must be mounted in accordance with the manufacturer's recommendations.

7.2 PROPELLER - The Contractor will supply and install one (1) stainless steel propeller properly sized for the engines.

7.3 CONTROLS - Propulsion controls to be single lever with trim switch for engine tilt. Controls are to be on the starboard side of the control station and shall conform to the engine manufacturer's recommendations for commercial use. Engine package shall incorporate a lanyard style automatic shutdown feature (kill switch) for the engine to be mounted near the ignition switch

7.4 GAUGES - Contractor shall supply and install equipment included in the manufacturers' standard gauge package, and appropriate cables and harnesses, for the specified engine. The gauge package should contain at a minimum the following gauges:

7.4.1 a tachometer

7.4.2 a voltmeter

- 7.4.3 a tilt/trim gauge
- 7.4.4 a cooling water temperature gauge
- 7.4.5 a water pressure gauge
- 7.4.6 an hour meter

All gauges shall be backlit with an adjustable dimmer. Lighting for gauges and lighting for compass shall use separate dimmers. Gauges shall be installed so that they are readily visible by the operator while operating the boat.

7.5 VERIFICATION OF INSTALATION - Installation of the motor, controls, lubrication and fuel systems, manometers, battery connections, are to be verified by an authorized technician. The motors are to be started by the authorized technician.

7.6 ENGINE BREAK-IN - The Contractor is to respect the engine manufacturer's break-in procedures.

7.7 STEERING

- 7.7.1 Steering systems shall be hydraulic steering system. The Contractor shall ensure that the steering system is compatible with the outboards provided.
- 7.7.2 The wheel / console connection shall be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.
- 7.7.3 The Steering wheel shall be stainless steel and may be rubber or plastic covered. The Steering wheel shall be stiff enough that during rough water operations there is no flexing of the wheel and the wheel should be padded to provide a comfortable non-slip surface for the operator to grip. The steering wheel shall be appropriately sized to the size of the console

7.8 FUEL SYSTEM

7.8.1 **GENERAL** - Fuel systems shall meet with all requirements of TP 1332 "Construction Standards for Small Vessels", which reference the ABYC standards.

7.8.2 **FUEL TANKS** - The vessel shall be fitted with a 75L fuel tank

7.8.3 The fuel tank is to be located under the seats of the inline console.

7.8.4 Fuel Tanks are to meet requirements of TP1332.

7.8.5 **FUEL LINES** - Fuel lines to the outboard motors shall be protected against chafing and wear.

7.9 ELECTRICAL SYSTEM

7.9.1 The electrical system design, component selection and installation shall be in accordance with TP1332 and/or ABYC 'E' as referenced by TP1332. All electrical equipment and hardware shall be installed in accordance with the manufacturer's specifications.

- 7.9.2 Breaker panel to be appropriately sized for the equipment detailed in this technical statement of requirements with a minimum of 1.
- 7.9.3 A Twelve (12) volt DC distribution system shall be provided to power the engine starting and boat service loads including:
 - 7.9.3.1 Navigation lighting
 - 7.9.3.2 Electrical equipment
 - 7.9.3.3 Instrumentation
 - 7.9.3.4 Bilge Pumps
- 7.9.4 One (1) remote 12V marine grade accessory plug shall be supplied and installed near the helm.
- 7.9.5 All fitted electrical equipment shall be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.
- 7.9.6 All operation switches for equipment shall be labelled.

7.10 CABLING INSTALLATION

- 7.10.1 Cables for all electrical distribution shall be ample in size for the particular service, of marine grade tinned boat cable.
- 7.10.2 Cables shall be grouped into wiring harnesses wherever possible.
- 7.10.3 Cabling / conductors passing through watertight boundaries, decks, bulkheads or other exposed surfaces shall be installed to maintain watertight integrity of the structure.
- 7.10.4 Cabling / conductors passing through structures without watertight glands, shall be protected against chafing by the use of abrasive resistant grommets.

7.11 BATTERIES AND CHARGER

- 7.11.1 Battery system shall be dual battery system. The battery is to be used to start the engine and run auxiliaries.
- 7.11.2 Battery compartment shall be weathertight and fitted with a suitable means of gas venting.

7.12 NAVIGATION LIGHTING

- 7.12.1 Navigation lighting fixtures shall be of such a design as to resist the effects of vibration and moisture and shall be provided with adequate protection from damage.
- 7.12.2 The navigation lights shall be mounted so as not to interfere with vision of the operator.
- 7.12.3 The navigation lights shall be permanently mounted, and not interfere with other installations.
- 7.12.4 All-round White / Anchor light to be mounted in such a way as to be detachable, or on a folding mast for shipping height reduction.

7.12.5 Navigation lights shall be permanently fitted to the craft with protected wiring and shall be waterproof. All around mast /anchor light ratchet mast mounting is acceptable.

7.12.6 A forward combination light mounted on the collar is acceptable.

7.13 ELECTRONIC AND NAVIGATION EQUIPMENT

7.13.1 **GENERAL** This vessel shall be constructed for Contractor installation of the following Contractor Supplied electronics navigation package, with displays located across the forward dash, in addition to the Collision Regulations required equipment.

7.13.2 NAVIGATION ELECTRONICS

7.13.2.1 The Contractor shall supply and install the following equipment:

7.13.2.2 A portable Marine VHF Radio with DSC

7.13.2.3 A Garmin GPSMAP 720s complete with GPS receiver, chart card and transducer. Chart card to be suitable for the delivery location.

7.13.2.4 The Contractor must supply and install an electric horn that meets the requirements of the Collision Regulations, Rule 32 is met with a standard small vessel 'horn' audible 0.5 NM. The horn must be installed on the vessel exterior with the 'horn' facing forward. The horn shall be operated by a spring-loaded switch located on the operators' console.

7.13.3 **MAGNETIC COMPASS** - The Contractor must provide and install a direct read compass, with light. The Magnetic Compass must be mounted on the centreline of the helm station, in easy view of the operator when facing forward. Deviation card development is an Owner responsibility. (The Ritchie Explorer meets this requirement.)

7.14 DRAINAGE & BILGE SYSTEMS

7.14.1 **GENERAL** - Any forward water retaining compartment without pump shall have a piped drain to the aft bilge where a stainless steel ball valve shall be located readily accessible for testing or draining the forward bilge to the aft pump.

7.14.2 ELECTRIC BILGE PUMP

7.14.2.1 An appropriately sized marine grade electric bilge pump shall be fitted in the main hull or largest hull compartment. The bilge pump shall be located so that it takes suction from the lowest point of the compartment. Piping shall be installed which will allow the bilge pump to discharge directly overboard aft.

7.14.3 FLOAT SWITCH

7.14.3.1 An automatic float switch control shall be fitted that turns on the electric bilge pump when water is present in the bilge.

7.14.3.2 Bilge High Water Alarm as per TP1332 with alarm indicators at helm to be clearly visible by the operator shall be provided.

7.14.4 HULL DRAINAGE

7.14.4.1 A non-corroding threaded plug shall be provided in the lowest point to drain the aft compartments of the hull when out of the water.

7.15 PAINTING AND CORROSION PROTECTION

7.15.1 GENERAL

7.15.1.1 The standard color of the hull, deck, collar, and console of the boat shall be DFO Slate Grey (RAL7042 or equivalent). Upholstery on the seats shall be grey. All exposed aluminum surfaces shall be matte grey.

7.15.1.2 Prior to delivery the Contractor must ensure that all non-painted exposed aluminium is free of cosmetic blemishes, including all construction marks, scratches, gouges and stains.

8.0 TESTS & TRIALS

8.1 TESTS - GENERAL

8.1.1 The Contractor must inspect and test the following items, as a minimum, for adherence to the contract requirements and proper operation (proper operation means that the equipment can be started, operated, connected together and demonstrated to function in a normal fashion, as applicable). All discrepancies must be corrected prior to delivery. The required inspections and tests are minimums and are not intended to supplant any controls, examinations, inspections or tests normally employed by the Contractor to assure the quality of the vessel:

8.1.1.1 Weight

8.1.1.2 Construction Quality

8.1.1.3 Lifting Gear

8.1.1.4 Propulsion Engines, including starting

8.1.1.5 Propulsion Controls

8.1.1.6 Steering System

8.1.1.7 Fuel System

8.1.1.8 Electrical System

8.1.1.9 Electronics

8.2 SEA TRIALS - GENERAL

8.2.1 Sea trials must be conducted by the Contractor to demonstrate the vessel and its equipment conform to the requirements as stated in the Contract. All expenses incident to the trials must be borne by the Contractor, including fuel unless otherwise specified. A crew provided by the Contractor must operate the vessel during sea trials. Residual fuel, if not

drained for shipping, must be delivered in its tank with the vessel.

8.2.2 All Sea Trial instrumentation and equipment must be furnished and operated by the Contractor. Trial instrumentation, where applicable, must not replace the vessel's instruments

8.2.3 The Contractor must submit a Test & Trials Plan, including a description of all of the acceptance trials to be performed. As a minimum, the following trials must be conducted: the vessel must operate in the Normal Loaded Condition.

8.2.3.1 Speed Trials - The speed trials must be done over a course at least one nautical mile in length. Two runs must be made over the course, one in each direction with the speeds for the two runs averaged. The use of GPS data (averaged) is acceptable.

8.2.3.2 Endurance Trial -The vessel must operate in the Normal Loaded Condition, at maximum speed for no more than the maximum time allowed if it has not operated for the minimum break-in period (typically five hours).

8.2.3.3 Astern Propulsion - The vessel must be operated and manoeuvred using astern propulsion to establish the astern performance. During the backing performance tests the throttles must be set to provide 1/3 of the rated engine horsepower.

8.2.3.4 Steering Gear - Tests must be conducted on the steering gear to demonstrate the adequacy of the steering system under all operations. Manoeuvring tests must be performed to ensure that the vessel meets the stated requirements. Manoeuvring trials must be conducted in the Normal Load Condition and repeated in the Full Load Condition.

8.2.4 Public Works and Government Services Canada and the Technical Authority must be notified no less than 2 weeks prior to sea trials. The Technical Authority will witness and attend the sea trials. Sea trial results must be forwarded to Canada prior to delivery of the vessel.

8.2.5 At the conclusion of sea trials each vessel must be thoroughly cleaned and inspected. Engine cooling systems must be flushed through with fresh water. The Contractor must repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of Canada.

8.2.6 For the purpose of the trials, Normal Loaded Condition must be considered to be the basic vessel, fitted with all normal equipment, full fuel, with complement and loads per Vessel Particulars, section 3.2.

8.2.7 Final Inspection and Acceptance (PWGSC Acceptance Document) for delivery Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. The vessel must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility,

removal and installation. The Contractor must document the results of the Final inspection and provide these results to the Contracting Officer, a copy of the trial results must be shipped with the deliverables for each vessel.

8.2.8 Stability examination per TP1332 will require the Contractor to record all stability calculation and trial results and provide a copy for each craft produced, to be placed in the technical manual.

8.2.9 Final Acceptance Upon delivery, the Technical Authority, or a representative of the Technical Authority will conduct the final delivery inspection. The Contractor must repair any damage to the vessel or ancillary equipment resulting from shipping.

9.0 DOCUMENTATION

9.1 GENERAL - All documentation must be provided in both official languages (French and English)

9.2 NATIONAL ASSET CODE

9.2.1 Within two weeks of contract award the Technical Authority will supply the Contractor a National Asset Code for the RIB. The contractor shall add this 5 character code to the builder's plate of each vessel with the prefix "National Asset Code".

9.3 BUILDER'S PLATE

9.3.1 A Builder's Plate shall be affixed to each asset in a readily visible location, e.g. for a boat, in way of the helm position, for a trailer on the left side of the tongue.

9.3.2 The plate shall be made of a weather resistant material compatible with that to which it is affixed.

9.3.3 The dimensions of the plate shall be not less than 200mm x 125mm

9.3.4 The plate shall contain the following information, permanently etched:

9.3.4.1 National Asset Code

9.3.4.2 Builder

9.3.4.3 Hull Number

9.3.4.4 Year of Construction

9.3.4.5 Lightship Weight in kilograms

9.4 TECHNICAL PUBLICATIONS

9.4.1 Contractor must provide, upon delivery of the RIB, complete set of technical publications of a comprehensive owner/operator manual that provides a physical and functional description of the craft, it's machinery and equipment, as well as delivery testing and sea trial result documentation.

9.4.2 The contractor is to provide copies of the technical publications as follows:

9.4.2.1 one (1) complete hard copy and one (1) electronic copy of technical publications to be delivered with the RIB.

9.4.2.2 one (1) complete hard copy and one (1) electronic copy of technical publications to be delivered to the Technical Authority.

9.5 GENERAL INFORMATION SECTION

9.5.1 The General Information Section must include a description of the arrangement and function of all structures, systems, fittings and accessories that comprise the boat, with illustrations as appropriate:

- 9.5.1.1 Operating procedures;
- 9.5.1.2 Basic operating characteristics (such as temperatures, pressures, flow rates)
- 9.5.1.3 Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step;
- 9.5.1.4 Recommended planned maintenance;
- 9.5.1.5 Complete troubleshooting procedures.

9.6 ADDITIONAL DELIVERABLE DOCUMENTATION

9.6.1 The following additional documentation shall be delivered with each boat:

- 9.6.1.1 Tonnage Registration Certificate in accordance with TP 13430 - <http://www.tc.gc.ca/eng/marinesafety/svcp-gt-3948.htm>
- 9.6.1.2 Registration to the Small Vessel Compliance Program SVCP Website: <http://www.tc.gc.ca/eng/marinesafety/svcp-menu-3633.htm>
- 9.6.1.3 Bill of Sale
- 9.6.1.4 A valid Motor Vehicle Registration Certificate for the relevant Province, for the trailer.
- 9.6.1.5 Test & Trial results
- 9.6.1.6 Acceptance Certificates, i.e. life saving appliances, lifting appliances, engine test reports, calibration certificates, extinguishers, etc.
- 9.6.1.7 Testing Check Sheets.

10.0 SHIPPING AND DELIVERY

10.1 GENERAL

Prior to shipping, the boat is to be cleaned, appropriately protected and covered in accordance with the instructions specified in this section.

- 10.1.1 All areas of the boat are to be cleaned prior to covering for shipping. Bilges are to be dry and free of oil and debris and the fuel tanks are to be dry.
- 10.1.2 The engines must be installed by the contractor at the final destination.
- 10.1.3 . The propulsion system must be protected in accordance with the manufacturer's recommendations for storage in an environment that will be subjected to freezing temperatures (below -10 degrees Celsius). The batteries are to be disconnected. A warning plate is to be tied to the steering wheel with a wire indicating that the boat has been protected for

shipping and storage and must not be started until the propulsion machinery has been reactivated.

- 10.1.4 Cradles are to be designed to prevent any movement or damage of the boat and equipment during shipping and storage. All contact points with the boat are to be padded. A shrink wrap cover is to be provided to protect the boat during shipping and storage.

11.0 TRAILER

11.1 General

- 11.1.1 A trailer shall be supplied and fitted by the contractor for the boat as per the following requirements:
- 11.1.2 A trailer to fit the boat, must be provided by the contractor, and must be welded galvanized construction and be rated at least 20% over the anticipated 'normal load' weight of the boat. The trailer must be certified commercial requirements in accordance with Department of Transport regulations for towing the vessel, and be constructed and equipped with the following:
- 11.1.2.1 Trailer to be equipped with axle bearing protection, grease nipple, and flush out kit if required
 - 11.1.2.2 Brake and turn signal lighting, with 4-prong flat wiring connector. The lighting system must be submersible. (Note requirement for other connector if required for the equipment listed for trailer.)
 - 11.1.2.3 Hydraulic surge type, jurisdiction compliant braking system.
 - 11.1.2.4 Manual bow winch assembly with winch strap and non-corroding snap hook, bow chock, and swivel tongue jack, with wheel. The winch must be of adequate size to launch and recover the vessel and fitted with anti-reverse mechanism.
 - 11.1.2.5 Heavy-duty 'stand-on' fenders and hitch to accommodate a 2-inch ball.
 - 11.1.2.6 Bunks and wheel mounted spare tire and carrier, with lug wrench; and side loading guides aft.
 - 11.1.2.7 Class III weight distributing hitch compliant.
- 11.1.3 The contractor must record the trailer sales and registration information and provide the information in the boat manual.