

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Réception des soumissions - TPSGC / Bid
Receiving - PWGSC
1550, Avenue d'Estimauville
1550, D'Estimauville Avenue
Québec
Québec
G1J 0C7

INVITATION TO TENDER
APPEL D'OFFRES

**Tender 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 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
TPSGC/PWGSC
601-1550, Avenue d'Estimauville
Québec
Québec
G1J 0C7

Title - Sujet ST-OURS - DRYDOCKING	
Solicitation No. - N° de l'invitation F3004-15N021/A	Date 2015-05-22
Client Reference No. - N° de référence du client F3004-15N021	GETS Ref. No. - N° de réf. de SEAG PW-\$QCL-037-16435
File No. - N° de dossier QCL-5-38016 (037)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-06-09	
Time Zone Fuseau horaire Heure Avancée de l'Est HAE	
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: Woods, Michael	Buyer Id - Id de l'acheteur qcl037
Telephone No. - N° de téléphone (418) 649-2715 ()	FAX No. - N° de FAX (418) 648-2209
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: MINISTERE DES PECHEES ET DES OCEANS CANADA NGCC ILE STE OURS 15 RUE PRINCE SOREL Québec J3P4J4 Canada	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée VOIR DOC	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

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qcl037

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PART 1 - GENERAL INFORMATION

1.1 Introduction

The bid solicitation and resulting contract document is divided into seven parts plus annexes as follows:

- Part 1 General Information: provides a general description of the requirement;
- Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation and states that the Bidder agrees to be bound by the clauses and conditions contained in all parts of the bid solicitation;
- Part 3 Bid Preparation Instructions: provides bidders with instructions on how to prepare their bid;
- Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, if applicable, and the basis of selection;
- Part 5 Certifications: includes the certifications to be provided;
- Part 6 Security, Financial and Other Requirements: includes specific requirements that must be addressed by bidders; and
- Part 7 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Annexes include the Requirement, the Basis of Payment and other annexes.

1.2 Summary

- (i) Requirement:
 - a) to carry out the docking, maintenance and alterations of the Canadian Coast Guard Ship (C.C.G.S.) Île St-Ours in accordance with the associated Technical Specifications attached as Annex A and all related drawings.
 - b) to carry out any approved unscheduled work not covered in paragraph a) above.
- (ii) As per the Integrity Provisions under section 01 of *Standard Instructions 2003*, bidders must provide a list of all owners and/or Directors and other associated information as required. Refer to section [4.21](#) of the *Supply Manual* for additional information on the Integrity Provisions.
- (iii) The requirement is exempt from the provisions of the World Trade Organization Agreement on Government Procurement (WTO-AGP), Annex 4 and the North American Free Trade Agreement (NAFTA), Chapter Ten Annex 1001.2b Paragraph 1, however, it is subject to the Agreement on Internal Trade (AIT) and will be limited to suppliers in Eastern Canada in accordance with Shipbuilding, Refit, Repair and Modernization Policy (1996-12-19).

PART 2 - BIDDER INSTRUCTIONS

2.1 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 (2014-09-25) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

2.2 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.

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than **seven (7) 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.

2.4 Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in the Province of Quebec.

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 Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the bidders.

2.5 Bidders' Conference

(Not used)

2.6 Viewing - Vessel

(Not used)

2.7 Work Period – Marine - Bid

Work must commence and be completed as follows:

Commence: July 3rd, 2015
Complete: August 3rd, 2015

By submitting a bid, the Bidder certifies that they have sufficient material and human resources allocated or available and that the above work period is adequate to both complete the known work and absorb a reasonable amount of unscheduled work.

2.8 Docking Facility

Before award of Contract, the successful Bidder may be required to demonstrate to the satisfaction of Canada that the certified capacity of the dry docking facility to be used for the work is adequate for the anticipated loading as specified in the related dry docking plans and other documents. The successful Bidder will be notified in writing and be allowed a reasonable period of time to provide detailed keel block load distribution sketches and blocking stability considerations, along with the supporting calculations to clearly show the adequacy of the proposed docking arrangement.

At bids closing date, the Bidder must provide current (providing there is no end date on the certificate submitted, then it is to have been issued within the past two years) and valid certification of the capacity and condition of the docking facility to be used for the Work.

Although a dry docking facility may have a total capacity greater than the vessel to be docked, the weight distribution of the vessel may cause individual block loading to be exceeded. Also, while the physical dimensions of a *dry docking facility* may indicate acceptability for docking of a specific vessel, other limitations such as spacing of rails on a marine railway, concrete piers of abutments adjoining the dry dock may, in fact, preclude the facility from being considered as a possible dry docking site.

2.9 List of Proposed Sub-contractors

If the bid includes the use of subcontractors, the Bidder agrees, upon written request from the Contracting Authority, to provide a list of all subcontractors including a description of the things to be purchased, a description of the work to be performed by specification section and the location of the performance of that work. The list should not include the purchase of off-the-shelf items, software and such standard articles and materials as are ordinarily produced by manufacturers in the normal course of business, or the provision of such incidental services as might ordinarily be subcontracted in performing the Work, i.e. subcontract work valued at less than \$5000.00

2.10 Quality Plan - Solicitation

At bids closing date the Bidder shall provide an example of its Quality Plans applied to similar former projects. The Plan must be in the same format that will be used after award of contract.

2.11 Inspection and Test Plan

At bids closing date the Bidder may be required to provide an example of its Inspection Plans for each item of the specifications.

2.12 Vessel Refit, Repair or Docking - Cost

All charges, fees expenses and disbursements incidental to the carrying out of the Work, including all items described in Supplemental General Conditions 1029 (2010-08-16) Ship Repair, section (07), are

included in the Evaluation Price (and in the Contract Price under the Contract), including, without limitation:

1. **Services:** include all costs for ship services such as water, steam, electricity, etc., required for vessel maintenance for the duration of the Contract.
2. **Docking and Undocking includes:**
 - (a) all costs resulting from dry docking, wharfage, security, shoring, shifting and/or moving of the vessel within the successful Bidder's facility;
 - (b) the cost of services to tie up the vessel alongside and to cast off.

Unless specified otherwise, the vessel will be delivered by Canada to the successful Bidder's facility alongside a mutually agreed safe transfer point, afloat and upright, and the successful Bidder will do the same when the Work is completed. The cost of services to tie up the vessel alongside and to cast off is included in the Evaluation Price

3. **Field Service Representatives/Supervisory Services:** include all costs for field service representatives/supervisory services including manufacturers' representatives, engineers, etc.
4. **Removals:** include all costs for removals necessary to carry out the Work and will be the responsibility of the successful Bidder whether or not they are identified in the specifications, except those removals not apparent when viewing the vessel or examining the drawings. The successful Bidder will also be responsible for safe storage of removed items and reinstalling them on completion of the Work. The successful Bidder will be responsible for renewal of components damaged during removal.
5. **Sheltering, Staging, Cranage and Transportation:** include the cost of all sheltering, staging including handrails, cranage and transportation to carry out the Work as specified.

The successful Bidder will be responsible for the cost of any necessary modification of these facilities to meet applicable safety regulations.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

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

- Section I: Management Bid (1 hard copy)
- Section II: Financial Bid (1 hard copy)
- Section III: Certifications Requirements (1 hard copy)

Prices must appear in the financial bid only (Annex I) and Appendix 1 to Annex I. 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 are encouraged to :

- 1) use paper containing fibre certified as originating from a sustainably-managed forest and/or 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: Management Bid

The Management Bid should be concise and should include all the certifications and other requirements as noted in Parts 4 and 6.

Section II: Financial Bid

Bidders must submit their financial bid in accordance with the Financial Bid Presentation Sheet Annex I and the detailed Pricing Data Sheet, Appendix 1 to Annex I. The total amount of applicable taxes is to be shown separately, if applicable.

Section III: Certification Requirements

Bidders must submit the certifications required under Part 5.

3.1.2 Unscheduled Work and Evaluation Price

In any vessel refit, repair or docking contract, unscheduled work will arise after the vessel and its equipment is opened up and surveyed. The anticipated cost of the Work will be included in the evaluation of bids. The overall total cost will be calculated by including an estimated amount of additional personhours (and/or material) multiplied by a firm hourly charge-out labour rate and is added to the firm price for the Work.

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The overall total referred to as the "Evaluation Price" will be used for evaluating the bids. The estimated work will be based on historical experience and there is no minimum or maximum amount of unscheduled work nor is there a guarantee of such work.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

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

4.1.1 Financial Bid

Bidders must submit their financial bid in accordance with the Financial Bid Presentation Sheet Annex "I" and the detailed Pricing Data Sheet, Appendix 1 to Annex "I". The total amount of Goods and Services Tax or Harmonized Sales Tax is to be shown separately, if applicable.

4.1.1.1 Unscheduled Work and Evaluation Price

In any vessel refit, repair or docking contract, unscheduled work will arise after the vessel and its equipment is opened up and surveyed. The anticipated cost of the Work will be included in the evaluation of bids. The overall total cost will be calculated by including an estimated amount of additional person-hours (and/or material) multiplied by a firm hourly charge-out labour rate and is added to the firm price for the Work.

The overall total referred to as the "Evaluation Price" will be used for evaluating the bids. The estimated work will be based on historical experience and there is no minimum or maximum amount of unscheduled work nor is there a guarantee of such work.

4.1.2 Mandatory Requirements

Bids will be assessed in accordance with the entire requirement of the bid solicitation including compliance with the mandatory certifications and table of deliverable requirements as detailed in Parts 2, 4, 5 and 6. Only those bids which are found to meet all the mandatory requirements within the specified time frames will be deemed responsive.

4.1.2.1 Table of Mandatory Requirements to be met by bid closing

Notwithstanding deliverable requirements specified anywhere else within this solicitation and its associated Technical Specification, the following are the only mandatory deliverables that must be submitted with the Bid at the time of bid closing. The following are mandatory and the Bidder must be compliant on each item to be considered responsive.

Item	Description	Completed and attached
1	Solicitation document part 1 page 1 completed and signed;	
2	Completed Annex "I" Financial Bid presentation Sheet;	
3	Completed Appendix 1 to Annex "I" Pricing Data Sheets;	
4	Current and valid certification of the capacity and condition of the docking facility, as per clause 2.8 of Part 2;	
5	Proof of good standing with Worker's Compensation Board as per clause 6 of Part 6;	
6	Proof of valid Labor Agreement or similar instrument covering the work period as per clause 8 of Part 6;	
7	ISO Registration Certificate or Quality Assurance Documentation, as per article	

	11 of Part 6.11	
8	Letter or proof of Insurance as per article 6.13 of Part 6;	
9	Examples of quality and inspections plans, as per articles 2.10 and 2.11	
10	Environment Protection as per article 6.12 Part 6	

4.1.2.2 Other information upon request only

The following information, which supports the bid, may be requested by the Contracting Authority from the bidder and it must be provided within two (2) working days of the written request:

Item	Description	Completed and attached	To be forwarded if requested by the CA
1	Proof of welding certification, as per clause 6.7 of Part 6;		
2	List of Proposed Sub-contractors		

4.1.2.3 Deliverables after Contract award

Item	Description	Must be supplied after contract award, within
1	Insurance Requirements as per article 7.11, Part 7;	10 calendar days

4.2 Basis of Selection

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

4.3 Public Bid Opening

A public bid opening will be held in Public Works and Government Services Canada, 601-1550, D'Estimauville Ave., Québec, Qc at 02:00 PM (EDST) on the date show at the first page.

Following solicitation closing, bid results may be obtained by calling at No. (418) 649-2888.

PART 5 - CERTIFICATIONS

Bidders must provide the required certifications and associated information 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 in carrying out any of its obligations under the Contract, if any certification made by the Bidder is found to be untrue, whether made knowingly or unknowingly, 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 and to cooperate with any request or requirement imposed by the Contracting Authority may render the bid non-responsive or constitute a default under the Contract.

5.1 Certifications Precedent to Contract Award

The certifications listed below should be completed and submitted with the bid but may be submitted afterwards. If any of these required certifications is not completed and submitted as requested, the Contracting Authority will inform the Bidder of a time frame within which to provide the information. Failure to comply with the request of the Contracting Authority and to provide the certifications within the time frame specified will render the bid non-responsive.

5.1.1 Integrity Provisions - Associated Information

By submitting a bid, the Bidder certifies that the Bidder and its Affiliates are in compliance with the provisions as stated in Section 01 Integrity Provisions - Bid of Standard Instructions 2003. The associated information required within the Integrity Provisions will assist Canada in confirming that the certifications are true.

5.1.2 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](http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml)" list (http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml) available from [Employment and Social Development Canada \(ESDC\) - 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 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS

6.1 Security Requirement *(Not used)*

6.2 Financial Requirements *(Not used)*

6.3 Accommodation

Bidder shall be responsible to provide accommodation and services in accordance with H.D.-2 of Annex A for the duration of the Contract.

6.4 Parking

Bidder shall be responsible to provide parkings and services in accordance with H.D.-2 of Annex A for the duration of the Contract.

6.5 Material and Supply Support *(Not used)*

6.6 Workers' Compensation - Letter of Good Standing

It is mandatory that the Bidder has an account in good standing with the Provincial Workers Compensation Board/Commission.

At bids closing date the Bidder must submit a certificate or Letter of Good Standing from the applicable Workers Compensation Board/Commission. Failure to provide this information will render the bid non responsive.

6.7 Welding Certification

Welding must only be undertaken by a company Certified by the Canadian Welding Bureau (CWB) to the requirements of the following Canadian Standards Association (CSA) standards:

(a) CSA Standards W47.1-03, latest revision – Certification of Companies for Fusion Welding of Steel Division 2 Certification as a minimum.

In addition, welding must be done in accordance with the requirements of the applicable drawings and specifications.

Before the commencement of any fabrication work, and upon request from the Inspection Authority, the Contractor must provide approved welding procedures and/or a list of welding personnel intended to be used in the completion of the work. The list must identify the CWB welding procedure qualifications attained by each of the personnel listed and must be accompanied by a copy of each person's current CWB welding certification.

6.8 Valid Labour Agreement

If the Bidder has a labour agreement, or other suitable instrument, in place with its unionized labour or workforce, it must be valid for the proposed period of any resulting contract. At bids closing date the Bidder must provide evidence of that agreement or other suitable instrument.

6.9 Work Schedule and Reports *(Not used)*

6.10 Fueling and De-fueling Crown Vessels *(Not used)*

6.11 ISO 9001:2000 - Quality Management Systems

At bids closing date the Bidder must provide its current ISO Registration Documentation indicating its registration to ISO 9001:2000.

Documentation and procedures of bidders not registered to the ISO standards may be subject to a Quality System Evaluation (QSE) by the Inspection Authority before award of a contract.

6.12 Environmental Protection

At bids closing date the Bidder must submit details of its environmental emergency response plans, waste management procedures and/or formal environmental training undertaken by its employees.

6.13 Insurances Requirements

At bids closing date the Bidder must provide a letter from an insurance broker or an insurance company licensed to operate in Canada stating that the Bidder, if awarded a contract as a result of the bid solicitation, can be insured in accordance with the Insurance Requirements specified in Annex "C".

PART 7 - RESULTING CONTRACT CLAUSES

The following clauses and conditions apply to and form part of any contract resulting from the bid solicitation.

1. Requirement

The contractor must :

- a) to carry out the docking, maintenance and alterations of the Canadian Coast Guard Ship (C.C.G.S.) Île St-Ours in accordance with the associated Technical Specifications attached as Annex A and all related drawings.
- b) carry out any approved unscheduled work not covered in paragraph a) above.

2. 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)(<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

2.1 General Conditions

2030, (2014-09-25), General Conditions - Higher Complexity - Goods, apply to and form part of the Contract. (except for paragraph 26 "*Liability*" which is deleted in its entirety and replace by the item 7.42 below).

Paragraph 22 "Warranty" of 2030, General Conditions – Higher Complexity – Goods, is amended in the Annex " E " - Warranty.

2.2 Supplemental General Conditions

From beginning to end of work:

Unmanned ship:

1029 (2010-08-16) Ship Repairs, excluding section 08 apply to and form part of the Contract.

On required basis only:

Manned ship:

1029 (2010-08-16) Ship Repairs, excluding section 09 apply to and form part of the Contract.

3. Security Requirement

There is no security requirement associated with this Statement of Work

4. Term of Contract

The period of the Contract is from date of Contract to the acceptance of the work by Canada.

4.1. Work Period – Marine – Contract

Work must commence and be completed as follows:

Commence: July 3rd, 2015
Complete: August 3rd, 2015

The Contractor agrees that the above time frame provides an adequate period to perform the subject work and absorb a reasonable amount of unscheduled work; and further, that it has sufficient material and human resources allocated or available to complete the subject work and a reasonable amount of unscheduled work within the Work Period.

5. Authorities

5.1 Contracting Authority

The Contracting Authority for the Contract is:

Michael Woods
Supply Specialist (marine)
Public Works and Government Services Canada
Eastern Quebec Directorate
Marine Section

Telephone: 418-649-2715
Facsimile: 418-648-2209
E-mail address: michael.woods@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 Technical Authority (Will be filled in at contract award)

The Technical Authority for the Contract is:

Name : _____
Title : _____
Telephone: _____
Facsimile: _____
E-mail address: _____

The Technical 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 Technical Authority; however, the Technical 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 Inspection Authority/Inspector

The Inspection Authority for the Contract is:

Same as paragraph 7.5.2 above.

The Inspection Authority is the representative of the department or agency for whom the Work is being performed under the Contract and is responsible for inspection of the Work and acceptance of the finished work. The Inspection Authority may be represented on-site by a designated inspector and any other Government of Canada inspector who may from time to time be assigned in support of the designated Inspector.

6. Payment

6.1 Basis of Payment - Firm Price

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid the firm price indicated in Annex B. Goods and Services Tax or Harmonized Sales Tax is extra, if applicable. Payment for unscheduled work will be done in accordance with Basis of Payment outlined at Annex B.

6.2 Method of Payment

SACC Manual Clause	H1000C (2008-05-12)	Single Payment
SACC Manual Clause	C6000C (2011-05-16)	Limitation of Price
SACC Manual Clause	H4500C (2010-01-11)	Lien - Section 427 of the Bank Act

7. Invoicing Instructions

7.1 Invoicing Instructions - Progress Payment Claim

The Contractor must submit invoices that contain the information required by the Général Conditions 2030(2014-06-26) Part 13.

7.2 Invoicing

Invoice to be made to the name of:

DFOinvoicing-MPOfacturation@dfo-mpo.gc.ca

Write the name of the contact person:
Michelle Turcotte - Tel. 418 648-5930

Electronic Copy to be sent for verification to: michael.woods@pwgsc-tpsgc.gc.ca

8. Certifications

8.1 Compliance with the certifications provided by the Contractor in its bid is a condition of the Contract and subject to verification by Canada during the entire contract period. If the Contractor does not comply with any certification or 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. Applicable Laws

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

10. Priority of Documents

If there is a discrepancy between the wordings 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 Supplemental General Conditions 1029, (2010-08-16), Ship Repairs;
- c) the General Conditions 2030, (2014-09-25), General Conditions - Higher Complexity - Goods
- d) Annex A, Requirement;
- e) Annex B, Basis of Payment;
- f) Annex C, Insurance Requirements;
- g) Annex D, Inspection/Quality Assurance/Quality Control;
- h) Annex E, Warranty;
- i) Annex F, Vessel Custody
- j) the Contractor's bid dated _____

11. Insurance Requirements

The Contractor must comply with the insurance requirements specified in Annex C. The Contractor must maintain the required insurance coverage for the duration of the Contract. Compliance with the insurance requirements will not release the Contractor from or reduce its liability under the Contract.

The Contractor is responsible to decide if additional insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any additional insurance coverage will be at the Contractor's expense, and for its own benefit and protection.

The Contractor must forward to the Contracting Authority within **ten (10)** calendar days after the date of award of the Contract a Certificate of Insurance including details of the insurance coverage, exclusions, deductibles and conditions and confirming that the insurance policy complying with the requirements is in force. The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

12. Financial Security

(Not used)

13. Accommodation

Bidder shall be responsible to provide accommodation and services in accordance with H.D.-2 of Annex A for the duration of the Contract.

14. Parking

Bidder shall be responsible to provide parkings and services in accordance with H.D.-2 of Annex A for the duration of the Contract.

15. Sub-contracts and Sub-contractor List

The Contracting Authority is to be notified, in writing, of any changes to the list of subcontractors before commencing the work.

When the Contractor sub-contracts work, a copy of the sub-contract purchase order is to be passed to the Contracting Authority. In addition, the Contractor must monitor progress of sub-contracted work and

inform the Inspection Authority on pertinent stages of work to permit inspection when considered necessary the Inspection Authority.

16. Work Schedule and Reports

No later than **five (5)** calendar days after contract award, the preliminary schedule must be revised and expanded as necessary and resubmitted before commencement of the Work.

The Contractor must provide a detailed work schedule showing the commencement and completion dates for the Work in the available work period, including realistic target dates for significant events. During the Work Period the schedule is to be reviewed on an ongoing basis by the Inspection Authority and the Contractor, updated when necessary, and available in the Contractor's office for review by Canada's authorities to determine the progress of the Work.

Production work schedules must be revised and resubmitted before each Progress Meeting. The revised schedules must show the effect of progressed work and approved work arisings. Changes in scheduled completion dates due to unscheduled work will not be accepted except as negotiated under Design Change or Additional Work, Article 26.

17. Insulation Materials - Asbestos Free

All materials used to insulate or re-insulate any surfaces on board the vessel must meet Transport Canada Marine standards, for commercial marine work, and, for all work, be free from asbestos in any form. The Contractor must ensure that all machinery and equipment located below or adjacent to surfaces to be re-insulated are adequately covered and protected before removing existing insulation.

18. Loan of Equipment - Marine

The Contractor may apply for the loan of the Government special tools and test equipment particular to the subject vessel as identified in the Specifications. The provision of other equipment required for the execution of work in the Specifications is the sole responsibility of the Contractor.

Equipment loaned under this provision must be used only for work under this Contract and may be subject to demurrage charges if not returned on the date required by Canada. In addition, equipment loaned under the above provision must be returned in a like condition, subject to normal wear and tear.

A list of Government equipment that the Contractor intends to request must be submitted to the Contracting Authority within ten (10) calendar days of Contract Award to permit timely supply or for alternate arrangements to be made. The request must state the time frame for which the equipment is required.

19. Trade Qualifications

The Contractor must use qualified, certificated (if applicable) and competent trades people and supervision to ensure a uniform high level of workmanship. The Inspection Authority may request to view and record details of the certification and/or qualifications held by the Contractor's trades people. This request should not be unduly exercised but only to ensure qualified trades people are on the job

20. Material and Supply Support

(Not used)

21. ISO 9001:2000 - Quality Management Systems

21.1 In the performance of the Work described in the Contract, the Contractor must comply with the requirements of:

ISO 9001:2000 - Quality management systems - Requirements, published by the International Organization for Standardization (ISO), current edition at date of submission of the Contractor's bid with the exclusion of the following requirement : 7.3 Design and development.

It is not the intent of this clause to require that the Contractor be registered to the applicable standard; however, the Contractor's quality management system must address each requirement contained in the standard.

21.2 Assistance for Government Quality Assurance (GQA):

The Contractor must provide the Inspection Authority with the accommodation and facilities required for the proper accomplishment of GQA and must provide any assistance required by the Inspection Authority for evaluation, verification, validation, documentation or release of product.

The Inspection Authority must have the right of access to any area of the Contractor's or Subcontractor's facilities where any part of the Work is being performed. The Inspection Authority must be afforded unrestricted opportunity to evaluate and verify Contractor conformity with Quality System procedures and to validate product conformity with contract requirements. The Contractor must make available, for reasonable use by the Inspection Authority, the equipment necessary for all validation purposes. Contractor personnel must be made available for operation of such equipment as required.

When the Inspection Authority determines that GQA is required at a subcontractor's facilities, the Contractor must provide for this in the purchasing document and forward copies to the Inspection Authority, together with relevant technical data as the Inspection Authority may request.

The Contractor must notify the Inspection Authority of non-conforming product received from a subcontractor when the product has been subject to GQA.

22. Quality Control Plan

The Contractor must implement and follow the Quality Control Plan (QCP) prepared according to the latest issue (at contract date) of ISO 10005 Quality management - Guidelines for quality plans., approved by the Inspection and Technical Authorities. The QCP shall describe how the Contractor will conform to the specified quality requirements of the Contract and specify how the required quality activities are to be carried out, including quality assurance of subcontractors. The Contractor must include a traceability matrix from the elements of the specified quality requirements to the corresponding paragraphs in the QCP.

The documents referenced in the QCP shall be made available when requested by the Inspection Authority.

The Contractor must make appropriate amendments to the QCP throughout the term of the contract to reflect current and planned quality activities. Amendments to the QCP must be acceptable to the Inspection and Technical Authorities.

Refer to Annex "D" for further details on the Quality Control Plan requirements.

23. Welding Certification

Welding must only be undertaken by a company Certified by the Canadian Welding Bureau (CWB) to the

requirements of the following Canadian Standards Association (CSA) standards:

(a) CSA Standards W47.1-03, latest revision – Certification of Companies for Fusion Welding of Steel Division 2 Certification as a minimum.

In addition, welding must be done in accordance with the requirements of the applicable drawings and specifications.

Before the commencement of any fabrication work, and upon request from the Inspection Authority, the Contractor must provide approved welding procedures and/or a list of welding personnel intended to be used in the completion of the work. The list must identify the CWB welding procedure qualifications attained by each of the personnel listed and must be accompanied by a copy of each person's current CWB welding certification.

24. Environmental Protection

The Contractor and its sub-contractors engaged in the Work on a Crown vessel must carry out the Work in compliance with applicable municipal, provincial and federal environmental laws, regulations and industry standards.

The Contractor must have detailed procedures and processes for identifying, removing, tracking, storing, transporting and disposing of all potential pollutants and hazardous material encountered, to ensure compliance as required above.

All waste disposal certificates are to be provided to the Inspection Authority, with information copies sent to the Contracting Authority. Furthermore, additional evidence of compliance with municipal, provincial and federal environmental laws and regulations is to be furnished by the Contractor to the Contracting Authority when so requested.

The Contractor must have environmental emergency response plans and/or procedures in place. Contractor and subcontractor employees must have received the appropriate training in emergency preparedness and response. Contractor personnel engaging in activities which may cause environmental impacts or potential non compliance situations, must be competent to do so, on the basis of appropriate education, training, or experience.

25. Fueling and De-fueling a Crown Vessel

(Not used)

26. Procedure for Design Change or Additional Work

SACC Manual Clause B5007C (2010-01-11) Design Change or Additional Work

26.1 Price Breakdown:

The Contractor must, upon request, provide a price breakdown for all unscheduled work, by specific activities with trades, person-hours, material, subcontracts and services.

26.2 Pro-rated Prices:

Hours and prices for unscheduled work will be based on comparable historical data applicable to similar work at the same facility, or will be determined by pro-rating the quoted work costs in the Contract when in similar areas of the vessel.

27. Equipment/Systems: Inspection/Test

Refer to Annex D for details on equipment and systems inspections and testing requirements.

28. Inspection and Test Plan

The Contractor shall, in support of their QCP, implement an approved Inspection & Test Plan (ITP).

The Contractor shall provide at no additional cost to the Crown, all applicable test data, all Contractor technical data, test pieces and samples as may reasonably be required by the Inspection Authority to verify conformance to contract requirements. The Contractor shall forward at his expense such technical data, test data, test pieces and samples to such location as the Inspector may direct.

Refer to Annex "D" for details on Inspection and Test Plan Requirements.

29. Vessel Custody

1. This work is going 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" Appendix 1 of Annex "F" must be completed as required and a copy passed to the Inspection Authority.
3. To facilitate this turnover, representatives of the Contractor and Canada must confirm the condition of the vessel.
4. A vessel condition report must be appended to the above noted certificate and must 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" Appendix 2 of Annex "F" must be completed and a signed copy passed to Canada for distribution.

30 a. Vessel Unmanned Refits

The vessel will be unmanned during the work period and will be considered to be out-of commission. The vessel during that period will be in the care or custody of the Contractor and under its control.

30 b. Vessel Manned Refits

On a required basis only

1. The vessel will be manned during the work period and will be considered to be in commission. The vessel during that period will remain in the care or custody of Canada and under its control.
2. Fire fighting equipment must be readily accessible and made available by the Contractor should a fire emergency arise. The Contractor must take adequate precautions when burning or welding is carried out in compartments or other confined areas of the vessel.

31. Pre-Refit Meeting

A Pre-Refit meeting will be convened and chaired by the Contracting Authority at the Contractor's facility before the commencement of the work period.

32. Meetings

Progress meetings, chaired by the Contracting Authority, will take place at the Contractor's facility as and when required, generally once a month. Interim meetings may also be scheduled. Contractor attendees at these meetings will, as a minimum, be its Contract (Project) Manager, Production Manager (Superintendent) and Quality Assurance Manager. Progress meetings will generally incorporate Technical meetings to be chaired by the Technical Authority.

33. Outstanding Work and Acceptance

The Inspection Authority, in conjunction with the Contractor, will prepare a list of outstanding work items towards the end of the vessel Work Period. This list will form the annexes to the formal acceptance document for the vessel. A Contract Completion Meeting will be convened by the Inspector on the work completion date to review and sign off the Acceptance Document. In addition to any amount held under the Warranty Holdback Clause (see section 7.3 above), a holdback of twice the estimated value of outstanding work will be held until completion of said work.

The PWGSC-TPSGC 1205 Acceptance Document is to be completed and distribution is to be made by the Public Works and Government Services Canada Inspection Authority as follows:

- (a) original to the PWGSC Contracting Authority
- (b) one copy to the Technical Authority
- (c) one copy to contractor

34. Licensing

The Contractor must obtain and maintain all permits, licenses and certificates of approval required for the work to be performed under any applicable federal, provincial or municipal legislation. The Contractor is responsible for any charges imposed by such legislation or regulations. Upon request, the Contractor must provide a copy of any such permit, license or certificate to Canada.

35. Hazardous Waste - Vessels

1. The Contractor acknowledges that sufficient information has been provided by Canada with respect to the location and estimated amount of hazardous materials such as asbestos, lead, PCBs, silica or other hazardous materials or toxic substances.
2. The price includes all costs associated with the removal, handling, storage, disposal and/or working in the vicinity of hazardous materials such as asbestos, lead, PCBs, silica and other hazardous materials or toxic substances on board the vessel, including those costs resulting from the need to comply with applicable laws and regulations in relation to the removal, handling, disposal or storage of hazardous materials or toxic substances.
3. The completion date for the Work takes into account the fact that the removal, handling, storage, disposal and/or working in the vicinity of hazardous materials such as asbestos, lead, PCBs, silica and other hazardous materials or toxic substances may be affected by the need to comply with applicable laws or regulations and that this will not be considered to be an excusable delay.

36. Government Site Regulations

SACC Manual Clause A9068C (2010-01-11), Government Site Regulations

37. Scrap and Waste Material

SACC Manual Clause A9055D (2010-08-16), Scrap and Waste Material

38. Stability and Weight Management

SACC Manual Clause B6100C (2008-05-12), Stability and Weight Management

39. Vessel - Access by Canada

SACC Manual Clause A9066C (2008-05-12), Vessel - Access by Canada

40. Title to Property - Vessel

SACC Manual Clause A9047C (2008-05-12), Title to Property - Vessel

41. Defence Contract

SACC Manual Clause A9006C (2012-07-16) Defence Contract

42. Limitation of Contractor's Liability for Damages to Canada

1. This section applies despite any other provision of the Contract and replaces the section of the general conditions entitled "Liability". Any reference in this section to damages caused by the Contractor also includes damages caused by its employees, as well as its subcontractors, agents, and representatives, and any of their employees.
2. Whether the claim is based in contract, tort, or another cause of action, the Contractor's liability for all damages suffered by Canada caused by the Contractor's performance of or failure to perform the Contract is limited to \$10 million per incident or occurrence to an annual aggregate of \$20 million for losses or damage caused in any one year of carrying out the Contract, each year starting on the date of coming into force of the Contract or its anniversary. This limitation of the Contractor's liability does not apply to nor include:
 - (a) Any infringement of intellectual property rights;
 - (b) Any breach of warranty obligations;
 - (c) Any liability of Canada to a third party arising from any act or omission of the Contractor in performing the Contract; or
 - (d) Any loss for which the policies of insurance specified in the Contract or any other policies of insurance held by the Contractor would provide insurance coverage.
3. Each Party agrees that it is fully liable for any damages that it causes to any third party in connection with the Contract, regardless of whether the third party makes its claim against Canada or the Contractor. If Canada is required, as a result of joint and several liability, to pay a third party in respect of damages caused by the Contractor, the Contractor must reimburse Canada for that amount.
4. The Parties agree that nothing herein is intended to limit any insurable interest of the Contractor nor to limit the amounts otherwise recoverable under any insurance policy. The Parties agree that to the extent that the insurance coverage required to be maintained by the Contractor under this Contract or any additional insurance coverage maintained by the Contractor, whichever is greater, is more than the limitations of liability described in sub article (2), the limitations provided herein are increased accordingly and the Contractor shall be liable for the higher amount to the full extent of the insurance proceeds recovered.

-
5. If, at any time, the total cumulative liability of the Contractor for losses or damage suffered by Canada caused by the Contractor's performance of or failure to perform the Contract, excluding liability described under subsection 2(a), (b), (c) and (d) exceeds \$40 million, either Party may terminate the Contract by giving notice in writing to the other Party and neither Party will make any claim against the other for damages, costs, expected profits or any other such loss arising out of the termination. However, no such termination or expiry of the Contract shall reduce or terminate any of the liabilities that have accrued to the effective date of the termination but which liabilities are subject to the limitations as specified in sub-article (1) through (4) above.
 6. The date of termination pursuant to this Article, shall be the date specified by Canada in its notice to terminate, or, if the Contractor exercises the right to terminate, in a notice to the Contractor from Canada in response to the Contractor's notice to terminate. The date of termination shall be in Canada's discretion to a maximum of 12 months after service of the original notice to terminate served by either Party pursuant to sub-article 5, above.
 7. In the event of a termination under this Article, the Contract will automatically remain in force subject to all of the same terms and conditions until the date of termination and the Contractor agrees that it will be paid in accordance with the applicable provisions as set out in the Basis of Payment, Annex B and that the Contractor's liability remains as specified in subarticles (1) through (4), above.
 8. Nothing shall limit Canada's other remedies, including Canada's right to terminate the Contract for default for breach by the Contractor of any of its obligations under this Contract, notwithstanding that the Contractor may have reached any limitation of its liability hereunder.

Solicitation No. - N° de l'invitation
F3004-15N021/A
Client Ref. No. - N° de réf. du client
F3004-15N021

Amd. No. - N° de la modif.
File No. - N° du dossier
QCL-5-38016

Buyer ID - Id de l'acheteur
qc1037
CCC No./N° CCC - FMS No/ N° VME

ANNEX A

See attached documents:

ANNEX B

BASIS OF PAYMENT FIRM PRICE

Remark to Bidder: Annex B will form the Basis of Payment for the resulting contract and should not be filled in at the bid submission stage.

B1 Contract Firm Price

A)	Known Work For work as stated in Contract Clause 1a), Specified in Annex "A" and detailed in the attached Pricing Data Sheets Appendix 1 of this Annex B, for a FIRM PRICE of:	\$ _____
B)	_____ % applicable Taxes	\$ _____
C)	Total Firm Price :	\$ _____

B2 Unscheduled Work

Payment for Unscheduled Work:

The Contractor will be paid for unscheduled work arising, as authorized by Canada. The authorized unscheduled work will be calculated as follows:

Number of hours (to be negotiated) X \$ _____, being the Contractor's firm hourly charge-out labour rate which includes overhead and profit, plus net laid-down cost of materials to which will be added a mark-up of ten (10) percent, plus Goods and Services Tax or Harmonized Sales Tax, if applicable, calculated at five (5) percent of the total cost of material and labour. The firm hourly charge-out labour rate and the material mark-up will remain firm for the term of the Contract and any subsequent amendments.

- B2.1:** Notwithstanding definitions or useage elsewhere in this document, or in the Bidder's Cost Management System, when negotiating *Hours* for unscheduled work, PWGSC will consider only those hours of labour directly involved in the production of the subject work package.
Elements of *Related Labour Costs* identified in B2.2 below, will not be negotiated, but will be included in the firm hourly Charge-out Labour Rate in accordance with paragraph B2.2
- B2.2:** Allowance for *Related Labour Costs* such as: Management, Direct Supervision, Purchasing and Material Handling, Quality Assurance and Reporting, First Aid, Gas Free Inspecting and Reporting, and Estimating will be included as *Overhead* within the *firm hourly Charge-out Labour Rate* entered in line B2 above.
- B2.3:** The 10% mark-up rate for materials will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowed for in the Chargeout Labour Rate. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

B3 Overtime

No overtime work shall be compensated for under the Contract unless authorized in advance and in writing by the Contracting Authority. Any request for payment must be accompanied by a copy of the overtime authorization and a report containing such details as Canada may require with respect to the overtime work performed. Compensation for authorized overtime will be calculated in the following manner:

- a. For Known Work, the Contractor will be paid the original contract price plus agreed overtime hours paid at the following premium rates;
- b. For Unscheduled Work, the Contractor will be paid for agreed overtime hours paid at the *firm hourly Charge-out Labour Rate* above plus the following premium rates:

Premium for Time and one half: \$ _____ per hour; *or*,

Premium for Double time: \$ _____ per hour

The above premiums rates shall be calculated as follows:

Premium for time and one half:

$\frac{1}{2}$ (that portion of the firm Hourly Charge-out Labour Rate in B2 that is directly attributable to salary cost plus related certified fringe benefits) times 7.5% (representing profit)

Premium for double time:

$\frac{1}{2}$ (that portion of the Unscheduled Work firm Charge-out Labour Rate in B2 that is directly attributable to salary cost plus related certified fringe benefits) times 7.5% (representing profit)

These premiums will remain firm for the duration of the Contract, including all amendments and are subject to audit by Canada, and to retroactive adjustment if Canada discovers that the premiums have not been calculated in accordance with the formulae, above.

B4 Daily Services Fee

In the event of a delay in the performance of the Work that lengthens the Work Period beyond the date specified in this Contract, and if such delay is recognized and agreed upon by the Contracting Authority as being attributable to Canada, Canada agrees to pay the Contractor the daily services fee, described below, for each day of such delay. This fee shall be the sole liability of Canada to the Contractor for the delay.

The firm daily services fee is:

(a) For a working day: \$ _____

(b) For a non-working day: \$ _____

The above fees shall include but not be limited to, all aspects of the following costs: Administrative Support, Production Services, Quality Assurance, Material Support, Planned Maintenance and Ship Services, and all other resources and direct costs needed to maintain the Vessel at the Contractor's facility, including all items listed in B4. These fees are firm and not subject to any additional charges for mark-up or profit.

B5 Cost of all Services is Included in Contract Price

All charges, fees expenses and disbursements incidental to the carrying out of the Work, including all items described in Supplemental General Conditions 1029 (2010-08-16) Ship Repair, section (07), are included in the Contract Price for the Work, including, without limitation:

1. **Services:** include all costs for ship services such as water, steam, electricity, etc., required for vessel maintenance for the duration of the Contract.
2. **Docking and Undocking** include:
 - (a) all costs resulting from drydocking, wharfage, security, shoring, shifting and/or moving of the vessel within the Contractor's facility;
 - (b) the cost of services to tie up the vessel alongside and to cast off.

Unless specified otherwise, the vessel will be delivered by Canada to the Contractor's facility alongside a mutually agreed safe transfer point, afloat and upright, and the Contractor will do the same when the Work is completed.

3. **Field Service Representatives/Supervisory Services:** include all costs for field service representatives/supervisory services including manufacturers' representatives, engineers, etc.
4. **Removals:** include all costs for removals necessary to carry out the Work and will be the responsibility of the Contractor whether or not they are identified in the specifications, except those removals not apparent when viewing the vessel or examining the drawings. The Contractor will also be responsible for safe storage of removed items and reinstalling them on completion of the Work. The Contractor will be responsible for renewal of components damaged during removal.
5. **Sheltering, Staging, Cranage and Transportation:** include the cost of all sheltering, staging including handrails, cranage and transportation to carry out the Work as specified.

The Contractor will be responsible for the cost of any necessary modification of these facilities to meet applicable safety regulations.

ANNEX C

INSURANCE REQUIREMENTS

C.1 Ship Repairers' Liability Insurance (2014-06-26)

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 Fisheries and Oceans Canada – Canadian Coast Guard 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 endeavour 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.

C.2 Commercial General Liability Insurance (2014-06-26)

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 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 endeavour 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.

ANNEX D

INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL

D.1 Inspection and Test Plan (ITP):

1. The Contractor must prepare an Inspection and Test Plan (ITP) comprising individual inspection and test plans for each specification item of this project, in accordance with the Quality Standard and its Quality Control Plan. The ITP must be submitted to the Inspection Authority for review and amended by the Contractor to the satisfaction of the Inspection Authority.
 - (a) Each ITP must contain all inspection points identified in the Technical Specification highlighting any mandatory points that must be witnessed by the Inspection Authority and other "hold" points imposed by the Contractor to ensure the quality of the work.
 - (b) Milestone delivery date for the ITP is given in the Contract, however individual ITPs should be forwarded for review as developed.

2. Coding:

- (a) Each Inspection and Test Plan (ITP) is to be coded for identification clearly demonstrating a systematic approach similar to the following (Contractor's system should be defined in its Quality Control Plan):
 - (i) Prefixes for Inspections, Test and Trials:

Prefix "1" is a Contractor inspection, i.e. 1H-10-01, 1H-10-02;

prefix "2" is a Contractor post repair test, i.e. 2H-10-01; and

prefix "3" is a Contractor post repair trial, i.e. 3H-10-01.
 - (b) Specification items followed by assigned sequence numbers for inspection processes within each Specification Item; and
 - (c) Cross reference to a verification document number

3. Inspection and Test Plan Criteria:

Inspection criteria, procedures and requirements are stated in the specifications, drawings, technical orders and reference standards invoked by the Specifications. Test and trial documentation may also be included or referenced in the Specifications. An individual Inspection and Test Plan (ITP) is required for each Specification item.

- (a) All ITPs must be prepared by the Contractor in accordance with the above criteria, its Quality Plan, and must provide the following reference information:
 - (i) the ship's name;
 - (ii) the Specification item number;
 - (iii) equipment/system description and a statement defining the parameter which is being inspected;
 - (iv) a list of applicable documents referenced or specified in the inspection procedure;
 - (v) the inspection, test or trial requirements specified in the Technical Specification;
 - (vi) the tools and equipment required to accomplish the inspection;
 - (vii) the environmental conditions under which the inspections are to be conducted and the tolerances on the inspection conditions;

- (viii) a detailed step-by step procedure of how each inspection is to be performed, conformance parameters, accept/reject criteria and recording of results, deficiencies found and description of corrective action(s) required;
- (ix) name and signature of the person who prepared the plan, date prepared and amendment level; and,
- (x) names and signatures of the persons conducting and witnessing the inspection, test or trial.

4. Contractor Imposed Testing:

Tests and trials in addition to those given in the Technical Specification must be approved by the Inspection Authority.

- (a) Amendments: Amendment action for the Inspection and Test Plans must be ongoing throughout the refit and reflect the inspection requirements for unscheduled work. Amendments must be submitted as developed, but not less frequently than once every second week.

D.2 Conduct of Inspection

1. Inspections must be conducted in accordance with the ITP.
2. The Contractor must provide its own staff or subcontracted staff to conduct inspections, tests and trials; excepting that Technical Authority or Inspection Authority personnel may be designated in the specifications, in which case the Contractor must ensure that its own staff are provided in support of such inspection/test/trial.
3. The Contractor must ensure that the required conditions stated in the ITP prevail at the commencement of, and for the duration of, each inspection/test/trial.
4. The Contractor must ensure that personnel required for equipment operation and records taking during the inspection/test/trial are briefed and available at the start and throughout the duration of the inspection/test/trial. Tradesmen or FSRs who may be required to effect minor changes or adjustments in the installation must be available at short notice.
5. The Contractor is to coordinate the activities of all personnel taking part in each inspection/test/trial and ensure that safe conditions prevail throughout the inspection/test/trial.

D.3 Inspection Records and Reports

1. The Contractor on the inspection record, test or trials sheets as applicable must record the results of each inspection. The Contractor must maintain files of completed inspection records consistent with the Quality Standard and its Quality Plan for this project.
2. The Contractor's QC representative (and the FSR when required) must sign as having witnessed the inspection, test or trial on the inspection record. The Contractor must forward originals of completed inspection records, together with completed test(s) and/or trials sheets to the Inspection Authority as they are completed.
3. Unsatisfactory inspection/test/trial results, for which corrective action cannot be completed during the normal course of the inspection/test/trial, will require the Contractor to establish and record the cause of the unsatisfactory condition to the satisfaction of the Inspection Authority. Canada representatives may assist in identification where appropriate.
4. Corrective action to remove cause of unsatisfactory inspections must be submitted to the Inspection Authority in writing by the Contractor, for approval before affecting such repairs and rescheduling of

the unsatisfactory inspection/test/trial. Such notices must be included in the final records passed to the Inspection Authority.

5. The Contractor must undertake rectification of defects and deficiencies in the Contractor's installation or repair as soon as practicable. The Contractor is responsible to schedule such repairs at its own risk.
6. The Contractor must reschedule unsatisfactory inspections after any required repairs have been completed.
7. Quality Control, Inspection and Test records that substantiate conformance to the specified requirements, including records of corrective actions, must be retained by the Contractor for three (3) years from the date of completion or termination of the Contract and must be made available to the Inspection Authority upon request.

D.4 Inspection and Trials Process

1. Drawings and Purchase Orders

- (a) Upon receipt of two (2) copies of each drawing or purchase order, the designated Inspection Authority will review its content against the provisions of the Specifications. Where discrepancies are noted, the Inspection Authority will formally advise all concerned, in writing using a Discrepancy Notice. The resolution of any such discrepancy is a matter for consultation between the Contractor and other Crown Authorities.

The Inspection Authority is NOT responsible for the resolution of discrepancies.

2. Inspection

- (a) Upon receipt and acceptance of the Contractor's ITP, inspection will consist of a number of Inspection Points supplemented by such other inspections, tests, demonstrations and trials as may be deemed necessary by the Inspection Authority to permit him to certify that the work has been performed in compliance with the provisions of the Specifications. The Contractor must be responsible for notifying the designated Inspection Authority of when the work will be available for inspection, sufficiently in advance to permit the designated Inspection Authority to arrange for the appropriate inspection.
- (b) The Inspection Authority will inspect the materials, equipment and work throughout the project against the provisions of the Technical Specification and, where non-conformances are noted, will issue appropriate **INSPECTION NON-CONFORMANCE REPORTS**.
- (c) The Contract requires the implementation of a Quality Assurance/Quality Control system, so the Inspection authority must require that the Contractor provide a copy of its internal inspection report pertaining to a work item before conducting the requested inspection. If third party inspections are required by the Contract (e.g. inspections by a certified CWB 178.2 welding inspector), the reports of these inspections must be required before the Work is inspected by the Inspection Authority.
- (d) The QA/QC system is a requirement, so if the documentation is presented to the Inspection Authority before an inspection stating that the Work is satisfactory but the Inspection Authority finds that the Work has not been satisfactorily inspected, the Inspection Authority must issue an Inspection Non-conformance Report against the Work and another against the failure of the Contractor's QA/QC system.
- (e) Before carrying out any inspection, the Inspection Authority must review the requirements for the Work and the acceptance and/or rejection standards to be applied. Where more than one standard or requirement is called up and they are potentially conflicting, the Inspection Authority must refer to the order of precedence in the Contract to determine the standard or requirement to be applied.

3. Inspection Non-conformance report

- (a) An Inspection Non-conformance report will be issued for each non-conformance noted by the Inspection Authority. Each report will be uniquely numbered for reference purposes, will be signed and dated by the Inspection Authority, and will describe the non-conformance.
- (b) When the non-conformance has been corrected by the Contractor and has been re-inspected and accepted by the Inspection Authority, the Inspection Authority will complete the Report by adding an applicable signed and dated notation.
- (c) At the end of the project, the content of all Inspection Non-conformance Reports which have not been signed-off by the Inspection Authority will be transferred to the Acceptance Documents before the Inspection Authority's certification of such documents.

4. Tests, Trials, and Demonstrations

- (a) To enable the Inspection Authority to certify that the Work has been performed satisfactorily, in accordance with the Contract and Specifications, the Contractor must schedule, co-ordinate, perform, and record all specified Tests, Trials and Demonstrations required by the Inspection Authority.
- (b) Where the Specifications contain a specific performance requirement for any component, equipment, sub-system or system, the Contractor must test such component, equipment, sub-system or system to the satisfaction of the Inspection Authority, to prove that the specified performance has been achieved and that the component, equipment, sub-system or system performs as required by the specifications.
- (c) Tests, trials and demonstrations must be conducted in accordance with a logical, systematic schedule which must ensure that all associated components and equipment are proven before sub-systems demonstration or testing, and that sub-systems are proven before system demonstration or testing.
- (d) Where the Specifications do not contain specific performance requirements for any component, equipment, sub-system or system, the Contractor must demonstrate such component, equipment, sub-system or system to the satisfaction of the Inspection Authority.
- (e) The contractor must submit its Test and Inspection Plan as indicated in section D.1 above.
- (f) The Contractor must co-ordinate each test, trial and demonstration with all interested parties, including the Inspection Authority; Contracting and Technical Authorities; regulatory authorities; Classification Society; Sub-contractors; etc. The Contractor must provide the Inspection Authority and other Crown Authorities with a minimum of five working days notice of each scheduled test, trial, or demonstration.
- (g) The Contractor must keep written records of all tests, trials, and demonstrations conducted.
- (h) The Contractor must in all respects be responsible for the conduct of all tests and trials in accordance with the requirements of the Contract.
- (i) The Inspection Authority and the Technical Authority reserve the right to defer starting or continuing with any sea trials for any reasonable cause including but not limited to adverse weather, visibility, equipment failure or degradation, lack of qualified personnel and inadequate compliance with safety standards.

ANNEX E

WARRANTY

General Conditions 2030 (2014-06-26) - Higher Complexity Goods, are hereby amended by deleting section 2030 22 (2008-05-12), Warranty and replacing it as follows:

E.1 Section 22 Warranty

1. At the discretion of the Minister, the Contractor will replace or make good at its own expense any finished work, excluding Government Issue incorporated therein, which becomes defective or which fails to conform to contract requirements as a result of faulty or inefficient manufacture, material or workmanship.

2. Notwithstanding prior acceptance of the finished work, and without restricting any other term of the Contract or any condition, warranty or provision implied or imposed by law, the Contractor hereby warrants that the following shall be free from all defects and shall conform with the requirements of the contract:

- (a) The painting of the underwater portion of the hull for a period of three hundred and sixty-five (365) days commencing from the date of undocking, except that the Contractor will only be liable to repair and/or replace to a value to be determined as follows:

Original cost to Canada of the underwater painting Work, divided by three hundred and sixty-five (365) days and multiplied by the number of days remaining in the warranty period. The resultant would represent the "Dollar Credit" due to Canada from the Contractor.

- (b) All other painting Work for a period of three hundred and sixty-five (365) days commencing from the date of acceptance of the Work;
- (c) All parts and material provided by the Contractor for a period of three hundred and sixty-five (365) days commencing from the date of acceptance of such parts or material;
- (d) All other items of Work for a period of ninety (90) days commencing from the date of acceptance of the Work, except that:
 - (i) the warranty on the Work related to any system or equipment not immediately placed in continuous use or service shall extend for a period of ninety (90) days from the date of acceptance of the vessel;
 - ii) for all outstanding defects, deviations, and Work items listed on the Acceptance Document at Delivery, the Warranty will be ninety (90) days from the subsequent date of acceptance for each item.

3. If more than one warranty period applies, in accordance with the above, to any Work, then the warranty shall be for the longest period.

4. The Contractor agrees to pass to Canada, and exercise on behalf of Canada, all warranties on the Materials supplied or held by the Contractor which exceed the periods indicated Above.

E.2 Warranty Procedures

E2.1 Scope

- a. The following are the procedures which suit the particular requirements for warranty considerations for a vessel on completion of a refit.

E2.2 Definition

- a. There are a number of definitions of "warranty" most of which are intended to describe its force and effect in law. One such definition is offered as follows:

"A warranty is an agreement whereby the vendor's or manufacturer's responsibility for performance of its product is extended for a specific period of time beyond the date at which the title to the product passes to the buyer."

E2.3 Warranty Conditions

- a. General Conditions 2030, Higher Complexity - Goods are augmented by clauses incorporated into the subject Contract.
- b. The warranty periods may be stated in more than one part.
 - i. 90 days commencing from the day the PWGSC 1205 Acceptance Document is signed for workmanship provided by the contractor for the refit work specified;
 - ii. 365 days from the date of undocking the vessel for the specified areas of underwater paint and topside painting;
 - iii. 365 days commencing from the day the PWGSC 1205 Acceptance Document is signed for parts and material provided by the contractor for the refit work specified;
 - iv. Any other specific warranty periods that may be required in the contract or offered by the Contractor.
- c. The foregoing does not cover the disposition of other deficiencies that will be directly related to Technical Authority problem areas of the following nature:
 - i. items becoming unserviceable that were not included in the refit specification;
 - ii. refit specifications or other related documentation requiring amendments or corrections to increase viability; and
 - iii. work performed that is directly related to the Technical Authority.

E2.4 Reporting Failures With Warranty Potential

- a. The initial purpose of a report of a failure is to facilitate the decision as to whether or not to involve warranty and to generate action to effect repairs. Therefore in addition to identification, location data, etc. the report must contain details of the defect. Warranty decisions as a general rule are to be made locally and the administrative process is to be in accordance with procedures as indicated.
- b. These procedures are necessary as invoking a warranty does not simply mean that the warrantor will automatically proceed with repairs at his expense. A review of the defect may well result in a disclaimer of responsibility, therefore, it is imperative that during such a review the Department is

directly represented by competent technical authority qualified to agree or disagree with the warrantor's assertions.

E2.5 Procedures

- a. Immediately it becomes known to the Ship's Staff that an equipment/system is performing below accepted standards or has become defective, the procedures for the investigation and reporting are as follows:

- i. The vessel advises the Technical Authority when a defect, which is considered to be directly associated the refit work, has occurred.
- ii. On review of the Specification and the Acceptance Document, the Technical Authority in consort with Ship's Staff is to complete the Tombstone Data and section 1 of the Warranty Claim Form and forward the original to the Contractor for review with a copy to the PWGSC Contracting Authority. If the PWGSC Contracting or Inspection Authority is unable to support warranty action, the Defect Claim Form will be returned to the originator with a brief justification. (It is to be noted that in the latter instance PWGSC will inform the Contractor of its decision and no further action will be required of the Contractor.

Warranty defect claims may be forwarded in hard copy, by fax or by e-mail whichever format is the most convenient.

- iii. Assuming the Contractor accepts full responsibility for repair, the Contractor completes Section 2 and 3 of the Warranty Claim Form, returns it to the Inspection Authority who confirms corrective action has been completed, and who then distributes the form to the Technical Authority and the PWGSC Contracting Authority.
- b. In the event that the Contractor disputes the claim as a warranty defect, or agrees to share, the contractor is to complete Part 2 of the Warranty Claim Form with the appropriate information and forward it to the Contracting Authority who will distribute copies as necessary.
- c. When a warranty defect claim is disputed by the Contractor, the Technical Authority may arrange to correct the defect by in-house resources or by contracting the work out. All associated costs must be tracked and recorded as a possible charge against the contractor by PWGSC action. Material costs and manhours expended in correcting the defect are to be recorded and entered in Section 5 of the warranty defect claim by the Technical Authority who will forward the warranty defect claim to the PWGSC Contracting Authority for action. Defective parts of equipment are to be retained pending settlement of claim.
- d. Defective equipment associated with potential warranty should not normally be dismantled until the contractor's representative has had the opportunity to observe the defect. The necessary work is to be undertaken through normal repair methods and costs must be segregated as a possible charge against a contractor by PWGSC action.

E2.6 Liability

- a. Agreement between the Contracting Authority, Inspection Authority, Technical Authority and the Contractor will result in one of the following conditions:
- i. The contractor accepts full responsibility for costs to repair or overhaul under the warranty provisions of the contract;
 - ii. The Technical Authority accepts full responsibility for repair and overhaul of item concerned;
- or

-
- iii. The Contractor and the Technical Authority agree to share responsibility for the costs to repair or overhaul the unserviceable item, in such cases the PWGSC Contracting Authority will negotiate the best possible sharing arrangement.
 - b. In the event of a disagreement as in paragraph 5c, PWGSC will take necessary action with the contractor while the Technical Authority informs its Senior Management including pertinent data and recommendations.
 - c. The total cost of processing warranty claims must include accommodation and travel costs of the contractor's employees as well as equipment/system down time and operational constraints. Accordingly, the cost to remediate the defect, in manhours and material, will be discussed between the Contracting/Inspection Authorities and the Technical Authority to determine the best course of action.

E2.7 Alongside Period For Warranty Repairs and Checks

- a. If at all possible, an alongside period for the vessel is to be arranged just before the expiration of the 90 day warranty period. This alongside period is to provide time for warranty repair and check by the contractor.
- b. In respect to the underwater paint, should it become defective during the associated warranty period the contractor is only liable to repair to a value determined as follows:

"Original cost to Canada for painting and preservation of the underwater section of the hull, divided by three hundred and sixty-five (365) days and multiplied by the number of days remaining in the three hundred and sixty-five (365) days warranty period. The resultant would represent the 'Dollar Credit' due to Canada from the Contractor."
- c. The Underwater paint system, before expiration of the warranty, should be checked by divers. The Technical Authority, is to arrange the inspection and inform the Contracting Authority of any adverse results.

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Appendix 1 of Annex E



Public Works and
Government
Services Canada

Travaux publics et Services
gouvernementaux Canada

Warranty Claim Réclamation De Garantie

Vessel Name – Nom de navire	File No. – N° de dossier	Contract No. - N ° de contrat
Customer Department – Ministère client		Warranty Claim Serial No. Numéro de série de réclamation de garantie
Contractor – Entrepreneur		<u>Effect on Vessel Operations</u> <u>Effet sur des opérations de navire</u> Critical Degraded Operational Non-operational Critique Dégradé Opérationnel Non-opérationnel

1. Description of Complaint – Description de plainte

Contact Information – l'information de contact

Name – Nom

Tel. No. - N ° Tél

Signature – Signature

Date

2. Contractor's Investigative Report – Le rapport investigateur de l'entrepreneur

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3. Contractor's Corrective Action – La modalité de reprise de l'entrepreneur

Contractor's Name and Signature – Nom et signature de l'entrepreneur
Corrective Action - Date de modalité de reprise

Date of

Client Name and Signature - Nom et signature de client
Date

4. PWGSC Review of Warranty Claim Action – Examen d'action de réclamation de garantie par TPSGC

Date

Signature – Signature

ANNEX F

VESSEL CUSTODY

F1 Vessel Custody

1. This work is going 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 F) 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 F) shall be completed and a signed copy passed to Canada for distribution.

UNMANNED REFIT:

During the majority of the contract period, the CCGS F.G. CREED shall be **unmanned**. As a result, the ship shall be placed in the care and custody of the Contractor as described in the Technical Specification (Winter Storage Specifications). 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 **two (2)** vehicles at any given time.

GENERAL (MANNED):

The services as described in H.D-2 shall be supplied, fitted and/or connected **whenever ship's crew are living aboard the ship**. This is expected to include the time period after arrival at the Contractor's facility and prior to formal handover to the Contractor. The services shall also to be provided after the vessel has been returned to the care and custody of the ship's crew until signing of the acceptance document and departure of the ship from the Contractor's facilities. The Contractor shall 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. The Contractor is to quote a global price and daily rates for these services according to his proposed schedule which will determine the planned length of time that the vessel is not under his control.

GENERAL (UNMANNED):

The services as described in H.D-2 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. The Contractor is to quote a global price and daily rates for these services according to his proposed schedule which will determine the planned length of time that the vessel is under his control.

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 (who is to be identified as a Sub-contractor) 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.

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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.

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Client Ref. No. - N° de réf. du client
F3004-15N021

Amd. No. - N° de la modif.
File No. - N° du dossier
QCL-5-38016

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

APPENDIX 1 OF ANNEX F

ACCEPTANCE CERTIFICATE
ASSUMPTION OF CUSTODY OF FEDERAL GOVERNMENT SHIPS
BY SHIPYARDS

TURNOVER OF CUSTODY of CCGS _____

Contract Serial Number : _____

I, _____ (Contractor's Representative) on behalf of _____
_____ take over the responsibility for the said Vessel from the Department
of Fisheries and Oceans. This take over of responsibilities is effective at _____, Province
of _____ on the _____ day of _____, 2015, at _____ hours.

(Signature - Contractor's Representative)

(Witness)

I, _____ (Vessel's Master or Chief Engineer) on behalf of the Department of
Fisheries and Oceans, turn over the custody and responsibility for the said Vessel to the
Contractor. This turn-over effective at _____, Province of _____ on the _____
day of _____, 2015, at _____ hours.

(Signature - Vessel's Master)

(Witness)

Solicitation No. - N° de l'invitation
F3004-15N021/A
Client Ref. No. - N° de réf. du client
F3004-15N021

Amd. No. - N° de la modif.
File No. - N° du dossier
QCL-5-38016

Buyer ID - Id de l'acheteur
qc1037
CCC No./N° CCC - FMS No/ N° VME

APPENDIX 2 OF ANNEX F

ACCEPTANCE CERTIFICATE
RESUMPTION OF CUSTODY OF FEDERAL GOVERNMENT SHIPS
BY THE CLIENT DEPARTMENT

RESUMPTION OF CUSTODY of CCGS _____

Contract Serial Number : _____

I, _____ (Contractor's Representative) on behalf of _____
_____ turn-over the responsibility for the said Vessel to the Department of
Fisheries and Oceans. This turn-over effective at _____, Province of _____ on
the _____ day of _____, 2015, at _____ hours.

(Signature - Contractor's Representative)

(Witness)

, _____ (Vessel's Master or Chief Engineer) on behalf of the Department of Fisheries
and Oceans, accept the resumption of custody and responsibility for the said Vessel from the
Contractor. This turn-over effective at,
_____ Province of _____ on the _____ day of _____, 2015, at _____ hours.

(Signature - Vessel's Master)

(Witness)

Solicitation No. - N° de l'invitation
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F3004-15N021

Amd. No. - N° de la modif.
File No. - N° du dossier
QCL-5-38016

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

ANNEX G

SECURITY REQUIREMENTS CHECK LIST

(Not used)

Solicitation No. - N° de l'invitation
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QCL-5-38016

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

ANNEX H

PROJECT MANAGEMENT SERVICES

(not used)

ANNEX I

FINANCIAL BID PRESENTATION SHEET

10 Proposed Docking Facility Location: _____

11 Price for Evaluation

A)	Known Work For work as stated in Clause 1.2 a), specified in Annex "A" and detailed in the attached Pricing Data Sheets Appendix 1 of Annex "I", for a FIRM PRICE of:	\$ _____
B)	Unscheduled Work Contractor <i>Labour Cost</i> : Estimated labour hours at a firm <i>hourly Charge-out Labour Rate</i> , including overhead and profit for evaluation purpose only: 400 person hours X \$ _____ per hour for a PRICE of : <i>See Note I2.1 and I2.2 below.</i>	\$ _____
C)	Daily Service Fees for evaluation purpose only <i>As per Clause I4 below</i> i) Ten (10) working days X \$ _____ /firm daily service fee = \$ _____; plus ii) Five (5) non-working days X \$ _____ /firm daily service fee = \$ _____	\$ _____
D)	Vessel Transfer Cost <i>As per paragraph I6 below</i>	\$ _____
E)	EVALUATION PRICE Applicable taxes excluded [A + B + C + D]: TOTAL EVALUATION PRICE of :	\$ _____

12 Unscheduled Work

The Contractor will be paid for unscheduled work arising, as authorized by the Minister, calculated in the following manner:

"Number of hours (to be negotiated) X \$ _____ your firm *hourly Charge-out Labour Rate* which includes *Overhead* and profit, plus net laid-down cost of materials to which shall be added a 10% mark-up, plus Applicable Taxes. The firm *hourly Charge-out Labour Rate* and the material mark-up will remain firm for the duration of the Contract and any subsequent amendments thereto."

- I2.1:** Notwithstanding definitions or usage elsewhere in this document, or in the Bidder's Cost Management System, when negotiating *Hours* for unscheduled work, PWGSC will consider only those hours of labour directly involved in the production of the subject work package.
Elements of Related Labour Costs identified in I2.2 below, will not be negotiated, but will be compensated for in accordance with paragraph I2.2. It is therefore incumbent upon the Bidder to enter values in the above table which will result in fair compensation, regardless of the structure of their Cost Management System.

- 12.2:** Allowance for *Related Labour Costs* such as: Management, Direct Supervision, Purchasing and Material Handling, Quality Assurance and Reporting, First Aid, Gas Free Inspecting and Reporting, and Estimating will be included as *Overhead* for the purposes of determining the *Charge-out Labour Rate* entered in line I2 above.
- 12.3:** The 10% mark-up rate for materials will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowed for in the Chargeout Labour Rate. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

I3 Overtime

No overtime work shall be compensated for under the Contract unless authorized in advance and in writing by the Contracting Authority. Any request for payment must be accompanied by a copy of the overtime authorization and a report containing such details as Canada may require with respect to the overtime work performed. Compensation for authorized overtime will be calculated in the following manner:

- a. For Known Work, the Contractor will be paid the original contract price plus agreed overtime hours paid at the following premium rates;
- b. For Unscheduled Work, the Contractor will be paid for agreed overtime hours paid at the quoted *Charge-out Labour Rate* plus the following premium rates:

Premium For Time and one half: \$ _____ per hour; or,

Premium For Double time: \$ _____ per hour

Premium for time and one half:

½ (that portion of the firm Hourly Charge-out Labour Rate in I2 that is directly attributable to salary cost plus related certified fringe benefits) times 7.5% (representing profit)

Premium for double time:

(that portion of the Unscheduled Work firm Charge-out Labour Rate in I2 that is directly attributable to salary cost plus related certified fringe benefits) times 7.5% (representing profit)

These premiums will remain firm for the duration of the Contract, including all amendments and are subject to audit by Canada, and to retroactive adjustment under the Contract if Canada discovers that the premiums have not been calculated in accordance with the formulae, above.

I4 Daily Services Fee

In the event of a delay in the performance of the Work that lengthens the Work Period beyond the date specified in this Contract, and if such delay is recognized and agreed upon by the Contracting Authority as being attributable to Canada, Canada agrees to pay the Contractor the daily services fee, described below, for each day of such delay. This fee shall be the sole liability of Canada to the Contractor for the delay.

The firm daily services fee is:

- (a) For a working day: \$ _____
- (b) For a non-working day: \$ _____

The above fees shall include but not be limited to, all aspects of the following costs: Administrative Support, Production Services, Quality Assurance, Material Support, Planned Maintenance and Ship Services, and all other resources and direct costs needed to maintain the Vessel at the Contractor's facility including all items listed in **I5**. These fees are firm and not subject to any additional charges for mark-up or profit.

I5 Cost of all Services is Included in Contract Price

All charges, fees expenses and disbursements incidental to the carrying out of the Work, including all items described in Supplemental General Conditions 1029 (2010-08-16) Ship Repair, section (07), are included in the Evaluation Price for the Work, including, without limitation:

1. **Services:** include all costs for ship services such as water, steam, electricity, etc., required for vessel maintenance for the duration of the Contract.
2. **Docking and Undocking** include:
 - (a) all costs resulting from drydocking, wharfage, security, shoring, shifting and/or moving of the vessel within the successful Bidder's facility;
 - (b) the cost of services to tie up the vessel alongside and to cast off.

Unless specified otherwise, the vessel will be delivered by Canada to the successful Bidder's facility alongside a mutually agreed safe transfer point, afloat and upright, and the successful Bidder will do the same when the Work is completed.

3. **Field Service Representatives/Supervisory Services:** include all costs for field service representatives/supervisory services including manufacturers' representatives, engineers, etc.
4. **Removals:** include all costs for removals necessary to carry out the Work and will be the responsibility of the Contractor whether or not they are identified in the specifications, except those removals not apparent when viewing the vessel or examining the drawings. The successful Bidder will also be responsible for safe storage of removed items and reinstalling them on completion of the Work. The successful Bidder will be responsible for renewal of components damaged during removal.

5. **Sheltering, Staging, Cranage and Transportation:** include the cost of all sheltering, staging including handrails, cranage and transportation to carry out the Work as specified.

The successful Bidder will be responsible for the cost of any necessary modification of these facilities to meet applicable safety regulations.

16 Vessel Transfer Costs



1. The Evaluation Price shall include the cost for transferring the vessel from its home port to the shipyard/ship repair facility where the majority of the Work will be undertaken and the cost of returning the vessels to their home port following completion of the Work, in accordance with the following:
 - (a) The bidder shall enter on Line **10**, the location of the shipyard/ship repair facility where it proposes to undertake the Work. The applicable vessels' transfer costs provided under section 3. of this clause shall be entered into table I1.
 - (b) Should the list in section 3. of this clause not provide the shipyard/ship repair location where the bidder intends to undertake the Work, then the bidder must advise the Contracting Authority, in writing, no later than **five calendar days** prior to the bid closing date, of its proposed location for undertaking the Work. The Contracting Authority will acknowledge to the bidder, in writing, no later than **three calendar** days prior to the bid closing date, the location of the shipyard/ship repair and confirm the applicable vessel transfer cost.

A Bid that specifies a location for undertaking the Work which is not in the list under section 3. of this clause, and for which a notification in writing has not been received by the Contracting Authority five days prior to the bid closing date, shall be deemed to be non-responsive.

2. Transfer costs, in this case, are based on using a government delivery crew and include the fuel cost at the vessel's most economical speed of transit and crew transportation costs for the delivery crew based on the location of the vessel's home port and the shipyard/ship repair facility.
3. Round trip transfer costs applicable to the following facilities are:

Company	City	Transfer Cost
Davie Industries Inc.	Lévis, QC	\$2 240.00
Oceans Industries Inc.	Île-aux-Coudres, QC	\$3 090.00
Heddle Marine	Hamilton, ON	\$8 111.00
Hike Metal Marine Inc.	Wheatley, ON	\$14 353.00
Verreault Navigation Inc.	Les Méchins, QC	\$10 135.00
Metal Craft Marine	Kingston, ON	\$7 488.00
Meridien Maritime	Matane, QC	\$5 809.00
Chantier Forillon	Gaspé, QC	\$16 591.00

Appendix 1 of Annex I

PRICING DATA SHEET				
Item	Description		Firm Price	
H.D.-1	DRY DOCKING, BLOCKING AND REFLOATING (Excluding items 1.6, 1.7 & 1.8 below)	\$ _____		
	1.6 Block relocation Price \$ _____ / Block relocation X 10 relocations =	\$ _____		
	1.7 Numbering	\$ _____		
	1.8 Four (4) hours sea trials	\$ _____		
Firm price for H.D.-1				\$ _____
H.D.-2	SERVICES			
	2.1 General (Bidders can enter \$0.00 or indicate 'included' if the fees for this item are distributed in each of the items below. In case the fees are not distributed an amount must be indicated in the price box.)	\$ _____		
	2.2 Ballast tank plug	\$ _____		
	2.3 Gangways	\$ _____		
	2.4 Telephone lines (Connection, service and Disconnect)	\$ _____		
	2.5 Electrical Power 600 V, 100 amps			
	Connect/Disconnect:	\$ _____		
	Service (10 000 KW-hr) (Final amount will be establish as per consumption) Price \$ _____ / KW-hr X 10 000 KW-hr =	\$ _____		
	2.6 Fresh and Fire fighting Water Services (Final amount will be establish as per consumption)			
	2.6 Fresh water:	Connect/Disconnect: \$ _____		
	Refiling of tanks 1500 liters (at end of work)	\$ _____		
	2.6.1 Fire Fighting Water for Connect/Disconnect:	\$ _____		
	2.7 Drainage	\$ _____		
	2.8 Surface protection	\$ _____		
	2.9 Garbage Removal	\$ _____		
	2.11 Docking plan	\$ _____		
	2.12 Clean Up	\$ _____		
	2.13 Telephone Lines, Internet and Offices and accessories	\$ _____		
	2.14 Parking (2 spaces)	\$ _____		
Firm price for H.D.-2				\$ _____
H.D.-3	INSPECTION AND ADDITIONAL WORK			\$ _____
H.D.-4	STAGING AND CRANES (Excluding items 4.1 and 4.2 below) (Bidders can enter \$0.00 or indicate 'included' if the fees for this item are distributed in each of the items below. In case the fees are not distributed an amount must be indicated in the price box.)	\$ _____		
	4.1 Staging	\$ _____		
	4.2 Cranage (Final amount prorated)			

PRICING DATA SHEET		
Item	Description	Firm Price
	Cranage \$ _____ /Hr. X 15 Hours = \$ _____ \$ _____	
	Firm price for H.D.- 4	\$ _____
H.D.-5	BOTTOM PAINTING	\$ _____
H.D.-6	PAINTING ABOVE WATERLINE	\$ _____
H.D.-8	FREEBOARD, LOAD LINE AND WATERLINE MARKING IDENTITY PROGRAM MARKING	\$ _____
H.D.-9	ANCHORS, CHAINS AND CHAIN LOCKERS	\$ _____
H.D.-10	SEA CHESTS	\$ _____
H.D.-11	<p>VALVES (Excluding items 11.10 below) (Bidders can enter \$0.00 or indicate 'included' if the fees for this item are distributed in each of the items bellow. In case the fees are not distributed an amount must be indicated in the price box.) \$ _____</p> <p>11.10 List of valves</p> <p>1. Engine room, port and starboard</p> <p>Sea chest: low port</p> <p>Main engine feed, "Globe" valve – 6" X 1 valve = _____ \$ Vents, "Globe" valve – 1 ½" X 1 valve = _____ \$ Recirculation towards starboard, "Butterfly" valve – 6" X 1 valve = _____ \$ Winter grease feed, "Gate" valve – 1" X 1 valve = _____ \$ Clapper, – 1" X 1 valve = _____ \$</p> <p>Sea chest: starboard</p> <p>Main engine feed, "Globe" valve – 6" X 1 valve = _____ \$ Vents, "Globe" valve – 1 ½" X 1 valve = _____ \$ Recirculation towards port, "Butterfly" valve – 6" X 1 valve = _____ \$ Desalter feed, "Globe" valve – 2" X 1 valve = _____ \$ Winter grease feed, "Gate" valve – 1" X 1 valve = _____ \$ Clapper, – 1" X 1 valve = _____ \$</p> <p>2. Engine room, port and starboard (Discharge valves installed on the plating)</p> <p>Port:</p> <p>Shower and sink discharge, scuppers – 3" X 1 valve = _____ \$ Fire pump discharge, 'Globe N/R" valve – 1 ½" X 1 valve = _____ \$ Bilge pump discharge, 'Globe N/R" valve – 3" X 1 valve = _____ \$ Main and aux. engine discharge, 'Globe N/R" valve – 3" X 1 valve = _____ \$</p> <p>Starboard:</p> <p>Desalter discharge, "Globe N/R" valve – 2" X 1 valve = _____ \$ Sink discharge, scupper - 3" X 1 valve = _____ \$ Fore Compressor discharge, "Globe N/R" valve – 1" X 1 valve = _____ \$ Aft Compressor discharge, "Globe N/R" valve – 1" X 1 valve = _____ \$ Main and aux. engine discharge, "Globe N/R" valve – 3" X 1 valve = _____ \$</p>	

Solicitation No. - N° de l'invitation
F3004-15N021/A
Client Ref. No. - N° de réf. du client
F3004-15N021

Amd. No. - N° de la modif.
File No. - N° du dossier
QCL-5-38016

Buyer ID - Id de l'acheteur
qc1037
CCC No./N° CCC - FMS No/ N° VME

PRICING DATA SHEET		
Item	Description	Firm Price
	3. Valves located on starboard (in the cargo hold between frames 24 and 25) Fire pump feed, "Butterfly" valve – 4" X 1 valve = _____ \$ Hydraulic diesel feed, "Gate" valve – 1 ½" X 1 valve = _____ \$ Vent, "Gate" valve – 1 ½" X 1 valve = _____ \$ Air pipe, "Gate" valve – 1" X 1 valve = _____ \$ 4. Diesel discharge valves to the hydraulic unit (located on the plating, frame 28 starboard) Hydraulic diesel discharge, "Globe N/R" valve – 1 ½" X 1 valve = _____ \$ 5. Valve located in the steering gear compartment (located on the ship's plating, at frame 28 starboard) Sewage system discharge, clapper – 1 ½" X 1 valve = _____ \$ <div style="text-align: right;">Sub-total for 9.2 = _____ \$</div>	
H.D.-12	RUDDER BLADES & STOCKS (Excluding work extracted from item 12.19 below) <div style="float: right;">\$ _____</div>	
	12.19 Replace 4 anodes <div style="text-align: right;">Price per anode _____ \$ X 4 anodes = _____ \$</div>	
Firm price for H.D.- 12		
H.D.-13	PROPELLERS	\$ _____
H.D.-14	PROPELLER SHAFTS	\$ _____
H.D.-15	PROPELLER SHAFTS SEALS	\$ _____
H.D.-16	BALLAST AND FUEL TANKS	\$ _____
H.D.-17	SEWAGE TANK	\$ _____
H.D.-18	MICELLANEOUS WORK 18.1 Shutoff valve at main strainers <div style="float: right;">\$ _____</div>	
	18.2 Sections of exhaust pipe port and starboard generator <div style="float: right;">\$ _____</div>	
	18.3 Engine room bilges cleaning <div style="float: right;">\$ _____</div>	
H.D.-19	PLATING JOINT REPAIRS 19.1 Welding repairs (100 feet) (Final amount prorated) <div style="text-align: right;">Linear price _____ \$ / linear foot (5 passes) X 100 feet</div>	<div style="float: right;">\$ _____</div>
H.D.-20	INSPECTION OF PLATING THICKNESS	\$ _____
A) SCHEDULE WORK – TOTAL FIRM PRICE		\$ _____

Annex A
CCGS ÎLE ST-OURS

DRY DOCKING SPECIFICATION

April 2015

CCGS ÎLE ST-OURS

Index

H.D.-1	TOWING, BLOCKING AND FRAME NUMBERING
H.D.-2	SERVICES
H.D.-3	INSPECTION AND ADDITIONAL WORK
H.D.-4	STAGING AND CRANES
H.D.-5	BOTTOM PAINTING
H.D.-6	PAINTING ABOVE WATERLINE
H.D.-7	N/A
H.D.-8	FREEBOARD, LOAD LINE AND WATERLINE MARKING IDENTITY PROGRAM MARKING
H.D.-9	ANCHORS, CHAINS AND CHAIN LOCKERS
H.D.-10	SEA CHESTS
H.D.-11	VALVES
H.D.-12	RUDDER BLADES AND STOCKS
H.D.-13	PROPELLERS
H.D.-14	PROPELLER SHAFTS
H.D.-15	PROPELLER SHAFT SEALS
H.D.-16	BALLAST AND FUEL TANKS
H.D.-17	SEWAGE TANK
H.D.-18	MISCELLANEOUS
H.D.-19	PLATING JOINT REPAIRS
H.D.-20	INSPECTION OF PLATING THICKNESS

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1. JULY 19, 2006 DOCKING PLAN
2. STRUCTURAL SECTION 42-83-201 AND 202
3. GENERAL ARRANGEMENT 42-83-300
4. MACHINERY ARRANGEMENT 42-83-500
5. SHAFTING 42-83-505
6. CAPACITY PLAN 42-83-700
7. FIRE PUMP SEA CHEST 42-83-701A
8. RUDDER ARRANGEMENT 42-83-902-1
9. STEERING GEAR ARRANGEMENT 42-83-902-2
10. ÎLE ST-OURS IDENTITY PROGRAM MARKING 06570-SF
11. DEEP SEA SEAL H / 71475
12. PAINT DATA SHEETS
 - INTERSHIELD 300
 - INTER SPEED 640
 - INTER THANNE 990
 - INTER BOND 501
 - INTER GARD 377
 - INTER GARD 264
 - GMO ALKALIC CLEANER

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ITEM H.D.-1	TOWING, BLOCKING AND FRAME NUMBERING	COMMENTS
1.1	Reference: Docking Plan 07/19/2006	
1.2	<u>SHIP'S PARTICULARS</u>	
	Length overall: 23 metres	
	Length at waterline: 22.5 metres	
	Width at midship beam: 6 metres	
	Maximum draft: 1.59 metre	
	Maximum deadweight: 115 tons	
1.3.	The shipyard is responsible for mooring the vessel to the wharf adjacent to the slipway which will be used for its dry docking, including the installation and removal of a gangway supplied by the shipyard. The shipyard is also responsible for moving the ship from the wharf adjacent to the refit installations and for returning the ship to the same wharf upon completion of work using tugs and other equipment.	
1.4	The shipyard will provide labour, material and equipment required for towing, blocking and launching, and to carry out, while the ship is in dry dock, all the work described herein, which is necessary to obtain renewal of the ship's seaworthiness certificate.	
1.5	The echo sounder transducer plates located between frames 29 and 30 must not be laid on the keel blocks.	
1.6	As the shipyard will be in possession of the docking plan upon contract award, all misplaced keel blocks will be moved at its own expense.	

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ITEM H.D.-1	TOWING, BLOCKING AND FRAME NUMBERING	COMMENTS
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- 1.7 The shipyard must provide labour and material required to number the hull frames and bulkheads, in order to simplify inspection. The shipyard shall ensure that the frames remain numbered during the entire dry docking period.
- 1.8 After completion of work, a four (4) hour sea trial must be carried out to ensure proper operation of the various components. This trial will be carried out at full speed, for four (4) full hours. Two (2) people (plus one supervisor) are required for sea trials. The shipyard must also provide linesmen.

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ITEM H.D.-2	SERVICES	COMMENTS
2.1	The following services, for which a flat price must be submitted, are to be provided to the ship throughout the entire dry docking period. The price will cover the entire dry docking period, including the docking period.	
2.2	The fore ballast tank plug (at frame 41) must be removed as soon as possible to completely drain the tank.	
2.3	Supply labour and services for the installation and removal of a gangway, handling of lines and ropes, and installation of a safety net under the gangway for the entire dry docking period. The gangway is to be supplied by the shipyard.	
2.4	Supply and connect a telephone line to the ship's internal communication system. This line will be disconnected upon completion of work. The telephone line is to be in service 24 hours a day, ensuring outside communication at all times. Invoicing for long distance calls is to be forwarded to the Canadian Coast Guard (CCG) representative, who will pay these expenses.	
2.5	Throughout the duration of work on shipyard premises, in and out of dry dock, supply material and labour to connect and disconnect one (1) electric cable connecting the ship to a 600 volt three-phase alternating current source with 100 amps capacity. Provide a price for an estimated total power consumption of 10,000 kWh. The electricity costs will be increased or decreased on form DSS 1379.costs will be paid by the shipyard.)	

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ITEM H.D.-2

SERVICES

COMMENTS

(Cont'd)

2.6 Supply material and labour to install required connections and supply fresh water for the services described hereinafter throughout the entire dry docking period. Fill-up potable water tank with fresh water at the end of the contract. Disconnect upon completion of work.

2.6.1 Install a fire hose to be connected to the ship. This hose must not be under pressure, but be ready to be used at any time. Access to the shore control valve must not be compromised.

2.7 Supply material and labour required to temporarily connect drainage hoses to keep waste water away from the ship's hull and drain these waters to dry dock drainage system.

- 3" scuppers, frame 18 port
- 3" scuppers, frame 16 starboard
- Sewage tank release, frame 0 aft

2.8 To avoid damage to alleyway floors, supply and spread 1/16" cardboard on interior main decks and alleyway, chief engineer's cabin, wheelhouse and dining room floors. The total surface area to be covered is 23.5 sq. m. The cardboard shall be installed as soon as the ship enters dry dock. Cardboard is to be replaced if damaged.

2.9 Supply and install refuse and garbage containers on the ship's foredeck and empty them daily.

CCGS ÎLE ST-OURS

ITEM H.D.-2	SERVICES	COMMENTS
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(Cont'd)

- | | | |
|------|---|--|
| 2.10 | The shipyard to which this contract is awarded will allow CCG personnel to work on board for minor maintenance work. | |
| 2.11 | Provide a docking plan for the next dry docking period to ensure paint work is carried out where the keel blocks are laid. This docking plan must be approved before completion of this dry docking period. | |
| 2.12 | The contractor must ensure the ship is delivered to the CCG clean and free of dust, inside and outside, after completion of work. | |
| 2.13 | Supply an office for the 2 CCG representatives. This office will be equipped with two (2) phones (one line) allowing outside communications, two (2) desks, two (2) chairs, one (1) bookcase and one (1) coat tree. Supply one (1) high speed Internet modem, one (1) printer, one (1) fax machine and all necessary connection cables and office supplies. | |
| 2.14 | Provide two parking for employees of the Coast Guard near the facilities | |

CCGS ÎLE ST-OURS

ITEM H.D.-3	INSPECTION AND ADDITIONAL WORK	COMMENTS
3.1	All work will be inspected and carried out to the complete satisfaction of the CCG representative who, when unavailable, will be replaced by the ship's Chief Engineer.	
3.2	Upon completion of each specification item, the CCG representative will be notified so that he can inspect work prior to final completion of the specification items.	
3.3	Failure to inform the CCG representative does not absolve the shipyard of the responsibility of providing the opportunity to inspect any completed item.	
3.4	Inspection of any item by the CCG representative shall not substitute for any inspection required by Marine Safety (MS) or PWGSC.	
3.5	The shipyard is responsible for calling in the MS representatives, when and as necessary, in connection with all survey items.	
3.6	The shipyard shall provide the ship's Chief Engineer with four (4) complete logs as well as one (1) soft copy of all measurements and readings taken throughout the duration of specification work, as well as of all additional work resulting from the inspection of the hull and its components.	

CCGS ÎLE ST-OURS

ITEM H.D.-3	INSPECTION AND ADDITIONAL WORK	COMMENTS
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(Cont'd)

- | | | |
|-----|--|--|
| 3.7 | All additional work not described in this specification is to be negotiated on a PWGSC-TPSGC 1379 form. The description of work to be achieved will be drafted by the CCG representative and negotiations will be undertaken by the PWGSC representative in order to obtain a reasonable firm price before work is carried out. | |
| 3.8 | The shipyard must comply with the Canadian Labour Code and ISM (International Safety Management) Code applicable to ships. | |
| 3.9 | For safety concerns, the shipyard to which this contract is awarded will not carry out any work at the wharf, except for the installation of the services. All work included in this specification must be carried out while the ship is in dry dock. Failure to comply with this requirement will result in the termination of this contract. | |

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ITEM H.D.-4

STAGING AND CRANES

COMMENTS

- 4.1 The shipyard will supply the labour and material necessary to erect staging for the work to be carried out on the ship's hull, including: underwater area, above water area, shafts, rudders, propellers. Remove staging upon completion of work.
- 4.2 Supply services of a shipyard crane for the ship's general needs, for fifteen (15) hours total (the number of hours used shall be adjusted up or down at end of contract) (indicate an hourly rate). The crane is for the ship's needs, excluding the shipyard work included in the bid.

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ITEM H.D.-5

BOTTOM PAINTING

COMMENTS

- 5.1 Reference: Drwg No. 42-83-201 and 42-83-202
- 5.2 High pressure water clean (at 3,000 psi) the hull surface below the waterline.
- 5.3 The surface area to be considered is approximately 194 sq. m., including quickworks, rudders, interior of sea water chests, etc. A lump sum price including all expenses required for paint application will be negotiated.
- 5.4 The following is to be included in the bid:
- Sandblast 30% to SA 2 1/2 commercial grade.
 - Sandblast remaining antifouling paint.
 - Clean painted surfaces in good condition using GMA 571 cleaner.
 - Apply four (4) coats of paint, as indicated in item 5.11.
- 5.4.1 Clean and sandblast quickworks and rudders to commercial grade SA 2 1/2 or SSPC-SP 10 standards.
- 5.5 In order for painting to be appropriately carried out, the instructions included in this specification and the manufacturer's recommendations must be followed. Paint application will be done with an airless spray gun.

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ITEM H.D.-5

BOTTOM PAINTING

COMMENTS

- 5.6 The shipyard will supply and apply red International paint using adequate equipment, to the satisfaction of inspection authorities. All sandblasted surface areas will be adequately cleaned with compressed air before the application of paint.
- 5.7 Care must be taken to minimize steel oxidation after sandblasting by applying the International paint according to standard application methods. A surface area should therefore be defined and prepared within the time period the personnel can work non-stop.
- 5.8 Protect all hull valves, propellers as well as rudder bearing, sea chest suction and any other area deemed necessary. In the event infiltration occurs during sandblasting and paint application, the contractor must correct and clean at his own expense.
- 5.9 Particular care must be taken during the International paint application so that the minimum dry film thickness is obtained over the entire surface area. Avoid paint sags and runs.
- 5.10 Provide a curing period, as indicated on the supplier's technical data sheet, prior to the ship's launching.

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ITEM H.D.-5

BOTTOM PAINTING

COMMENTS

5.11 **Paint application (INTERSHIELD 300 - 1 coat)**

(INTERGARD 377 - 1 coat)

(INTERSPEED 640 - 2 coats)

- Apply one (1) coat of grey Intershield 300, .006" thick when dry, starting one foot above the maximum load line, on all the immersed surface area of the ship which will have been sandblasted to bare metal.
- Apply a second finish coat of oxide red Intergard 377, .006" thick when dry, on the entire 194 sq. m. surface area, including on the first coat while it is still slightly sticky.
- Apply a third and a fourth coat of red INTERSPEED BRA 640 antifouling paint, .002" thick when dry, on the entire 194 sq. m. surface area, including on the second coat while it is still slightly sticky.

CCGS ÎLE ST-OURS

H.D.-6	PAINTING ABOVE WATERLINE	COMMENTS
6.1	High pressure water clean (at 3,000 psi) hull plating above the waterline.	
6.2	The hull from the load line to the fore bulwark, including the top and interior surface of the bulwark, at the centre up to the deck including the collar, and aft up to the deck excluding all guard rails.	
6.3	The total surface is 80 sq. m. Thirty per cent (30%) of this surface must be sandblasted to commercial grade. The remaining surface areas must be cleaned using GMA571 alkali cleaner. It is the contractor's responsibility to clean, gather and dispose of all the sand used for sandblasting.	
6.4	During paint work, the contractor will plug deck drains using perforated wooden plugs with a section of pipe allowing water to evacuate without coming into contact with the hull.	
6.5	All portholes must be masked during sandblasting and painting and unmasked upon completion of work.	
6.6	For the duration of sandblasting work, all ship openings and ventilation ducts must be masked using polythene to prevent sand from entering accommodations and engine room. Unmask upon completion of work. Protect all deck equipment.	
6.7	Apply one (1) coat of grey Intershield, .005" thick when dry (.0065" thick when wet) on all bare metal surfaces. Apply a second coat of oxide red Intergard 377, .006" thick when dry, on applied Intershield.	

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H.D.-6	PAINTING ABOVE WATERLINE	COMMENTS
6.8	Apply a third and fourth coat of Coast Guard red (ral 3000) INTERTHANE 990, .002" thick when dry, on the entire hull surface.	
6.9	Make sure to delimit the load line and apply two (2) coats of Interthane 990 up to that line.	

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H.D.-8	FREEBOARD, LOAD LINE AND WATERLINE MARKING	COMMENTS
IDENTITY PROGRAM MARKING		

Reference: Drwg Identify Program Marking ÎLE ST-OURS 06570

- 8.1 The freeboard discs, letters, load line and draft marks, fore and aft, port and starboard, shall be painted with two (2) coats of white Intergard paint compatible with the paint covering the ship's bottom.
- 8.2 Identity program marking must also be repainted with two (2) coats of paint. This includes the name of the ship on port and starboard sides, fore and aft, as well as the port of registry.
- This also includes, on port and starboard sides, the diagonal white stripes and the demarking black stripes, the "COAST GUARD"/"GARDE CÔTIÈRE" markings, and the Canadian flags and the "Fisheries and the Oceans Canada"/"Pêches et Océans Canada" markings located aft of the ship.
- The contractor will supply white paint for all white markings and black paint for the black stripes.

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ITEM H.D.-9	ANCHORS, CHAINS AND CHAIN LOCKERS	COMMENTS
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|-----|---|--|
| 9.1 | Lower anchor and store the steel cable at the bottom of dry dock. (No work is required on the steel cable.) | |
| 9.2 | Clean the chain (approximately .6 m in length) and the anchor with a high pressure water jet. | |
| 9.3 | Disassemble and open the shackle for inspection by the MS inspector. | |
| 9.4 | Reassemble shackles after inspection and adequately seal the safety clips. | |
| 9.5 | Supply and apply two (2) coats of anti-corrosive paint on the chain and anchor. (As chosen by the shipyard, provided the paint is of marine quality frequently used for this application.) Delimit shackle lengths (90 feet) using paint. | |
| 9.6 | Cable length: 210 metres, 20 mm in diameter (6 x 19 IWRC Plow Grade). | |
| 9.7 | Reinstall everything after inspection. | |

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ITEM H.D.-10	SEA CHESTS	COMMENTS
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10.1	Reference: Drwg No. 42-83-701 (seachest & crossover) Reference: Drwg No. 42-83-701 A (seachest-fire pump)	
10.2	Remove sea chest grids and clean grids and sea chests using a high pressure water jet. Remove all deposits. Paint grids and interior surface of the sea chests using the hull paint system described in item 5.11.	
10.3	Change zinc anodes located inside the chests (4.5 kg aluminium one per chest model Marty 2-3).	
10.4	Reinstall external sea chest grids with new welded stainless steel bolts. A total of Twelve (12) new bolts, 3/4" - 10 UNC X 1" HEX head, must be replaced.	
10.5	List of external sea chests:	
	10.5.1 Port main engine chest	FR 18-FR 19
	10.5.2 Starboard main engine chest	FR 18-FR 19
	10.5.3 Starboard fire pump chest	FR 24-FR25

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ITEM H.D.-11	VALVES	COMMENTS
11.1	Reference: on board the ship, see on site.	
11.2	All valves listed hereafter will be dismantled for inspection by the MS representative. (Annex: valves item H.D.-10)	
11.3	Valve disks' seating and lapping must be machined and polished together. When the adjustment is insufficient to correct a defect, repairs will be negotiated on a 1379 form.	
11.4	Bonnets, spindles and spindle threads will be cleaned and reassembled, coating the moving parts with Never Seeze compound supplied by the shipyard.	
11.5	Packing and gaskets will be replaced with new Drew Amerflon 2505 and Amerite or equivalent products supplied by the shipyard. Packing is to be 1/8" thick.	
11.6	Scupper valves will be dismantled from their axle and wear will be verified. They will be then reassembled with new packing and all moving parts will be coated with Never Seeze compound.	
11.7	All valves and scuppers of a diameter equal or superior to 4" will be metal brushed and coated with two (2) coats of Silver Primocon anticorrosive paint.	

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ITEM H.D.-11

VALVES

COMMENTS

(Cont'd)

11.8 After inspection, all valves will be reassembled and proper functioning and tightness will be verified.

11.9 All plates, grids, studs and floor supports that were removed to gain access to valves will be adequately and securely reinstalled. Pipe sections removed for the same reasons will be reinstalled with new shipyard supplied marine gaskets.

11.10 **List of valves: external sea chests and discharge valves**

Reference: Drwg No. 800-83-701 (seachest & crossover)

Reference: Drwg No. 800-83-701 A (seachest - fire pump)

Reference: Discharge valves to be established on board the ship.

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ITEM H.D.-11

VALVES

COMMENTS

(Cont'd)

1. Engine room, port and starboard (9 valves)

<u>Description</u>	<u>Type</u>	<u>Nom. dia.</u>	<u>Number</u>	<u>Frame</u>
Sea chest: low port				
Main engine feed	globe	6"	1	18
Vents	globe	1 ½"	1	18
Recirculation towards starboard	butterfly	6"	1	18
Winter grease feed	gate	1"	1	18
Clapper		1"	1	18
Sea chest: starboard				
Main engine feed	globe	6"	1	18
Vent	globe	1 ½"	1	18
Recirculation towards port	butterfly	6"	1	18
Desalter feed	globe	2"	1	18
Winter grease feed	gate	1"	1	18
Clapper		1"	1	18

2. Engine room, port and starboard Discharge valves installed on the plating (9 valves)

<u>Description</u>	<u>Type</u>	<u>Nom. dia.</u>	<u>Number</u>	<u>Frame</u>
Port				
Shower and sink discharge	scuppers	3"	1	18
Fire pump discharge	globe N/R	1 ½"	1	12
Bilge pump discharge	globe N/R	3"	1	16
Main and auxiliary engine discharge	globe N/R	3"	1	17

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ITEM H.D.-11

VALVES

COMMENTS

- (Cont'd) 2. **Engine room, port and starboard**
Discharge valves installed on the plating (9 valves)

<u>Description</u>	<u>Type</u>	<u>Nom. dia.</u>	<u>Number</u>	<u>Frame</u>
Starboard				
Desalter discharge	globe N/R	2"	1	16
Sink discharge	scupper	3"	1	16
Fore compressor discharge	globe N/R	1"	1	14
Aft compressor discharge	globe N/R	1"	1	13
Main and auxiliary engine discharge	globe N/R	3"	1	13

3. **Valves located on starboard,**
in the cargo hold between frames 24 and 25 (4 valves)

<u>Description</u>	<u>Type</u>	<u>Nom. dia.</u>	<u>Number</u>	<u>Frame</u>
Fire pump feed	butterfly	4"	1	24
Hydraulic diesel feed	gate	1 ½"	1	24
Vent	gate	1 ½"	1	24
Air pipe	gate	1"	1	24

4. **Diesel discharge valves to the hydraulic unit**
located on the plating, frame 28 starboard (1 valve)

<u>Description</u>	<u>Type</u>	<u>Nom. dia.</u>	<u>Number</u>	<u>Frame</u>
Hydraulic diesel discharge	globe N/R	1 ½"	1	28

5. **Valve located in the steering gear compartment**
located on the ship's plating, at frame 28 starboard (1 valve)

<u>Description</u>	<u>Type</u>	<u>Nom. dia.</u>	<u>Number</u>	<u>Frame</u>
Sewage system discharge	Clapper N/R	1 ½"	1	AFTO

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ITEM H.D.-12	RUDDER BLADES AND STOCKS	COMMENTS
12.1	Reference: Drwg No. 42-83-902, Rudder arrangement & Details Reference: Drwg No. 42-83-902-2, Steering Gear arrangement	
12.2	Supply tools and labour required to dismantle the jumping collars located between the rudder blade flange and rudder trunks.	
12.3	Measure clearance between the bearings (Thordon XL Bearing) and the rudder stock.	
12.4	Measure clearance between the heel and the base of the rudder blades to verify wear down.	
12.5	Dismantle the tiller arm and unscrew carrier bearings and jumping collar in order to separate the rudder stock from the rudder blade, and dismantle the linkage rod connecting the two rudder stocks and follow-up mechanism.	
12.6	Unscrew rudder blade flanges, rudder stocks and bearings at the base of the rudder blades. Make sure to support the rudder blades during unbolting. Lower the rudder blades in the dry dock bottom.	
12.7	Take readings of the bearing located at the base of the rudder blades (Thordon XL Bearing) with the lower pin of the rudder blades and record the clearance.	

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ITEM H.D.-12

RUDDER BLADES AND STOCKS

COMMENTS

(Cont'd)

12.8 Disassemble the carrier bearings and gland and remove the caulking. Make sure to support the rudder stocks during disassembly of the carrier bearings.

12.9 Take readings of the clearance between the rudder stocks and the rudder stock bearings (Thordon XL Bearing) and record the clearance.

12.10 Reinstall all components after approval by the inspection authorities.

12.11 Install new bolts on the flanges and bearings.

12.12 Check the grease ways of the carrier bearings.

12.13 Replace gland packing using new material similar to the one removed.

12.14 Secure by tack welding the coupling bolts of rudder stocks and rudder blades as well as the bearing bolts at the base of the rudder blades.

12.15 Reinstall the linkage rod connecting the two rudder stocks and align the two rudder blades. Adjust if necessary.

12.16 Reinstall the rudder angle follow-up mechanism arm and ensure the position "O" on indicator corresponds to the real position as seen in dry dock.

12.17 All work on rudder blades and stocks must be carried out at the beginning of dry dock.

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ITEM H.D.-12

RUDDER BLADES AND STOCKS

COMMENTS

(Cont'd)

12.18 It is essential to verify that the rudders don't rest on the heel of the stern post as these are designed to hang and must be supported by the carrier bearing. Should this occur, reposition the rudder stocks in the initially planned position during the construction of the ship.

12.19 Replace the four (4) anodes located on the blades.

12.20 Carry out a functional check once everything has been reassembled.

Note: Verify rudder stock keyways using the dye check method.

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ITEM H.D.-13

PROPELLERS

COMMENTS

- 13.1 Reference: Drwg No. 42-83-505
Reference: Drwg No. MI-1273, Propeller (Pay & Brinck a/s)
- 13.2 Provide labour and material required to disassemble the propellers, as indicated by the manufacturer, clean and prepared to be shipped for maintenance. This work, to be inspected by the MS and CCG representatives, must be carried out at the beginning of dry dock. The maintenance is to be considered as an extra. Coast Gard will supply a new set of propeller to be installed.
- 13.3 The interior section of the hub and the blade root must be verified using the dye check method.
- 13.4 Take clearance readings between the control blocks and the various parts of the mechanism.
- 13.5 Provide labour and material required to reassemble all components after inspection.
- 13.6 Make sure to safely store all disassembled components to avoid any damage.
- 13.7 Make sure all manufacturer recommended O rings are installed.
(Shipyard supply)
- 13.8 Demonstrate proper operation before launching by activating the propeller blade control rod.

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ITEM H.D.-13

PROPELLERS

COMMENTS

13.9 Once the propellers and shafts have been reinstalled following inspection, fill propeller mechanism and shafts with shipyard supplied grease (20 L per shaft and propeller).

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ITEM H.D.-14

PROPELLER SHAFTS

COMMENTS

- 14.1 Reference: Drwg No. 42-83-505, Shafting arrangement
Reference: Drwg No. MI-1200, General design (Pay & Brinck a/s)
Reference: Drwg No. MI-1265, Secondary shaft (Pay & Brinck a/s)
Reference: Drwg No. MI-1271, Stern tube seal (Pay & Brinck a/s)
Reference: Drwg No. MI-1272, Propulsion shaft with stern tube and L/O tank
- 14.2 Supply labour and material required to disassemble the port and starboard propeller shafts, as indicated by the manufacturer, for inspection by the MS and CCG representatives. Work will be carried out at the beginning of dry dock.
- 14.3 Supply labour and material required to verify the concentricity of the shafts and rods used to activate the propeller blades.
- 14.4 Detect possible cracks in the two (2) keyways of both propeller shafts (propeller side) using Magnaflux or any other approved method.
- 14.5 Propeller shafts must be sufficiently supported during disassembly and protected after disassembly.
- 14.6 All faulty material will be supplied by the CCG.

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ITEM H.D.-14

PROPELLER SHAFTS

COMMENTS

(Cont'd)

14.7 Replace the stern tube mechanical seals

14.8 Reassemble all components after inspection, in compliance with the manufacturer's instructions.

14.9 Particular care must be taken when reinstalling the shafts to avoid damaging the stern tube mechanical seals. Alignment of the shafts with the gearboxes will be done in strict compliance with the manufacturer's instructions. Required clearances will be verified by the CCG representative.

Note 1: Prior to dismantling, take clearance readings between the blade operating shaft and the reduction gearbox operating shaft.

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ITEM H.D.-15	PROPELLER SHAFT SEALS	COMMENTS
15.1	Reference: Drwg No. 42-83-505, Shafting arrangement Reference: Drwg No. MI-1271, Stern tube (Gol seal) (Pay & Brinck a/s) Reference: Drwg No. MI-1272, Propulsion shaft with stern tube and L/O tank	
15.2	Supply labour and material required to disassemble the shafts' mechanical seals, using John Crane disassembly method.	
15.3	Remove and replace the two (2) inflatable seals. Verify tightness at 20 psi. for one hour Replace composite and neoprene seals. Reinstall all components.	
15.4	Following inspection, all parts that need to be replaced will be supplied by the CCG.	
15.5	Reassembly will be carried by shipyard personnel. Manufacturer recommended clearances and reassembly method must be used. Clearances will be verified by the CCG representative.	
15.6	Mechanical seals will be replaced with identical new seals.	
15.7	Upon launching, the technician who will have reinstalled the mechanical seals must be present to verify the water tightness of the seals by rotating the shafts for one (1) hour at minimal speed while the ship is moored at the wharf, and for two (2) hours at cruise speed at sea, including fore and aft manoeuvres.	

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ITEM H.D.-16	BALLAST AND FUEL TANKS	COMMENTS
16.1	Reference: Salt Ballast Water (FR41-FWD) Vol. 8.728m ³ Fuel oil tk. (FR39-41) Vol. 6.450m ³ Fuel oil tk. port (FR20-28) Vol. 9.019m ³ Fuel oil tk. starboard (FR20-28) Vol. 9.019m ³	
16.2	Supply labour and material required to drain and clean above mentioned tanks.	
16.3	High pressure water clean the ballast tank located fore of the ship (at 2,000 psi) and dispose of all residues. This tank must be inspected by the MS and CCG representatives. A gas free certificate must be obtained.	
16.4	High pressure water clean the fuel tank located at frames 39-41 and dispose of all residues. This tank will be inspected by the MS and CCG representatives. A gas free certificate must be obtained and posted near the tank entry. The tank must be free of all traces of water before being closed.	
16.5	The port and starboard fuel tanks located at frames 20-28 must be drained and high pressure cleaned (at 2,000 psi). All residues must be disposed of. The tanks will be inspected by the MS and CCG representatives. The tanks must be free of all traces of water before being closed. A gas free certificate must be obtained and posted near the tanks' entry.	
16.6	All tank manhole seals must be replaced by shipyard using new material of equal or better quality similar to the existing material.	

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ITEM H.D.-16

BALLAST AND FUEL TANKS

COMMENTS

- 16.7 All manhole nuts and bolts must be cleaned and brushed. Damaged parts must be replaced. All nuts and bolts will be installed by the shipyard with a lock washer and bolts will be coated with Never Seeze compound.
- 16.8 As per Marine Safety regulations, a hydrostatic test will be carried out on each of the four (4) tanks in such way that the test pressure is equivalent to the pressure applied by a column of 8 feet of water above the full tank.

NOTE: Fuel tank manhole seals must be made of nitrile.

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ITEM H.D.-17	SEWAGE TANK	COMMENTS
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- 17.1 Supply labour and material required to drain and high pressure clean a 1000 L capacity sewage tank.

The tank must be open for inspection by the CCG representative. Two (2) coats of black Intergard will then be applied. Manually sand rust covered surfaces and sandblast the remaining surfaces to facilitate adhesion of the new paint. Coating will be applied on all interior surfaces.

For bidding purposes, consider that 100% of all surfaces must be sandblasted. Therefore, provide a price for the preparation and coating of all tank surfaces.

NOTE 1: Given the narrowness of the tank, manual sanding may be used to facilitate adhesion of the new coating. The existing tank coating is compatible with Intergard paint.

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ITEM H.D.-18

MISCELLANEOUS

COMMENTS

- 18.1 Shutoff valve at main strainers: The port and starboard shutoff valves (8" butterfly valves) must be disassembled for overhaul, overhauled and reassembled.
- 18.2 Sections of exhaust pipe port and starboard generator
Remove the water inlets. Remove the sections, cut and replace the identified section with equivalent material (document reference #Exhaust repair and tri.pdf bab). Check quality of the work by dye penetrant. Reassemble with new seal supply by the shipyard.
- 18.3 Engine room bilges cleaning
Carry out cleaning of engine room bilge and piping underneath the plates.

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ITEM H.D.-19

PLATING JOINT REPAIRS

COMMENTS

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- 19.1 The contractor must include 100 linear feet of welding on the ship's hull, including the keel, the bars and the hawseholes, port and starboard.
This provision could be adjusted higher or lower on the PWGSC-TPSGC 1379 form, following inspection of the ship's hull by the CCG and MS representatives.
- 19.2 Material used for welding must be compatible with the alloy steel of the bars and hull.
- 19.3 The personnel carrying out the welding work must be certified in compliance with CSA W 47.1 standards all positions.
- 19.4 The contractor must meet the best conditions to carry out work, in compliance with the recommendations of the Canadian Welding Bureau.
- 19.5 Grind welding joints that will need to be reloaded.

NOTE: 100 feet at five weld passes.

- 20.1 Take 400 thickness readings of plating on three (3) horizontal stripes including waterline and three (3) vertical stripes fore, center and aft of the hull. Follow the standard ultrasound procedure Z CO.2 (Hull Survey of bulk carrier).
- 20.2 Supply material and labour to grind surfaces to bare metal where readings will be taken, record all readings in the reading log and indicate wear percentage against original plating.
- 20.3 Apply the hull paint system on all grinded surfaces.