

**ANNEX G**  
**VESSEL CUSTODY**

**G1 Vessel Custody**

1. This work is to take place with the vessel "out of commission" and therefore in the "care, control and custody" of the Contractor.
2. An "ACCEPTANCE CERTIFICATE - ASSUMPTION OF CUSTODY OF FEDERAL GOVERNMENT SHIPS BY SHIPYARDS" (attached as Appendix 1 to this Annex G) shall be completed as required and a copy passed to the Inspection Authority.
3. To facilitate this turnover, representatives of the Contractor and Canada shall confirm the condition of the vessel.
4. A vessel condition report shall be appended to the above noted certificate and shall be accompanied by colour photographs or videos in either conventional or digital format.
5. When the vessel is to be returned to the "care, control and custody" of Canada, an "ACCEPTANCE CERTIFICATE - RESUMPTION OF CUSTODY OF FEDERAL GOVERNMENT SHIPS BY THE CLIENT DEPARTMENT" (Attached as appendix 2 to this Annex G) shall be completed and a signed copy passed to Canada for distribution.

- G2.** During the majority of the contract period, the vessel shall be **unmanned**. As a result, the ship shall be placed in the care and custody of the Contractor as described in the specification. However, access to the vessel shall not be denied to CCG, PWGSC and TCMSB personnel by the Contractor. Every effort will be taken to ensure that vessel access by these personnel shall not interfere or conflict with the Contractor's work.

**Cleaning:** Contractor to ensure that all spaces, compartments and areas of the ship are "as clean as found" when work is completed. The cost of clean-up work shall be included in the quote for each specification item.

**CCG / PWGSC Offices :** notwithstanding the fact that the vessel will be unmanned, the Contractor shall respect the directives included in the technical specification in regard to the protection and the layout of the cabins onboard the vessel.

**Parking:** Sufficient parking for CCG and PWGSC representatives shall be provided conveniently close to the berthed or docked vessel. The available parking should be sufficient for a maximum of three (3) vehicles at any given time.

- G3.** The services as described in the specification shall be supplied, fitted and/or connected upon formal handover to the Contractor, and maintained throughout the period that the ship is under the Contractor's control. Contractor to be responsible for any additional disconnections and re-connections required when the ship is moved between dock / slipway and any berth at the Contractor's premises.

**Care and Custody:** During the contract period, the ship shall be placed in the custody of the Contractor who shall be responsible for all safety and security matters pertaining to the vessel. As the ship will not be de-stored, the Contractor shall provide whatever security arrangements are required to safeguard CCG and DFO equipment and material that remains onboard during the contract period.

**Security Watches:** During the contract period, the Contractor shall provide and maintain a continuous, 24 hour-per-day, 7 day-per-week security watch consisting of at least one (1) mobile security patroller. The patroller are to provide mobile safety and security checks throughout the vessel. The patrols shall be adequate to ensure integrity against personal injury, fire and flood in accordance with Part II of the Canada Labour Code, as well as to ensure that the ship remains free from damage and/or theft resulting from unauthorized entry or activity.

**Turnover:** The turnover of the ship to and from the Contractor shall be carried out on a compartment-by-compartment basis with a Contractor's Representative, and the Chief Engineer (or Representative) in attendance.

As part of the initial turnover, the Contractor shall provide the services of a qualified photographer to accompany the abovementioned persons and take a minimum of six (6) digital colour photographs of each compartment and passageway: one (1) each looking forward, aft, port, starboard, up and down. The Contractor shall supply two (2) sets of printed copies of the photographs, bound and organized by deck level and compartment name, to the Chief Engineer within seven (7) days of the ship's arrival at the Contractor's facilities.

In addition to the photographs, the Contractor is to prepare compartment inspection sheets for each space for signature at the time of turnover. After sign-off, copies of the inspection sheets are to be given to the Chief Engineer, and placed on the door of each compartment or in each passageway.

On completion of the photographic survey and compartment inspections, and once the inspection sheets have been posted, the Chief Engineer shall provide the Contractor's Representative with keys as required for access to all areas of the ship's interior spaces. Turnover to the Contractor shall be finalized by completion of an "Assumption of Custody Certificate" to be supplied by CCG.

When custody is returned to CCG, a "Resumption of Custody Certificate" shall be completed after completion of a second compartment inspection survey and return of all keys to the Chief Engineer.

The Contractor shall be responsible for the safe transfer of the ship between it's pre/post-docking berth and it's docking blocks. During docking and undocking of the ship, radio contact is to be maintained between the vessel's Commanding Officer and the Contractor's Docking Officer **if the vessel is crewed at these times**. If the ship is unmanned at the docking and undocking, the safe movement of the ship shall be the sole responsibility of the Contractor.