

**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 PROPOSAL**  
**DEMANDE DE PROPOSITION**

**Proposal 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.

**Proposition 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 sur toute feuille ci-annexée, au(x) prix indiqué(s).

**Comments - Commentaires**

<b>Title - Sujet</b> FIBERGLASS BOAT WITH TRAILER	
<b>Solicitation No. - N° de l'invitation</b> F7047-120202/A	<b>Date</b> 2013-11-13
<b>Client Reference No. - N° de référence du client</b> F7047-120202	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$HAL-403-9126	
<b>File No. - N° de dossier</b> HAL-3-71179 (403)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2013-11-29</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Atlantic Standard Time AST
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Brow, Theresa	<b>Buyer Id - Id de l'acheteur</b> hal403
<b>Telephone No. - N° de téléphone</b> (902) 496-5166 ( )	<b>FAX No. - N° de FAX</b> (902) 496-5016
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> DEPARTMENT OF FISHERIES AND OCEANS BEDFORD INSTITUTE OF TECHNOLOGY 1 CHALLENGER DRIVE DARTMOUTH NOVA SCOTIA B2Y4A2 Canada	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

**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

<b>Delivery Required - Livraison exigée</b> See Herein	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

# 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 5.1 to 5.3 metre fiberglass open boat and 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**

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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](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 5.1 to 5.3 metre fiberglass open boat and 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

The Contracting Authority for the Contract is:

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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](mailto: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.

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Amd. No. - N° de la modif.

File No. - N° du dossier

HAL-3-71179

Buyer ID - Id de l'acheteur

ha1403

CCC No./N° CCC - FMS No/ N° VME

Client Ref. No. - N° de réf. du client  
F7047-120202

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## 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.

- (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*);

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- (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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ha1403

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

F7047-120202

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**ANNEX B  
BASIS OF PAYMENT**

**PRICE IS TO TO INCLUDE ALL DELIVERY CHARGES**

**Fiberglass Boat** \$ \_\_\_\_\_

**Trailer** \$ \_\_\_\_\_

**Total Bid Price** \$ \_\_\_\_\_

**Taxes will be extra as applicable.**

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**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)

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**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.

- 
- (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 F7047-12-0202, provision of Quantity one  
(1), 5.1 to 5.3 metre fiberglass open boat and trailer  
(Revision 0)

TRANSPORT CANADA MARINE SAFETY BRANCH (TCMSB)  
TP1332 APPROVED CONSTRUCTION



## Document Control

### Record of Amendments

#	Date	Description	Initials
0	October 25, 2013	Original Issue	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 Fiberglass open Boat in the 16 to 18ft range.
- 1.1.3 The primary role of this craft will be the support of the DFO Science Program in the waters of Nova Scotia based in Dartmouth, Nova Scotia.

### **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 boat 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 Boats. 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 Fiberglass components shall have a colored grey gel-coat finish.

- 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 boat 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 boat, 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:  $-20^{\circ}\text{C}$  to  $+30^{\circ}\text{C}$

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

## **4.0 PHYSICAL CHARACTERISTICS**

### **4.1 BOAT PARTICULARS**

4.1.1 Length overall between - 5.1 to 5.3 metres

4.1.2 Maximum Breadth overall – 2.10 metres

4.1.3 Hull form – Deep Vee hull configuration.

4.1.4 Hull material – Fiberglass.

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

4.1.6 Propulsion – Single 75 hp E-Tec outboard with 20” shaft Government Supplied Material (GSM)

4.1.7 Fuel capacity = 49.2Litres in one portable tank. Tank to be supplied by contractor.

4.1.8 Crew of 2 = 200 kg (Live Load), capable of carrying up to 6 personnel.

4.1.9 Equipment & supplies = 200 kg (Dead Load) capacity.

## **5.0 BOAT 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 boat certification, re: TP 1332 / ISO testing.

5.1.3 In plan view the bow must be squared athwartships to the top of bulwark, this will maximise the internal working area and facilitate ease of boarding. The hull must flared to the top of the bulwark maximising sea spray dispersion away from onboard personnel.

## 5.2 DECK LAYOUT

- 5.2.1 Fully open boat – with center Console on the centreline with walk around access on deck both port and stbd sides of console. A tubular Aluminum leaning post with cushion must be provided for the operator in way of the console, suitable for stand up boat operations. The contractor must supply a canvas cover for the leaning post.
- 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.
- 5.2.3 There must be a minimum of four (4) recessed deck tie downs.

## 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. The bow eye must be reinforced with a Stainless steel reinforcement plate.
- 6.1.2 Beaching Shoe: A Stainless steel keel beaching shoe is to extend from just above the forward waterline along the full length of the hull to the transom capable of satisfying the operational requirements in section 3.2.
- 6.1.3 Rub rail: A rub rail must be provided just below the top of the bulwarks and around the entire perimeter of the boat.
- 6.1.4 Transom corner chafe plates. The boat must be fitted with Stainless steel chafe plates on both corners of the transom.
- 6.1.5 The boat must be equipped with springline cleats, three on the port side and three on the Stbd side.

### 6.2 DECK OUTFIT

- 6.2.1 **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. There must be an aft deck storage box, minimum size 1.2m x 380mm lockable with a removable cushion.
- 6.2.2 **TOW Post** There shall be a tow post fitted for emergency towing.
- 6.2.3 **Davit** - The boat must be equipped with a removable radial arm davit, complete with manual winch, block and hook. The davit must be capable of extending 600mm from gunwale and have a lifting capacity of 110 kilograms.

6.2.4 **Lighting** - The boat must be equipped with a cockpit light and a floodlight for the aft deck.

6.2.5 **CONSOLE** - The fiberglass console must be centered on the breadth of boat, the forward side of the console must be located at 60% of the overall length measured from the transom.

6.2.5.1 The height of the console and windscreen must be suitable for stand up operations.

6.2.5.2 A grab rail must be incorporated into the console for the passengers and operator. The rail must be able to utilized around the perimeter of the console and provide protection of the windscreen at its highest point.

6.2.5.3 A lockable top stowage box will be incorporated into the console for ease of access by the operator during operations.

6.2.6 The contractor must supply a canvas mooring cover and a suntop with boot for the boat.

6.2.7 The contractor must supply non slip floor matting for all deck surfaces.

### **6.3 HELM STATION**

6.3.1 The throttle control station shall be on the starboard side of the console.

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

6.3.3 The steering system must incorporate a clutch mechanism, such that the operator is isolated from the outboards torque relieving the requirement to constantly torque at the wheel during operations.

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

### **6.4 LIFESAVING & EMERGENCY EQUIPMENT**

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

6.4.1.1 Two paddles

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

6.4.1.3 One buoyant heaving line and rescue quoit.

6.4.1.4 One waterproof flashlight complete with spare batteries and bulb.

6.4.1.5 One whistle.

6.4.1.6 First aid kit.

6.4.1.7 One (1) Fire Extinguisher (Class 5BC, marine type)

6.4.1.8 A portable marine floodlight suitable for night operations.

## **7.0 SYSTEMS GENERAL**

**7.1 PROPULSION** - Propulsion shall be by one (1) 75hp BRP E-Tec, remote steering, trim/tilt, electric start, gasoline outboard engine with a 20" shaft GSM.

7.1.1 The contractor must install the outboard and verify it is 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 contractor must ensure the outboard is 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 intended operations and for the outboard size.

**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 Boats", which reference the ABYC standards. The contractor must supply a manual fuel tank sounder.

7.8.2 **FUEL TANK** - 49.2Litres in one portable tank. Tank to be supplied by contractor.

7.8.3 Fuel Tanks are to meet requirements of TP1332.

7.8.4 **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 2 spare.

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.

7.9.7 A battery charger is to be supplied and installed on the boat. It shall be used to charge both battery banks when the boat is on shore power.

7.9.8 A shore power connection shall be fitted complete with a marine grade service rated 50-ft shore power cable, capable of supplying 120V AC, 30 ampere, single-phase service.

## 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.

## 7.13 ELECTRONIC AND NAVIGATION EQUIPMENT

- 7.13.1 **GENERAL** This boat 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 boat 'horn' audible 0.5 NM. The horn must be installed on the boat 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 Grey. Upholstery shall be grey.

7.15.1.2 Prior to delivery the Contractor must ensure that all non-painted exposed surfaces are 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 boat:

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 Steering System

8.1.1.6 Fuel System

8.1.1.7 Electrical System

8.1.1.8 Electronics

### **8.2 SEA TRIALS - GENERAL**

8.2.1 Sea trials must be conducted by the Contractor to demonstrate the boat 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 boat during sea trials. Residual fuel, if not drained for shipping, must be delivered in its tank with the boat.

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 boat'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 boat 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 boat 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 boat 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 boat 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 boat.
- 8.2.5 At the conclusion of sea trials each boat must be thoroughly cleaned and inspected. Engine cooling systems must be flushed through with fresh water. The Contractor must repair any damage to the boat 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 boat, fitted with all normal equipment, full fuel, with complement and loads per Boat 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 boat 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 boat.
- 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 boat 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 boat. The contractor shall add

this 5 character code to the builder's plate of each boat 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 boat, 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 boat.
  - 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 Boat 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 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.

## **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 10% 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 boat, 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 boat 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.