Public Works and Government Services Canada

Travaux publics et Services gouvernementaux Canada

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government Services Canada/Réception des soumissions Travaux publics et Services gouvernementaux Canada
Pacific Region
401 - 1230 Government Street
Victoria, B.C.
V8W 3X4
Bid Fax: (250) 363-3344

REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION

Proposal To: Public Works and Government Services Canada

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

Proposition aux: Travaux Publics et Services Gouvernementaux Canada

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

Comments - Commaintaires

Title - Sujet
FAB & DEL 5.3-5.8M ALUM JET BOAT

Solicitation No. - N° de l'invitation
M5000-152806/C

Date
2015-07-07

Client Reference No. - N° de référence du client
M5000-152806

GETS Reference No. - N° de référence de SEAG
PW-$XLV-176-6776

File No. - N° de dossier
XLV-4-37165 (176)

CCC No./N° CCC - FMS No./N° VME

Solicitation Closes - L'invitation prend fin
at - à 02:00 PM
on - le 2015-07-23

Time Zone
Fuseau horaire
Pacific Daylight Saving Time PDT

F.O.B. - F.A.B.
Plant-Usine: ☐ **Destination:** ☑ **Other-Autre:** ☐

Address Enquiries to: - Adresser toutes questions à:
Godin, Andre

Buyer Id - Id de l'acheteur
xlv176

Telephone No. - N° de téléphone
(250) 363-3152 ( )

FAX No. - N° de FAX
(250) 363-3960

Destination - of Goods, Services, and Construction:
Destination - des biens, services et construction:
ROYAL CANADIAN MOUNTED POLICE
SEE HEREIN

Instructions: See Herein

Instructions: Voir aux présentes

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

Delivery Required - Livraison exigée
See Herein

Delivery Offered - Livraison proposée

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

Telephone No. - N° de téléphone
Facsimile No. - N° de télécopieur

Name and title of person authorized to sign on behalf of Vendor/Firm (type or print)
Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)

Signature **Date**

Issuing Office - Bureau de distribution
Public Works and Government Services Canada - Pacific Region
401 - 1230 Government Street
Victoria, B. C.
V8W 3X4

Canada

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TABLE OF CONTENTS

REQUEST FOR PROPOSALS (RFP): Fabrication and Delivery one 5.8 Meter Aluminium jet boat with trailer for Royal Canadian Mounted Police (RCMP

PART 1 - GENERAL INFORMATION

1.1 Security Requirements

There is no security requirement associated with this bid solicitation.

1.2 Statement of Work

The Royal Canadian Mounted Police (RCMP) has a requirement for one (1) 5.3 Meter to 5.8 Meter (19 ft.) all welded aluminum jet boat complete with trailer **in** accordance with the associated Technical Specifications detailed in the Statement of Work and Project Management Services attached as Annex "A. All deliverable are to be delivered on or before **October 30, 2015.**

1.3 Debriefings

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

1.4 Trade Agreements

"This requirement is subject to the provisions of the Agreement on Internal Trade (AIT) and exempt from the provisions of the World Trade Organization - Agreement on Government Procurement (WTO-AGP), the North American Free Trade Agreement (NAFTA), the Canada - Chile Free Trade Agreement, the Canada - Peru Free Trade Agreement and the Canada - Panama Free Trade Agreement."

1.5 Reissue of Bid Solicitation

This bid solicitation cancels and supersedes previous bid solicitation number M5000-152806/A dated 04/11/2014 with a closing of 2014/11/21 at 2:00 PM Pacific Standard Time (PST). A debriefing or feedback session will be provided upon request to bidders/offerors/suppliers who bid on the previous solicitation.

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-manua l) 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 *(2015-07-03)* Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

2.1.1 SACC Manual Clauses

B3000T, 2006-06-16, Equivalent Products
A9125T, 2007-05-25, Valid Labour Agreement

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.

Due to the nature of the bid solicitation, bids transmitted by facsimile to PWGSC will not be accepted.

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than 4 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 question(s) or may request that the Bidder do so, so that the proprietary nature of the question(s) is eliminated, and the enquiry can be answered 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 **British Columbia.**

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 Improvement of Requirement During Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement

as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least five (5) working days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

Canada requests that bidders provide their bid in separately bound sections as follows:
Section I: Technical Bid (two hard copies and one soft copy on USB memory stick.)
Section II: Financial Bid (one hard copy and one soft copy on USB memory stick.)
Section III: Certifications (one hard copy and one soft copy on USB memory stick.)

Note: Bids in digital format (the soft copies) can be provided on the same USB memory stick.

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

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

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

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

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process Policy on Green Procurement
(http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html).

To assist Canada in reaching its objectives, bidders should:

1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and

2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

3.2 Section I - Technical Bid

In their technical bid, bidders should demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders should demonstrate their capability in a thorough, concise and clear manner for carrying out the work.

In order to demonstrate their capabilities, the bidders must use the **ANNEX –H - BIDDER'S RFP REPLY AND EVALUATION PLAN, using column B ONLY** in replying to the RFP.

The technical bid must demonstrate that the proposed crafts will be mechanically sound, completely seaworthy, and operable and fit in all respects for the purposes intended.

3.2.1 Bidder's Check List and Technical Confirmation

The Bidders must submit a fully completed Annex G - BIDDERS' BID PACKAGE CHECK LIST as part of their Technical Bid.

3.2.2 Inspection and Test Plan (ITP)

1. Bidders must provide with their bid the inspection plan and testing procedures that will be used to verify, test and inspect all of the components and systems on the boat from initial construction to completion. The ITP must be in accordance with **Annex C** attached to this RFP.

2. Bidders must outline the process by which they will address and solve problems or delays with the fabrication, various installations, testing and delivery of the boat.

3.2.3 Drawings and Other Documentation

Prescribed drawings format and documentation to be provided with the bid:

(a) General arrangement
(b) Side profile
(c) Electrical wiring diagram
(d) Fuel tank location, including filling and venting arrangement
(e) Bilge pump locations and arrangement
(f) Line plans.

3.2.4 Subcontractors

As part of their Technical Bid, Bidders must submit a completed Annex E Subcontractor List.

3.2.5 Vessel Construction Experience

The Bidder must provide objective evidence of experience in the construction of vessels of the size, type and complexity which are the subject of this RFP. To demonstrate this experience, the Bidder must provide

(a) detailed list of such vessels built pursuant to TP 1332, Construction Standards for Small Vessels, Non-pleasure craft latest edition, within the last 5 years;
(b) photographs of vessels of listed;
(c) (for listed TP 1332, non-pleasure craft sold within the last 5 years only) purchaser's name and contact information, and the date of sale.

The Bidder must also provide details on how the materials and equipment used in the construction, manufacture of the proposed vessel is suited to the operating and environmental conditions that the vessel may encounter.

3.2.6 Naval Engineering Capability

The Bidder must provide objective evidence that it has either in-house capabilities, or has a written commitment for the duration of the Contract from a qualified sub-contractor to provide marine drafting and engineering services. Qualified sub-contractor is defined as having the provided these services on similar vessel construction projects (same size, type and complexity).

3.2.7 Contractor's Quality Management System

1. The Bidder must provide objective evidence that it has a Quality Assurance Program, which must be in place during the performance of the Work, and which addresses the quality control elements below.

2. The objective evidence may be in the form of a copy of the Bidder's Quality Assurance Manual which addresses these elements.

3. The Bidder must also provide a minimum of one (1) samples of completed quality records used on the most recent marine vessel construction at its facility.

4. The quality control elements must include, as a minimum:

Quality Assurance Manual or Quality Assurance Program Descriptions

Inspection and Test Plan
Final Inspection
Quality Records

3.2.8 Insurance Requirements

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 *Part 6 - Resulting Contract Clause 6.19.*

If the information is not provided in the bid, the Contracting Authority will so inform the Bidder and provide the Bidder with a time frame within which to meet the requirement.

Failure to comply with the request of the Contracting Authority and meet the requirement within that time period will render the bid non-responsive.

3.3 Section II - Financial Bid

Bidders must submit their financial bid in accordance with the Detailed Financial Bid Presentation at Annex D.

3.3.1 Exchange Rate Fluctuation

C3011T, 2013-11-06, Exchange Rate Fluctuation

3.3.2 Financial Capability

A9033T, 2012-07-16, Financial Capability

3.3.3 Unscheduled Work

Bidders must provide the information requested in Annex D, Article D-2.The unscheduled work rates will be included in the Basis of Payment but will not form part of the bid evaluation.

3.4 Section III: Certifications

Bidders must submit the certifications required under Part 5.

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 and financial evaluation criteria.

(b) An evaluation team composed of representatives of Canada will evaluate the bids.

4.1.1 Technical Evaluation

4.1.1.1 Mandatory Technical Criteria

In order to be compliant, the Bidder's proposal must, to the satisfaction of Canada:

a) Meet all requirements of the SOW; and
b) Provide all information as requested in PART 3 - BID PREPARATION INSTRUCTIONS

4.1.2 Financial Evaluation

SACC Manual Clause A0222T (2013-04-25), Evaluation of Price

4.2 Basis of Selection

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

A mandatory requirement is described using the words "shall", "must", "will" "is required" or "is mandatory"

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 Required with the Bid

Bidders must submit the following duly completed certifications as part of their bid.

5.1.1 Declaration of Convicted Offences

As applicable, pursuant to subsection Declaration of Convicted Offences of section 01 of the Standard Instructions, the Bidder must provide with its bid, a completed Declaration Form, to be given further consideration in the procurement process.

5.2 Certifications Precedent to Contract Award and Additional Information

The certifications and additional information listed below should be submitted with the bid, but may be submitted afterwards. If any of these required certifications or additional information 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 provide the certifications or the additional information listed below within the time frame provided will render the bid non-responsive.

5.2.1 Integrity Provisions – List of Names

Bidders who are incorporated, including those bidding as a joint venture, must provide a complete list of names of all individuals who are currently directors of the Bidder.

Bidders bidding as sole proprietorship, as well as those bidding as a joint venture, must provide the name of the owner(s).

Bidders bidding as societies, firms or partnerships do not need to provide lists of names.

In order to facilitate the compliance of the Bidder's obligations under the Integrity Provisions, it is suggested that the Bidder provide the information requested in Annex F, INFORMATION REQUIRED FOR THE VERIFICATION OF INTEGRITY PROVISIONS in its bid.

5.2.2 Federal Contractors Program for Employment Equity - Bid Certification

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

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

6.1 Security Requirement

There is no security requirement applicable to this Contract.

6.2 Statement of Work

The Contractor must fabricate and deliver to the Royal Canadian Mounted Police (RCMP) one (1), 5.3 to 5.8 M aluminum jet boat with trailers in accordance with the Statement of Work- **Annex A.** All deliverable are to be delivered on or before **October 30, 2015.**

6.2.1 Optional Goods or Services.

The Contractor grants to Canada the irrevocable option to acquire 1 (one) additional 5.3 M to 5.8 M Aluminum jet boat with trailer as described at Annex A of the Contract under the same conditions and at the prices and/or rates stated in the Contract. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option within 12 months after contract award by sending a written notice to the Contractor.

6.3 Standard Clauses and Conditions

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

6.3.1 General Conditions

2030, **2015-07-03**, Goods (Higher Complexity) apply to and form part of the Contract.

6.3.2 Supplemental General Conditions

1028, **2010-08-16**, Ship Construction - Firm Price, apply to and form part of the Contract.

Conduct of Work. The Supplemental General Conditions 1028, Article 02 (2010-08-16) Conduct of Work, Paragraph 1. Canadian Labour is deleted in its entirety.

Warranty. The Supplemental General Conditions 1028, Article 12 (2010-08-16) – Warranty, Paragraph 3 is deleted and replaced with the following:

The warranty periods for the vessel, from the date of its delivery to and acceptance by Canada, are:

a) Twelve (12) months for the boat propelling machinery and auxiliaries, fittings and equipment of all kinds (excluding Government Supplied Material).
b) Twenty four (24) months for the vessel hull and welding.

6.4 Term of Contract

6.4.1 Delivery Date

All the deliverables must be received on or before _____ (Date to be entered at contract award)

6.4.2 Delivery Location

RCMP-GRC “D” Division

1560 Seel Avenue
Winnipeg, Manitoba,
R3T 4C6
Attention: (To be completed by the Contracting Authority at Contract Award)
Phone: TBD
FAX: TBD
E-Mail: TBD

6.4.3 Shipping Instructions - Delivery at Destination

1. Goods must be consigned to the destination specified in the Contract and delivered CIP, Carriage and Insurance Paid, to the destination(s) listed in 6.4.2, Incoterms 2000 for shipments from a commercial contractor.
2. The Contractor is responsible for all delivery charges from the Contractor's facility to destination, including administration costs, insurance and risk of transport.

6.5 Authorities

6.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: Andre Godin
Title: Manager, Acquisitions, Marine
Public Works and Government Services Canada
Acquisitions Branch
Address: 1230 401- Government Street, Victoria B.C. V8W 3X3
Telephone: 250-216-2504
Facsimile: 250-363-3960
E-mail address: andre.godin3@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.

6.5.2 Technical Authority

The Technical Authority for the Contract is:

Name: _____
Title: _____
Organization: _____
Address: _____
Telephone : ___ ___ _____
Facsimile: ___ ___ _____
E-mail address: _____
(Information will be provided at contract award)

The Technical Authority named above 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.

6.5.3 Inspection Authority

The Inspection Authority for the Contract is:

Name: _____
Title: _____
Organization: _____
Address: _____
Telephone: ___ ___ _____
Facsimile: ___ ___ _____
E-mail address: _____

(Information will be provided at contract award)

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.

6.5.4 Contractor's Representative
Name and telephone numbers of the person responsible for:
General Enquiries:

Name: _____ Telephone Number: _____

Facsimile Number: _____ E-mail address: _____

Delivery Follow-up:

Name: _____ Telephone Number: _____

Facsimile Number: _____ E-mail address: _____

6.6 Payment

6.6.1 Basis of Payment *(to be completed by the Contracting Authority at Contract Award*)

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid a firm Price of $ _____. Customs duties and Goods and Services Tax or Harmonized Tax is extra, if applicable.

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

6.6.2 Charge-out Rate / Material Mark-up
The following rates are included in the Basis of Payment and must remain valid for the duration of the contract:

Charge-out Rate: _____
Mark-up on Materials and Sub-Contracts: 10%

6.6.3 Unscheduled Work:

a) 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.

b) 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.

c) 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:

6.6.3.1 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 10 percent, customs duties are included and applicable taxes are extra. 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.

6.6.3.2 Notwithstanding definitions or useage elsewhere in this document, or in the Contractor'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 6.3.3.3, will not be negotiated, but will be compensated for in accordance with 6.3.3.3.

6.6.3.3 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* set out in clause 6.6.2

6.6.3.4 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.

6.6.4 Payment for Fuels, Oils and Lubricants

The Contractor is responsible for the supply and cost of all fuel, lubricating oil, hydraulic oil and other lubricants sufficient for fully charging all systems as required for operating the machinery and other equipment and for performing all tests and trials.

6.6.5 Field Engineering and Supervisory Services

If Field Service Representatives (FSR) and/or Supervisory Services are required for the Work, the cost of all such services must be included in the price for the Work.

6.6.6 Limitation of Price

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

6.6.7 Method of Payment- Single payment

Canada will pay the Contractor upon completion and delivery of the Work in accordance with the payment provisions of the Contract if:

a. an accurate and complete invoice and any other documents required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
b. all such documents have been verified by Canada;
c. the Work delivered has been accepted by Canada.

6.7 Invoicing Instructions

The Contractor must submit invoices in accordance with the information required in Section 13 of 2030 General Conditions Higher Complexity Goods, article 6.6.7 Method of Payment.

Invoicing Address:
Invoices must be made out and sent to:
Fleet Management
RCMP-GRC- `K` Division
11140-109 Street
Edmonton, Alberta
T5G 2T4
Attention: TBD

A copy of the original invoice must be forwarded to:
Public Works and Government Services Canada
Acquisitions, Marine
401 - 1230 Government Street
Victoria, B.C., V8W 3X4 Attention: Andre Godin

6.7.1 Warranty Holdback

A warranty holdback of 3% will be applied to the claim(s) for payment. This holdback is payable by Canada upon the expiry of the warranty period(s) of twelve (12) months applicable to the Work. Goods and Services Tax or Harmonized sale Tax (GST/HST), as appropriate, is to be calculated and paid on the total amount of the claim before the 3 percent holdback is applied. At the time that the holdback is released, there will be no GST/HST payable, as it was included in the previous payments.

6.7.2 Outstanding Work Holdback

In addition to any amount held under the Warranty Holdback Clause, a holdback of twice the estimated value of outstanding work will be held until completion of the Work. Applicable Taxes will be calculated on this outstanding work holdback amount and paid at the time that the outstanding work holdback is released.

6.8 Certifications

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 term of the Contract. 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.

6.9 Welding Certification –

1. The Contractor must ensure that welding is performed by a welder certified by the Canadian Welding Bureau (CWB) in accordance with the requirements of the following Canadian Standards Association (CSA) standards:

   (a) CSA W47.2-M1987 (R2003), Certification for Companies for Fusion Welding of Aluminum division 2.1.

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

3. 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 he intends to use in the performance 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.

6.10 Project Schedule

1. The Contractor must provide a detailed project schedule in MS Project format or equivalent to the Contracting Authority and the Technical Authority **5 days after award of Contract**. This schedule must highlight the specific dates for the events listed below.

   (a) hull materials delivered to Contractor and sustained construction commenced;
   (b) hull and deck completed, but not closed in to allow for full inspection of the structure and welding. The Contractor must supply a hard copy of the material certificates and construction drawings to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
   (c) outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor must supply a hard copy of the list of equipment and electrical supplies to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
   (d) technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
   (e) Contractor's tests and trial and final sea trials required by the SOW;
   (f) boat and trailer delivered to Canada for approval;
   (g) the start and the end of the twelve (12) month warranty period.

   Note: Technical Manuals will not be returned once approved.

2. The schedule is to be regularly updated and available in the Contractor's office for review by Canada's authorities to determine the progress of the Work.

6.11 Progress Reports

1. The Contractor must submit monthly reports on the progress of the Work in an electronic format to the Technical Authority and to the Contracting Authority.

2. The progress report must contain two (2) Parts:
   (a) PART 1: The Contractor must answer the following three questions:
      (i) is the project on schedule?
      (ii) is the project within budget?
      (iii) is the project free of any areas of concern in which the assistance or guidance of Canada may be required?

   Each negative response must be supported with a clarification.

   (b) PART 2: A narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing as a minimum:
      (i) a description of the progress of each task and of the Work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished.
      (ii) reasons of any variation from the schedule.

6.12 SACC Manual Clauses

B9035C - Progress Meetings 2008-05-12

B5007C - Procedures for Design Change or Additional Work	2010-01-11
D3015C - Dangerous Goods/Hazardous Products	2007-11-30
D0018C - Delivery and Unloading	2007-11-30
C0711C - Time Verification	2008-05-12

6.13 Trade Qualifications

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

6.14 Quality Management Systems

1. The Contractor must have in place a Quality Assurance Program approved by the Inspection Authority during the performance of the Work which addresses the quality control elements below.

2. The quality control elements must include, as a minimum:
   Quality Assurance Manual or Quality Assurance Program Descriptions
   Inspection and Test Plan
   Final Inspection
   Quality Records

3. The Contractor's facilities may be audited by Canada, or its authorized representative, during the performance of the Work to ensure that the approved system is in place and in accordance with the foregoing requirement.

4. The Contractor will be required to submit completed quality assurance documentation with each claim for payment as applicable.

6.15 Post Contract Award/Pre-Production Meeting

Within three (3) working days of the receipt of the contract, the Contractor must contact the Contracting Authority to determine the details of a pre-production meeting. The meeting will be held at the Contractor's plant or via telephone or video conference. The Cost of holding such a pre-production meeting must be included in the price of the bid. Please note that the travel and living expenses for Government Personnel will be arranged and paid for by the Canada.

6.16 Manuals

1. The Contractor must obtain and deliver to the Technical Authority for approval, all Data Books, Operating Instruction Books, Maintenance Manuals and Spare Parts Lists (including part numbers and ordering instructions) for all machinery and equipment fitted on the Vessel as required. These must be received no later than fourteen (14) calendar days prior to the delivery of each boat and once approved by the TA, the Contractor must provide two (2) complete copies in accordance with and as specified in the **SOW, Article 27.0 - Documentation**.

2. Where manuals are examined by Canada, such examination does not relieve the Contractor of any responsibility under the Contract for ensuring the correctness of all details and adequacy of performance of the Vessel, nor does it obligate Canada to accept, in whole or in part, an item of Work completed in accordance with such manual, nor does it mean such an item of Work meets the requirements of the SOW.

6.17 Inspection, Test & Trials

1. During Construction of the vessel, the Contractor must arrange for regular inspections and upon completion of the construction of the vessel, the Contractor must arrange trials. All Inspections and test and trials performed must be in accordance with the SOW and the **Annex E** -

Inspection/Quality Assurance/Quality Control. The Inspection Authority must approve any additional testing not specified in the SOW.

2. The Contractor must update as required the Inspection and Test Plan (ITP) provided with its bid and submit to the Contracting Authority and the Inspection Authority seven (7) days after contract award for review and approval.

0. Once approved, any modification to the ITP must be pre-approved by the Inspection Authority. A revised ITP will be required should any modification be made.

6.18 Government Supplied Material (GSM)

As per the SOW, **Article 14.0**, the Contractor must install, as per the manufacturer's recommendations, the following GSM:

A) "KODIAK 350 HP" inboard engine with a KODIAK 3 stage jet drive.
B) MERCURY 9.9 manual outboard (kicker) with a 20 inch shaft and tiller.

Note: The engines will ordered and shipped immediately after contract award upon- As per Annex A – Statement or Work- Propulsion system- "The contractor is to specify the engine horse power of the main engine to meet the maximum speed requirement "

6.19 Insurance Requirements

The Contractor must comply with the insurance requirements specified in **Articles 6.19.1** and **6.19.2** below. The Contractor must maintain the required insurance coverage for the duration of the Contract. Compliance with the insurance requirements does not release the Contractor from or reduce its liability under the Contract.

The Contractor is responsible for deciding 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 is at the Contractor's expense, and for its own benefit and protection.

The Contractor must forward to the Contracting Authority within ten (10) days after the date of award of the Contract, a Certificate of Insurance evidencing the insurance coverage and confirming that the insurance policy complying with the requirements is in force. Coverage must be placed with an Insurer licensed to carry out business in Canada. The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

6.19.1 Commercial General Liability Insurance

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 $2,000,000 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) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Contractor and/or arising out of operations that have been completed by the Contractor.

(d) 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.

(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.

(f) 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.

(g) Employees and, if applicable, Volunteers must be included as Additional Insured.

(h) Employers' Liability (or confirmation that all employees are covered by Worker'scompensation (WSIB) or similar program).

(i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy.

(j) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of policy cancellation.

(k) 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.

(l) Owners' or Contractors' Protective Liability: Covers the damages that the Contractor becomes legally obligated to pay arising out of the operations of a subcontractor.

(m) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to: Director Business Law Directorate,
Quebec Regional Office (Ottawa),
Department of Justice,
284 Wellington Street, Room SAT-6042, Ottawa, Ontario, K1A 0H8

For other provinces and territories, send to: Senior General Counsel,
Civil Litigation Section, Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the

Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

6.19.2 Marine Liability Insurance

1. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the Marine Liability Act, S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.

2. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.

3. The Protection and Indemnity insurance policy must include the following:

   (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada 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 Royal Canadian Mounted Police and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.

   (c) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of cancellation.

   (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) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

      For the province of Quebec, send to: Director Business Law Directorate,
      Quebec Regional Office (Ottawa),
      Department of Justice,
      284 Wellington Street, Room SAT-6042, Ottawa, Ontario, K1A 0H8

      For other provinces and territories, send to:

      Senior General Counsel, Civil Litigation Section, Department of Justice

234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

4. A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

6.20 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in _____ (To be completed by the Contracting Authority at Contract Award)

6.21 Priority of Documents

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

1. The Articles of Agreement;
2. The Supplemental General Conditions 1028, **2010-08-16**, Ship Construction Firm Price;
3. The General Conditions 2030, **2015-07-03**, Goods (Higher Complexity);
4. Annex A - Statement of Work;
5. Annex C - Inspection/Quality Assurance/Quality Control;
6. The Contractor's bid dated _____ (*insert date of bid*) (*If the bid was clarified or amended, insert at the time of contract award*: “, as clarified on _____” ***or*** “, as amended on_____” *and insert date(s) of clarification(s) or amendment(s)*).

6.22 Acceptance

1. The Inspection Authority, in conjunction with the Contractor, will prepare a list of outstanding work items at the end of the vessel’s construction period. This list will form the annexes to the formal acceptance document for the vessel. A vessel acceptance meeting or telephone conference will be convened by the Inspection Authority on the work completion date of the vessel to review and sign off the form PWGSC-TPSGC 1105, Contractor’s Certification.

2. The Inspection Authority must complete the above form and obtain the signatures of the Contractor and the Contracting Authority. The form will then be distributed by the Inspection Authority as follows:
   a. one copy to the Contracting Authority;
   b. one copy to the Technical Authority;
   c. one copy to the Contractor.

ANNEX A - STATEMENT OF WORK

RCMP Inland Water Transport
Nineteen Foot Inboard Jet Boat
April 20, 2015
SOW C

Contents

1.0 SCOPE

The Royal Canadian Mounted Police (RCMP) has a requirement for one (1) 5.8 Meter (19 ft.) all welded aluminum jet boat complete with trailer. The vessel is intended to be built based on stock small working or commercial vessel hull forms with a minimum of customization herein.
The jet boat will be supporting various policing functions including patrol, transport of personnel, emergency response, and search and rescue. Areas of operation will include small lakes, adjoining river systems and shallow braided channels within the isolated and semi- isolated Detachments throughout Alberta, Saskatchewan and Manitoba. The jet boat will be shore based, launched and recovered by trailer often on all types of ramps.

2.0 GENERAL

2.1 The jet boat must be designed with an open cock pit design with stowage below the closed bow deck, commonly referred to as “Cuddy” style.

2.2 All components, equipment and material must be Contractor supplied unless stated as Government Supplied Material (GSM).

2.3 Unless specified as “No Exception” for the brand or model name referenced. Equivalent or superior equipment may be acceptable. Supporting documentation must be provided.

2.4 The jet boat must be designed and constructed for ease of maintenance, repair and must be readily supportable by local commercial facilities and suppliers.

2.5 All components, all mechanical, auxiliary, electronic and electrical equipment installed on the boat, must be supportable by parts and service within 30 days.

2.6 To facilitate replacement and inter-changeability of parts, as well as maintenance procedures and operator training wherever practicable the Contractor must standardize on selection of equipment, fittings and fabrication methods. All components and equipment must be current production models.

3.0 BIDDERS PROPOSAL

3.1 The Bidder must submit a proposal that clearly demonstrates the jet boat and equipment offered meets or exceeds the mandatory requirements specified herein.

3.2 The Bidder must submit the following list of drawings below. Each drawing must be clearly labeled to indicate the type of drawing offered. Maximum details must be provided to effectively demonstrate the bidder has met the requirements herein. All jet boat dimensions must be included on all drawings.

A) General Arrangement
B) Side Profile
C) Electrical wiring Diagram
D) Fuel Tank location, including filling and venting arrangements
E) Bilge Pump locations and arrangement
F) Lines plan

4.0 VESSEL PARTICULARS

4.1 Physical Characteristics:

A) Length: (hull only) 5.64 – 5.8 meters (maximum)
B) Beam: (hull bottom) 1.67 – 1.82 meters

4.2 Normal Load Conditions:

A) Crew of five persons: 500 kg.
B) Fuel tank(s) pressed full
C) Equipment and Supplies: 200 kg.

4.3 VESSEL TONNAGE REQUIREMENTS

4.3.1 The “Simplified Tonnage Measurement” form must be completed for each jet boat.

5.0 OPERATIONAL PERFORMANCE

5.1 Performance must be for conditions of no wind, in fresh water in Normal Load Condition and complement. The jet boat is to have a service life of a minimum of fifteen years operating between 100 and 300 hours per year.

A) Maximum: (desired speed): 32 – 35 knots.
B) Duration: maximum speed for two hours
C) Fuel Capacity: 120 nautical miles at cruising speed with 10% fuel reserve
D) Cruising power at (recommended RPM by engine manufacturer) for 4.0 hours
E) Slow speed operation (approx.1500 RPM) for 4.0 hours

5.2 Depth under keel - Operate fully in depths of 0.2 meter on plane
- Basic maneuvering in depths of 0.50

5.3 All structures and components (hull, console, seating etc.) must be of sufficient strength to withstand, the lateral and vertical impact- loading when in a Normal Load Condition and or a Maximum Load Condition that equates to the conditions of the operational profile.

5.4 The Maximum Load Condition must be calculated to determine the maximum number of persons and weight allowable for each of the design categories identified in the Transport Canada “Small Craft Stability” Standard ISO12217-1. Maximum Load Condition(s) must be clearly identified on “Builders” plate.

5.5 Environmental Conditions – Capable of operating both day and night in the following conditions:

a) Average ambient air temperature range: -10 degrees C to + 30 degrees C
b) Wave heights: 0 - 3.0 meters
c) Winds range: 0 - 30 knots
d) Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm.

5.6 Jet boat must remain stable while being operated at varying speeds thru out any of the above environmental conditions.

6.0 CONSTRUCTION STANDARDS

6.1 The jet boat must be constructed and comply with the following standards:

6.2 Transport Canada TP 1332 “Construction Standards for Small Jet boats” and American Bureau and Yacht Council (ABYC) where applicable. (Current issue)

6.3 Canadian Standards Association C22.2 NO.183.2-M1983 (R1999) “Standards for D.C. Electrical Installations”

6.4 All aluminum welding must be performed by a company that is certified in accordance with CSA Standard W47.2M 1987, Certification for Fusion Welding of Aluminum, Division 2.1.

6.5 Safety Equipment - TP 14070 “Small Vessel Safety Guide

6.6 Trailer – TP 13136

7.0 CONSTRUCTION PRACTICES

7.1 All materials and equipment must be stored, installed and tested in accordance with the Manufacturer’s guidelines, recommendations and requirements.

7.2 All rough edges and sharp angled corners must rounded smooth and ergonomically fitted.

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

7.4 All equipment must be accessible for use, inspection, cleaning and maintenance. Measures must be taken to avoid wear and damage incident to construction, and to prevent corrosion and deterioration. Equipment subject to freezing must be kept drained, except during sea trials. Equipment must be kept clean and protected from the environment.

8.0 ERGONOMIC DESIGN

8.1 The design of the jet boat must incorporate accessibility, visibility, readability, crew efficiency and comfort for a range of physiques from approx. “1.524 M to 1.92 M (5 ft. to 6 ft. 4 in.)” in height, wearing cold weather clothing and equipment.

8.2 Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practical, inside console(s). Stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands.

9.0 MATERIALS - GENERAL

9.1 All materials must be corrosion resistant and suitable for use as detailed in the Environmental Conditions. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation.

9.2 Any dissimilar metals must be insulated from each other.

9.3 Aluminum alloy types 5086, H116 must be used for plate; aluminum alloy 6061-T6 (anodized grade), suitable for type 5356 filler alloy, must be used for extruded shapes and welded tubing and pipe.

9.4 Stainless steel type 316L or 316 must be used for all stainless steel applications.

9.5 Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.

9.6 Aluminum or stainless steel washers or backing plates must be used as appropriate.

9.7 Where nuts can become inaccessible after assembly, nuts must be captured to allow reassembly and prevent backing off. Unless otherwise specified, self-locking nut must be installed to prevent loosening of fasteners due to shock and vibration.

10.0 HULL CONSTRUCTION

10.1 Hull design must be a V style mono hull with a reverse chine flat extending to stem.

10.2 Hull design must incorporate lifting strakes to allow for shallow water accessibility.

10.3 Hull area must contain flotation foam to allow for stability and positive buoyancy in a flooded condition. Foam must be low smoke and flame spread type.

10.4 Hull shape must not impede water flow to the propulsion unit and must direct spray and waves away from onboard personnel.

10.5 Every effort must be made to control the weight of the boat to facilitate handling in emergency beaching situations.

10.6 Hull must be transversely framed with longitudinal stringers extending full depth from hull bottom to the deck.

10.7 The welding must be continuous for hull, deck and transom including areas subject to corrosion, vibration and the areas subject to impact.

10.8 Hull bottom and chine plate must be constructed of 3/16” thick plate and minimum 1/8” thick side plate.

10.9 Hull bottom must be reinforced with a 3/8’’ thick delta pad keel.

10.10 NOT USED

10.11 Transom must have heavy duty framing to support propulsion.

10.12 A heavy duty tow eye must be incorporated into the construction of the stem for the bowline and or trailer hook to attach to the bow. It must be able to tow boat at planning speed in calm water in a Normal Load Condition, on an even keel without damage to the boat. Tow eye must not protrude from the line of the stem.

10.13 Hull bottom must be fitted with a minimum of two sacrificial low iron zinc anodes. They must be bolted with stainless steel bolts to welder brackets/doubler plates. Bolts must be locked in place.

11.0 DECK CONSTRUCTION AND OUTFITTING

11.1 The deck and the hull must be constructed of similar materials.

11.2 The deck must be self-draining by use of non-return freeing ports or elephant trunks installed at transom. They must be designed for quick and effective drainage of all deck area in particular when jet boat is at slow speed or stationary.

11.3 Weather tight hatches must be fitted on center line to gain access to compartments below. Material must be aluminum.

11.4 A self-draining and lockable anchor locker must be installed into bow. The size must allow for the stowage and easy removal of anchor other equipment. Cover must be weather proof, coated with non-skid and fitted with gasket. Material must be welded aluminum.

11.5 Bow area must have low profile pipe railing installed from windshield around bow on both sides to anchor locker. Railing must not interfere with vision from helm or navigator positions. Material must be 3/4” aluminum pipe welded to deck. Color must be flat black.

11.6 An anchor roller must be securely fitted on the bow. Six aluminum cleats must be welded to side decks with two (2) forward, two (2) mid ship and two (2) aft.

11.7 A minimum of five tie downs must be flush mounted to deck for securing equipment along the side decks and transom area. Tie downs must be a stainless steel pull up style. Location must be one (1) forward, two (2) mid ship and two (2) aft.

11.8 Side decks must be equipped with trays below for the safe stowage of small items. Trays will extend full length on both sides. Material must be welded aluminum.

11.9 Each transom corner must have a safety rail with a minimum of three posts mounted into sockets. Rail must extend three feet forward and three feet aft around transom. A cable gate must be provided and attached by pelican hooks to outer post on each side of transom. Rail material must be 3/4” aluminum pipe. Each post must be equipped with a locking pin for quick release.

11.10 Outside of transom must be equipped with securing eyes for trailer tie downs.

11.11 A medium capacity bollard must be securely installed into center of transom. Material must be welded aluminum.

12.0 PREPARATION AND PAINTING

12.1 Prior to painting all sharp edges must be ergonomically rounded, grinding marks, magic marker, pencil marks and welding smoke all must be removed. Every effort must be made to ensure hull exterior is smooth in touch and appearance.

12.2 Hull to waterline must be prepared, primed and painted in such a way to insure long lasting adhesion and no paint blisters. Marine quality paint must be used. A minimum of two top coats must be applied with a 4 to 5 millimeter thickness per coating. Color must be white.

12.3 Hull interior including consoles, stowage boxes, window frames interior / exterior, bow area, transom rails, and swim grid (excluding top) must be painted with the brand Zolatone coating. Color must be Granite Grey. No Exception.

12.4 Walk areas on side decks and bow area must have non-skid tape. Color must be black.

12.5 Cockpit deck, top of engine box must be covered in a durable non-skid coating. It must be suited for marine use. Color must be matte black. Non- skid tape is not acceptable.

13.0 COCKPIT ARRANGEMENT

13.1 Windows

A) All windows must be ¼ inch thick tempered safety glass. They must be fitted into welded aluminum frames. Windows must be water tight. Contractor to provide documentation to confirm glass installed meets the requirement.

B) All windshields must be designed with three individual windows. The center window in windshield must be open with the other two front and side windows fixed in position. Aluminum welded grab rails must be fitted along the top of windows.

C) The center window must be an opening to allow access to bow deck. Window must be side hinged, swing to port and be equipped with a mechanism(s) to keep window in open position and close securely.

D) A window wiper with pantograph arm must be installed on both the port and starboard fixed windows at helm. A wiper washer system must be included. A switch to activate wipers independently must be installed at helm.

E) A diesel air furnace with a three gallon fuel tank and exhaust muffler must be installed. Heat ducts must be located close to deck at each console and windshield area. Defroster must be capable of clearing entire windshield with both warm and cold air. Controls must be mounted at helm. Fuel tank and filler cap must be readily accessible. The brand ESPAR D4 Airtronic diesel heater, complete with installation kit and exhaust muffler. No Exception.

13.2 Console

A) A full length console to house both the helm and navigator positions must be constructed with the helm located on the starboard side and the navigator on the port side. Material must be welded aluminum.

B) A step from cockpit to center window must be fitted. Open stowage below consoles at bow must be arranged. A full length aluminum toe (step) rail must be installed to prevent items sliding into cock pit from cuddy.

C) Console layout must be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and the easy viewing of navigation and propulsion instruments.

D) Aluminum welded grab rails must be fitted on each console.

E) A twelve volt accessory power point must be installed on port and starboard dash.

F) A lockable glove box with two keys must be installed at navigator position on the port side.

13.3 Electronics

A) All electrical equipment and hardware must be installed in accordance with the manufacturer’s specifications. All fitted electrical equipment must be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.

B) Supply and install at Navigator (port) console - Marine VHF radio – ICOM - model IC M506 with four foot MORAD antennae.

C) Supply and install at helm - GPS/ Chart Plotter / Depth Sounder - Standard Horizon model - CPF390i including Black Box - model FF525 with C-Maps Max Lakes Canada (current).

13.4 Seating

A) Seats must be made of marine quality materials and resistant to tears, punctures and deterioration due to environmental exposure. The upholstery on each seat must be of a UV resistant material. Seats must be designed to support a person of a 120 kg.

B) Stowage boxes must be constructed of welded aluminum, hinged, fitted with gasket and equipped with a heavy- duty snap tight hasps and padlocks. Upholstered cushions a minimum of two inch foam inside must be fitted on top and attached with snaps. Size must allow for the stowage of life jackets and other smaller items. Location must be aft both port and starboard with walk around access on each side of box where practical.

C) The Helm and navigator seats must be securely mounted on pedestals with slider base. Each seat must be equipped with folding back rest, adjustable fore, aft, and height.
Color must be dark grey.

13.5 Bimini

A) The bimini must be designed to provide weather protection from windshield to transom with a minimum headroom of 6 ft. 4 inches thru out. It must be of commercial grade able to withstand the varying environmental conditions at maximum speeds while maintaining its shape and integrity. Weather protected zippers must be fitted to allow access from cockpit both port and starboard and aft at transom. Sight lines must be arranged for area aft, sides both port/starboard and forward by large clear plastic panels. Bimini material must be ‘sunbrella” or equal. Location of framing must not impede access to and from vessel and be easily removed. Material must be stainless steel. Bimini must be attached by heavy duty snaps. Color of bimini material must be blue.

B) Travel cover must be provided in same color and material.

14.0 JET PROPULSION SYSTEM

A) Both the jet propulsion system and the kicker addressed below will be GOVERNMENT SUPPLIED EQUIPMENT (GFE). Contractor must install.

B) “KODIAK 350 HP” inboard engine with a KODIAK 3 stage jet drive. An EZ clean grate clean out system and HD pump guard must be included.

C) MERCURY 9.9 manual outboard (kicker) with a 20 inch shaft and tiller. The kicker motor is GSM (Government Supplied Material).

D) Trim tabs must be fitted on transom port and starboard. They must be capable of adjustment by hand.

14.1 Installation

A) Engines and all their associated equipment, components and accessories must be approved and installed in accordance with the engine manufacturer’s recommendations.

B) Gauge package as a minimum must include tachometer, temperature, fuel, hour and volt.

C) Ignition must be equipped with a motor kill switch and lanyard attached.

D) An adjustable dimmer switch must be installed to service all dash lighting.

E) Compass light must have separate control.

F) Controls must conform for commercial use and located in such a way that the operation of one control, or steering wheel, does not inadvertently activate or deactivate any of the other controls. Control cables must be encased in protective tubing.

G) A stainless steel impellor must be supplied and installed.

H) A swim grid must be fitted above jet unit to act as a guard for unit and for mounting of 9.9 kicker motor. Grid must be easily removed for repair, inspection or removal of jet unit.
Material must be welded aluminum. Surface must be coated in a non-skid material.. Color must be matte black.

I) Outboard (kicker) motor must be mounted on a suitable size bracket designed to safely carry weight of motor. Bracket must be capable of locking motor in operating position and resting position (horizontal). A quick release mechanism must be included.

J) As a minimum the installation of the controls, lubrication, fuel systems, battery connections must be verified by the engine authorized representative.

K) Engines and components must not be used, nor trials performed on the engines that would in any way void the manufacturer's warranty.

L) All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term.

14.2 Engine Compartment

A) Engine compartment must be enclosed by a suitable size box constructed of welded aluminum. Area of compartment must have a raised sill to reduce water entry.

B) Box height must be deck with top to serve as a work area.

C) Box must be designed to open forward and hinged to allow for box to remain in an open position and close securely. Proper gasket seal must be fitted around the entire engine box.

D) Interior must be fitted with fire retardant sound dampening material fitted inside. The brand Technicon Acoustics model - VBFF- 321-31-AR-00 or equivalent.

E) Engine compartment and fuel tank space must have flow thru bow to stern passive and powered ventilation. A suitable heat sensor must be installed inside with alarm installed at helm.

14.3 Sound Reduction

A) Every effort must be made to achieve sound levels of 85 decibels (db) at helm while vessel is operating at cruise 4000 rpm.

~~B)~~ Not Used

B) Manufacturer approved or Custom mufflers must be installed. Back pressure must be measured and be in accordance with the Exhaust System Specification pertinent to the engine.

C) Motor mounts must be supplied and installed for vibration isolation.

15.0 FUEL SYSTEMS

15.1 Fuel systems must meet or exceed all requirements of TP 1332 “Construction Standards for Small Vessels” and the most current American Boat and Yacht Council Standards, (ABYC)

15.2 Tanks are to be hydrostatically tested, approved and bear manufacturers' name, capacity, and testing data.

15.3 Fuel system must be arranged in such a way to allow easy access for maintenance and repair. Fuel lines must be protected from chafe and wear. Fuel tank shut-off valve must be located outside of engine and must be clearly labelled in English.

15.4 A fuel / water separator filter must be mounted “in-line” to each engine with easy access to drain the sediment bowl, a RACOR 320 or equal.

15.5 All valves and fittings for the fuel system must be stainless steel.

15.6 Filler pipe openings are to be surface mounted on the side deck and clearly labelled for fuel type. They must be designed to not overflow.

15.7 Fuel tank vents must be equipped with a non-return check valve with flash screen.

16.0 PIPING / STEERING SYSTEMS

16.1 Where flexible connections are required for steering and fuel systems, suitable hose with either permanently crimped or reusable hose ends must be used. Fittings and clamps must be stainless steel.

16.2 The complete steering system for specified engine must be supplied and installed as per the engine manufacturer’s recommendations. Steering hoses must be routed below deck with no pinch or chafing points on the hoses.

16.3 Location of steering wheel on console must be reinforced to eliminate fore/ aft or lateral movement of wheel / steering shaft .Wheel material must be stainless steel, or high strength aluminum. Cover must be rubber or plastic.

17.0 ELECTRICAL SYSTEM - GENERAL

A) All electrical equipment and hardware must be installed in accordance with the manufacturer’s specifications. All fitted electrical equipment must be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.

B) The electrical system must be easily accessible incorporating a waterproof face panel with a minimum of eight circuits fitted. All wires are to be of the marine type, with tinned copper strands (CSI type) UL 1426 and are to be identified on the electrical drawing provided by the Contractor.

C) A 12 volt circuit breaker panel with breakers for each accessory with an additional five spare for additional equipment including Police radio to be installed after delivery. Sufficient electrical connections must be provided. All circuit breakers are to be clearly identified in English. The panel must have a digital amp meter to indicate voltage, draw, and charge remaining.

D) Twelve volt DC distribution system must be provided to power the engine starting and boat service loads. Starting battery must be used for engine service loads only.

E) The boat service loads includes:

Navigation, interior and exterior lighting

Electrical equipment
Instrumentation
Bilge pumps

17.1 Batteries

A) Batteries must be of marine quality 12 volt Deep-Cycle maintenance free equipped with rollover caps and have the capacity to service engines and ancillary jet boat loads. A Deep Cycle series 24, house service battery with an auto charging relay must be provided.

B) Batteries must be connected in accordance with the motor manufacturer's technical specifications.

C) Selector switch for batteries must be certified and mounted in a safe location to prevent snagging or accidental switching.

D) Battery compartment must be designed to provide easy access to batteries for repair and removal. Compartment must be weather tight and fitted with a suitable means of gas venting.

17.2 Cabling Installation

A) Cables for all power and lighting must be ample size for their particular service grouped into wiring harnesses where possible. They must be color coded and routed below deck, or under side decks hidden. Cabling must be through PVC conduit pipe or equal if below deck or in foamed spaces.

B) Cables and conductors are to be installed in PVC conduit pipes or wire races of a sufficient size to pass other wires without obstruction. The wires that are not run through wire ways are to be installed with clamps and straps spaced at least every 18 inches on horizontal runs and every 14 inches on vertical runs. Tie wraps are not acceptable. Cabling / conductors passing through structures without watertight glands and must be protected against chafing by the use of abrasive resistant grommets.

C) All conduits must be equipped with a guiding thread to allow for additional wiring at a later date.

18.0 LIGHTING ARCH

18.1 A lighting arch must be designed and constructed of welded aluminum pipe. It must be bolted securely to side deck at fixed side windows. Contractor must supply a drawing of proposed arch for review and approval by the Technical Authority. Design must be approved prior to construction.

A) Suitable size and type of conduit must be installed inside stanchions to accommodate wiring. Waterproof connectors must be fitted and labeled.

B) Arch must be equipped with the following items:

Two (2) rotary blue lights,
Two (2) fixed search spot lights facing forward,
One (1) fixed search spot light facing aft,
One (1) horn,
Radio antennae,
All around anchor light.

19.0 NAVIGATION

19.1 All navigation lights must display the arc and range of visibility as defined in the Canada Shipping Act, Collision Regulation (COLREGS).

19.2 Navigation lighting fixtures must be of such a design as to resist the effects of vibration and moisture and must be provided with adequate protection from damage which may occur when lying alongside a jet boat or a pier. The brand Hella model- NaviLED series lights or equal. All wiring including connectors must be waterproof.

19.3 Navigation lights must be permanently fitted to the side window corners.

19.4 Side lights must be permanently fitted to the arch. Switch installed at helm.

19.5 Non-white (red or green) lighting must be wired together on a separate breaker of the 12 volt DC electrical system.

19.6 An all-round mast light must be mounted on arch with switch installed at helm.

19.7 An electric horn must be mounted on arch. It must be operated by a spring-loaded switch located at helm. The “Signaltone” model RB-85 electric horn or equal.

19.8 Two rotary blue lights must be installed on arch. The brand Whelan model – L31.
No exception.

19.9 Three search lights must be permanently mounted on the lighting arch. Two facing forward and one facing aft. Each must have a 225,000 Candela with rotation and tilt capability operated by remote control. The brand - GOLIGHT® LED Remote Searchlight - model number 20204 or equal. The remote control must be installed on dash at helm.

19.10 A direct read compass with light must be mounted on dash center of steering wheel. The compass must be equipped with its own waterproof marine-grade dimmer switch and must be adjustable for deviation. The Ritchie Helmsman (current model) or equal.

20.0 PUMPING AND DRAINAGE

20.1 As a minimum two 12 V DC bilge pumps with 1500 gph capacity each must be installed in main below deck compartments and plumbed to discharge overboard from the compartment. A pump control switch with an indicator light to show when the bilge pump(s) are running must be installed on dash at helm. The Ultra® JR Float switches or equal.

20.2 An alarm float switch with audible and visual alarm to indicate high water must be installed at each bilge pump location. The switch must be located near bilge pump control panel at helm.

20.3 A fixed manual pump, diaphragm type must be installed aft with piping fitted to discharge directly overboard.

20.4 Hull drainage - a non-corrosive threaded plug must be provided in the lowest point to drain the hull aft compartment when out of the water.

21.0 SAFETY EQUIPMENT

21.1 Safety equipment must be supplied based on size of vessel as per Transport Canada TP 14070 “Small Jet boat Safety Guide”. Stowage /securing arrangements must be arranged for each item. All fittings must be heavy duty stainless steel. All items must be readily accessible.

22.0 SEA TRIALS - CONTRACTOR

22.1 Contractor must inspect construction quality, test all on board equipment, systems and hull performance to ensure all are fully functional.

22.2 The propulsion system must be operated as per the engine manufacture's recommendations to accumulate the hours sufficient for the initial engine service check. An authorized engine manufacturer representative must carry out the service check. Service report must be provided to both the Technical Authority and the Contracting Authority.

22.3 Contractor must submit a Test and Trials Plan a minimum of fourteen days prior to Canada sea trials. Plan will include a description of all the acceptance trials to be performed.

22.4 Prior to sea trials the complete jet boat must be weighed and the weight recorded on the Test and Trials form.

22.5 Stability examination as per TP 1332 requires the Contractor to record all stability/structural calculations. Copy must be provided in Operator Technical Manual.

23.0 SEA TRIALS - CANADA

23.1 Contractor must notify PWGSC and RCMP (Canada) no less than 14 days prior to sea trials. Canada reserves the right to witness or decline attendance of sea trials. Absence does not relieve the Contractor of its responsibility to conduct and record sea trials. Upon completion the sea trial report must be forwarded to Canada for review prior to delivery of jet boat.

23.2 Contractor must be responsible for supply of fuel, crew, instrumentation and equipment required to conduct sea trials.

23.3 As a minimum, the following trials must be conducted:

A) Speed Trials -The speed trials must be done over a course at least one nautical mile in length. Two runs must be made over the course, one in each direction with the speeds for the two runs averaged.

B) Endurance Trial - Vessel must operate in the Normal Loaded Condition, at maximum speed for no more than the maximum time allowed as per manufacturer's recommendations. During the endurance trials, it must be demonstrated that all parts of the propulsion system are in full operation. All systems must be operated to check for proper installation.

C) Astern Propulsion -The jet boat must be operated and maneuvered using astern propulsion to establish performance.

D) Steering Gear -The complete steering system must be operated at increasing boat speeds with the jet boat being maneuvered through a series of turns to port and starboard.

23.4 At the conclusion of sea trials the boat must be thoroughly cleaned and inspected. Outboard engine cooling systems must be flushed through with fresh water.

23.5 The Contractor must repair any damage to the jet boat or ancillary equipment resulting from sea trials, to the satisfaction of Canada.

24.0 FINAL INSPECTION

24.1 Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. The boat must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate

equipment operation maintenance accessibility, removal and Installation. The Contractor must document the results of the final inspection and submit these results to Canada. Serial numbers and other identifying information must be recorded for each boat and engine.

25.0 PACKAGING and SHIPPING

25.1 Prior to shipping, the boat must be cleaned throughout, preserved and covered as follows:

A) Jet boat interior must be cleaned thoroughly including inside all hatches, all stowage boxes, consoles, cuddy.

B) Bilges must be dry and free of oil and debris, and the fuel tanks must be drained if required.

C) The propulsion system must be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that will be subjected to freezing temperatures.

D) The batteries must be disconnected for shipping or storage.

E) A durable warning tag must be wire tied to the steering wheel indicating that the boat has been preserved for shipping and storage and should not be started until the propulsion machinery has been reactivated.

F) During shipping and storage the jet boat must be properly padded and secured to prevent movement or damage.

26.0 ACCEPTANCE

26.1 Upon delivery, RCMP will inspect jet boat and trailer to confirm there has been no damage resulting from shipping. Contractor must repair any damage to the satisfaction of the RCMP.

27.0 OPERATOR TECHNICAL MANUAL

The Contractor upon delivery of jet boat must provide one hard copy and one CD of the manual that provides a physical and functional description of the craft, its machinery and equipment. Each manual must have the sections and subsections clearly identified in the same sequence as addressed below. Manual must include but not be limited to sections such as the following:

27.1 General Information,
27.2 Technical Information
27.3 Initial Spare Parts List
27.4 Preventive Maintenance List.

27.1 General Information Section

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

A.1 Operating procedures;
A.2 Basic operating characteristics (as a minimum) temperatures, pressures, flow rates, etc.
A.3 Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step.
A.4 Documents – As fitted drawings, Sea Trial Reports, Stability/Structural Calculations, and Maximum Load Conditions.

27.2 Technical Information Section

The technical section must include a complete set of detailed owner/operator instructions, drawings, parts lists and supplemental data for all components of the boat (whether acquired from external sources or custom-manufactured), including:

- Hull;
- Jet Propulsion system / Outboard motor (where applicable)
- Systems, with schematics or one-line diagrams, (steering, fuel, electrical, etc.);
- Electronics,
- Fittings, accessories and ancillary equipment.

27.3 Initial Spare Parts List

The initial spare parts list must include a list of recommended initial on board spare parts to be stocked for the craft. At a minimum this list shall include the following items where applicable:

- Propulsion: Propeller, filters, water pump impeller, starting battery, throttle and shift cables, any special engine tools
- Electrical: fuses, light bulbs
- Boat Structures and Fittings: Miscellaneous commonly used fasteners.

27.4 Preventative Maintenance List

28.0 TRAILER

28.1 The trailer must be hot –dipped galvanized all welded construction designed to support the weight of the loaded vessel from stem to transom plus 20% percent reserve. The loaded weight includes full fuel, accessories plus an additional carrying capacity of 200 lbs.

28.2 The trailer must be capable of withstanding frequent use and long journeys often off road, over rough terrain in remote areas.

28.3 Trailer must be fitted with double bunks that are coated to allow the vessel to easily slide from trailer. Bunks must be properly adjusted to support boat. The axles and yoke must be adjusted to provide the correct tongue weight.

28.4 Dual axle with 15”/ 6 bolt wheels with disc brakes, axle bearing protection, and grease nipple. The tires must be sized for the rated capacity of the trailer, with an equivalent sixed spare on a mounting bracket with lug wrench.

28.5 Brake, turn signal lighting (LED) with 7 prong wiring connector with 7 prong wiring adapter.

28.6 Electric / hydraulic jurisdiction compliant brake system complete with flush-out kit

28.7 Manual two speed bow winch with winch webbing strap, bow chock and high lift swivel tongue jack with wheel (5000 Lb. capacity)

28.8 Two trailer guides must be fitted to back of trailer. Height must be a minimum of four (4) feet made of white PVC.

28.9 The trailer must be roadworthy and certified street legal for the roads in Alberta, Saskatchewan and Manitoba.

28.10 Hitch to fit 2 5/16’’ ball. Heavy duty “stand on” galvanized steel fenders

28.11 Rear of trailer must have two anchor points to secure jet boat aft. Two ratchet tie down straps with hooks.

28.12 Two galvanized safety chains complete with shackles of suitable size and rating to secure jet boat to trailer forward

ANNEX B - BIDDERS' QUESTIONS AND CANADA'S RESPONSES

Solicitation # M5000-152806

REQUIREMENT: Fabrication and delivery of 5.3 M to 5.8M Aluminium jet boat with trailer for the Royal Canadian Mounted Police (RCMP)

To be completed as required during the bid solicitation period.

Item	Spec-RFP description	Questions	Answers

ANNEX C - INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL

1. Conduct of Inspection

(a) Inspections will be conducted in accordance with the ITP provided and accepted by the Inspection Authority and as detailed in this Annex.

(b) The Contractor must provide its own staff or subcontractors 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.

(c) As applicable, the Contractor must ensure that the required conditions stated in the specification prevail at the commencement of, and for the duration of, each inspection/test/trial.

(d) 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.

(e) 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.

2. Inspection Records and Reports

(a) 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.

(b) The Contractor's Quality Control (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.

(c) 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.

(d) Corrective action to remove cause of unsatisfactory inspections must be submitted to the Contracting Authority and 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 Contracting Authority and to the Inspection Authority.

(e) 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.

(f) The Contractor must reschedule unsatisfactory inspections after any required repairs have been completed.

(g) 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 Contracting Authority and to the Inspection Authority upon request.

3. Inspection and Trials Process

3.1 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 SOW. 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 Government of Canada Authorities.

3.2 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 specification. 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 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 are 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.

3.3 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.

3.4 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 and the Specifications and any additional tests and trials performed by the Contractor 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 co-ordinate each test, trial and demonstration with all interested parties, including the Inspection, Contracting and Technical Authorities; regulatory authorities; Classification Society; Sub-contractors; etc. The Contractor must provide the Inspection Authority and other Government of Canada Authorities with a minimum of ten (10) working days notice of each scheduled test, trial, or demonstration.

(f) The Contractor must keep written records of all tests, trials, and demonstrations conducted required by the QA System.

(g) The Contractor must in all respects be responsible for the conduct of all tests and trials in accordance with the requirements of the Contract.

(h) The Contracting Authority and the Inspection/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 D - DETAILED FINANCIAL PRESENTATION SHEET

D-1 Proposed Work Location:
Contractor's Facility _____

D-2 Evaluation of Price
The price of the bid will be evaluated in Canadian dollars, customs duties are included and applicable taxes are extra, CIP (Incoterms 2000) to destination*: Winnipeg Manitoba*

a.	**Known Work (one boat and one trailer)** For work as stated in Part Article 1.2 and as detailed in Annex A for a FIRM PRICE of:	$_____
b.	**Unscheduled Work** *Labour Cost*: Estimated labour hours at a firm *Charge-out Labor Rate*, including overhead and profit: 50 person hours X $_____ per hour for a PRICE of: **See articles D-3 and D3.1 below.**	$_____
c.	**EVALUATION PRICE** [a + b] For an EVALUATION PRICE of: customs duties are included and applicable taxes are extra	$_____

D-3 Unscheduled Work
Unscheduled work arising, as authorized by the Minister, will be 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 will be added a 10% mark-up, plus Goods and Services Tax or Harmonized Sales Tax as applicable, 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 duration of the Contract and any subsequent amendments."

D-3.1 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 D-3.2 will not be negotiated, but must be included within the *Charge-out Labour Rate*. 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.

D-3.2 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 must be included as *Overhead* for the purposes of determining the *Charge-out Labour Rate* entered in line D-2b and Article D-3 above.

D-3.3 A 10% mark-up rate will be allowed for materials and this rate 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. A separate labour component for the purchase and handling of materials or subcontract administration is not allowable.

D-4 Boat Delivery Proposal

While the delivery of the boats and all deliverable to destination required by the Contract is desired for **October 30, 2015.**
The best delivery that could be offered is _____ weeks after Receipt of Order (ARO).

ANNEX E - SUBCONTRACTOR LIST

Specification Item	Description of Goods/Services (Including Make, Model Number as	Name of Supplier	Address of Supplier

ANNEX F - INFORMATION REQUIRED FOR THE VERIFICATION OF INTEGRITY PROVISIONS

Please provide a list of names of the following entities, according to the ownership nature of the company

1. For a Corporation - each current member of the Bidder's Board of Directors;

_____
_____
_____

2. For a Partnership, General Partnership or Limited Partnership - the names of all current partners;

_____
_____
_____

3. For a Sole Proprietorship or an individual doing business under a firm name - the name of the sole proprietor or individual;

_____
_____
_____

4. For a Joint Venture - the names of all current members of the Joint venture;

_____
_____
_____

5. For an individual - the full name of the person

_____
_____
_____

ANNEX G – BIDDERS' BID PACKAGE CHECK LIST

Fabrication and Delivery of 5.3 M to 5.8 M Aluminium Jet boats with Trailers for the Royal Canadian Mounted Police (RCMP)

Instruction to Bidders: Table G-1 is a check list for self-verification purposes.

Table G-1 Bidder's Bid Package Check List

G1.1

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

No	Part	Article	Description	Condition	Document provided
Section I- Technical Bid					
1		Front page	Request for Proposal document part 1 page 1 completed and signed;	Mandatory with the bid	☐
2	3	3.2.1	Annex G-Bidder package Check list	Mandatory with the bid	☐
3	3	3.2.3	Drawing and other documentations	Mandatory with the bid	☐
4	3	3.2.5	Vessel construction experience	Mandatory with the bid	☐
5	Annex H	All	Technical Bid- Annex H Bidder's RFP reply and evaluation plan.	Mandatory with the bid	☐
Section II- Financial Bid					
5	Annex D	All	Annex D- Detailed Financial Bid Presentation Sheet	Mandatory with the bid	☐

G1.2 Supporting Deliverable Requirements

If the following information which supports the bid is not submitted with the Bid; it will be requested by the Contracting Authority, and it must be provided within 48 hours (3 business days) of the written request:

No	Part	Article	Description	Condition	Document provided
Section I- Technical Bid					
1	3	3.2.2	Inspection and Test Plan	48 hrs of written request	☐
2	3	3.2.4	Subcontractor list	48 hrs of written request	☐
3	3	3.2.6	Marine Drafting and Engineering capability	48 hrs of written request	☐

4	3	3.2.7	Contractor Quality Management system	48 hrs of written request	☐
5	3	3.2.8	Insurance requirement	48 hrs of written request	☐
6	6	6.5.4	Contractor representative		
Section III- Certification					
6	6	6.9	Welding certification	48 hrs of written request	☐
7	5	5.2.1	Annex F Information required for the Verification of Integrity Provisions	48 hrs of written request	☐
8	6	6.20	Applicable laws	48 hrs of written request	☐

G1.3 Contract Deliverable Requirements

The following information may be requested by the Contracting Authority, and it must be provided within the conditions stated in the table below of the written request:

No	Part	Article	Description	Condition	Document provided
Other documentation after contract award (Reminder)					
1	6	6.10	Project Schedule	5 days after contract award	
2	6	6.14	Inspection and Test Plan	5 days after contract award	
3	6	6.19	Insurance certificate	10 days after contract award	

ANNEX H - BIDDERS' FP REPLY AND EVALUATION PLAN

H-1.0 Bidder's RFP Reply

The bidder is to reply to the RFP by using the **Table H-1 of this ANNEX- Column B - ONLY**

This is a model for the bidder to use. Table's contents are fictional and represent a sample only.

STATEMENT OF WORK	BIDDER " NAME" RESPONSE
2.0 General	2.0 General
2.1 The seventeen foot vessel must be a cock pit design with stowage below the closed bow deck commonly referred as a "Cuddy" style	The proposed seventeen foot vessel features an open cockpit design with stowage below the closed bow deck, commonly referred in the industry as to a '"Cuddy" style vessel.
2.2 Not applicable	2.2 Not applicable
2.3 Not applicable	2.3 Not applicable
2.4 All components, equipment and material must be contractor supplied unless addressed as Government Supplied Material (GSM)	Unless stated otherwise, a;; components, equipment and material will be supplied by the **"Bidder names**"
4.0 Vessel particulars Seventeen foot	4.0 Vessel particulars Seventeen foot
4.1.1 Physical length a) Length- 6.0 to 6.2 M b) Breadth overall Min 2.4 M c) Dead rise Min 16 degrees d) Draft (Outboard down) max 0.9. M e) Draft (Outboard Up) Max 0.5 M f) Freeboard between 0.9. to 1.00 M	4.1.1 Physical length a) Length- 6.19 M b) Breadth overall Min 2.42 M c) Dead rise Min 18 degrees d) Draft (Outboard down) max 0.80. M e) Draft (Outboard Up) Max 0.42 M f) Freeboard between 0.95

H-1.1 Mandatory Requirements evaluation

The bidder must use the Statement of requirement Annex "A" numbering sequence for the tables below.

The Bidder shall provide, as part of its Technical Proposal, all documents essential to demonstrate compliance with each technical mandatory requirement, including, without limitation, photographs, maps, drawings, calculations, Original Equipment Manufacturer (OEM) specifications, documents, purchase orders (less cost data), job or Quality Control or Quality Assurance record sheets, personnel resumes, current trade certificates and, other such evidence.

The Bidder itself must meet the requirements of each evaluation item listed below, except as otherwise expressly provided in the evaluation item. If an evaluation item expressly provides that it or any element of it may be met by a subcontractor to the Bidder, then the Bidder shall provide documented evidence of such compliance by its subcontractor. In that event, the Bidder shall also provide evidence that it has a binding commitment with that subcontractor under which the subcontractor will perform services under subcontract with the Bidder under any contract issued pursuant to this RFP, and that such services are of the same type as are specified in the relevant evaluation item.

Lines annotated with the following symbol "◄ "requires drawing to demonstrate compliance with the requirement

(Table H-1- Column C- filled by the technical evaluators)

Table H-1 Mandatory Requirement

Column A	Column B	Column C	
Description	**Bidder Proposal**	**Mandatory Requirement**	
1.0 SCOPE			
		Bid Ref Page	**Pass/Fail**
The Royal Canadian Mounted Police (RCMP) has a requirement for one (1) 5.8 Meter (19 ft.) all welded aluminum jet boat complete with trailer. The vessel is intended to be built based on stock small working or commercial vessel hull forms with a minimum of customization herein. The jet boat will be supporting various policing functions including patrol, transport of personnel, emergency response, and search and rescue. Areas of operation will include small lakes, adjoining river systems and shallow braided channels within the isolated and semi- isolated Detachments throughout Alberta, Saskatchewan and Manitoba. The jet boat will be shore based, launched and recovered by trailer often on all types of ramps.			
2.0 GENERAL			
2.1 The jet boat must be designed with an open cock pit design with stowage below the closed bow deck, commonly referred to as “Cuddy” style.			
2.2 All components, equipment and material must be Contractor supplied unless stated as Government Supplied Material (GSM).			
2.3 Unless specified as “No Exception” for the brand or model name referenced. Equivalent or superior equipment may be acceptable. Supporting documentation must be provided.			
2.4 The jet boat must be designed and constructed for ease of maintenance, repair and must be readily supportable by local commercial facilities and suppliers.			
2.5 All components, all mechanical, auxiliary, electronic and electrical equipment installed on the boat, must be supportable by parts and service within 30 days.			
2.6 To facilitate replacement and inter-changeability of parts, as well as maintenance procedures and operator training wherever practicable the Contractor must standardize on selection of equipment, fittings and fabrication methods. All components and equipment must be current production models.			
3.0 BIDDERS PROPOSAL			
3.1 The Bidder must submit a proposal that clearly demonstrates the jet boat and equipment offered meets or exceeds the mandatory requirements specified herein.			

3.2 The Bidder must submit the following list of drawings below. Each drawing must be clearly labeled to indicate the type of drawing offered. Maximum details must be provided to effectively demonstrate the bidder has met the requirements herein. All jet boat dimensions must be included on all drawings.			
A) General Arrangement			
B) Side Profile			
C) Electrical wiring Diagram			
D) Fuel Tank location, including filling and venting arrangements			
E) Bilge Pump locations and arrangement			
F) Lines plan			
4.0 VESSEL PARTICULARS			
4.1 Physical Characteristics:			
A) Length: (hull only) 5.64 – 5.8 meters (maximum)			
B) Beam: (hull bottom) 1.67 – 1.82 meters			
4.2 Normal Load Conditions:			
A) Crew of five persons: 500 kg.			
B) Fuel tank(s) pressed full			
C) Equipment and Supplies: 200 kg.			
4.3 VESSEL TONNAGE REQUIREMENTS			
4.3.1 The “Simplified Tonnage Measurement” form must be completed for each jet boat.			
5.0 OPERATIONAL PERFORMANCE			
5.1 Performance must be for conditions of no wind, in fresh water in Normal Load Condition and complement. The jet boat is to have a service life of a minimum of fifteen years operating between 100 and 300 hours per year.			
A) Maximum: (desired speed): 32 – 35 knots.			
B) Duration: maximum speed for two hours			
C) Fuel Capacity: 120 nautical miles at cruising speed with 10% fuel reserve			
D) Cruising power at (recommended RPM by engine manufacturer) for 4.0 hours			
E) Slow speed operation (approx.1500 RPM) for 4.0 hours			
5.2 Depth under keel - Operate fully in depths of 0.2 meter on plane - Basic maneuvering in depths of 0.50			
5.3 All structures and components (hull, console, seating etc.) must be of sufficient strength to withstand, the lateral and vertical impact- loading when in a Normal Load Condition and or a Maximum Load Condition that equates to the conditions of the operational profile.			
5.4 The Maximum Load Condition must be calculated to determine the maximum number of persons and weight allowable for each of the design categories identified in the			

Transport Canada "Small Craft Stability" Standard ISO12217-1. Maximum Load Condition(s) must be clearly identified on "Builders" plate.			
5.5 Environmental Conditions – Capable of operating both day and night in the following conditions:			
a) Average ambient air temperature range: -10 degrees C to + 30 degrees C			
b) Wave heights: 0 - 3.0 meters			
c) Winds range: 0 - 30 knots			
d) Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm.			
5.6 Jet boat must remain stable while being operated at varying speeds thru out any of the above environmental conditions.			
6.0 CONSTRUCTION STANDARDS			
6.1 The jet boat must be constructed and comply with the following standards:			
6.2 Transport Canada TP 1332 "Construction Standards for Small Jet boats" and American Bureau and Yacht Council (ABYC) where applicable. (Current issue)			
6.3 Canadian Standards Association C22.2 NO.183.2-M1983 (R1999) "Standards for D.C. Electrical Installations"			
6.4 All aluminum welding must be performed by a company that is certified in accordance with CSA Standard W47.2M 1987, Certification for Fusion Welding of Aluminum, Division 2.1.			
6.5 Safety Equipment - TP 14070 "Small Vessel Safety Guide			
6.6 Trailer – TP 13136			
7.0 CONSTRUCTION PRACTICES			
7.1 All materials and equipment must be stored, installed and tested in accordance with the Manufacturer's guidelines, recommendations and requirements.			
7.2 All rough edges and sharp angled corners must rounded smooth and ergonomically fitted.			
7.3 The boat and all components must be free of local vibration that could endanger crew, damage boat structure or interfere with the operation or maintenance of machinery & systems.			
7.4 All equipment must be accessible for use, inspection, cleaning and maintenance. Measures must be taken to avoid wear and damage incident to construction, and to prevent corrosion and deterioration. Equipment subject to freezing must be kept drained, except during sea trials. Equipment must be kept clean and protected from the environment.			
8.0 ERGONOMIC DESIGN			
8.1 The design of the jet boat must incorporate			

accessibility, visibility, readability, crew efficiency and comfort for a range of physiques from approx. “1.524 M to 1.92 M (5 ft. to 6 ft. 4 in.)” in height, wearing cold weather clothing and equipment.			
8.2 Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practical, inside console(s). Stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands.			
9.0 MATERIALS - GENERAL			
9.1 All materials must be corrosion resistant and suitable for use as detailed in the Environmental Conditions. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation.			
9.2 Any dissimilar metals must be insulated from each other.			
9.3 Aluminum alloy types 5086, H116 must be used for plate; aluminum alloy 6061-T6 (anodized grade), suitable for type 5356 filler alloy, must be used for extruded shapes and welded tubing and pipe.			
9.4 Stainless steel type 316L or 316 must be used for all stainless steel applications.			
9.5 Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.			
9.6 Aluminum or stainless steel washers or backing plates must be used as appropriate.			
9.7 Where nuts can become inaccessible after assembly, nuts must be captured to allow reassembly and prevent backing off. Unless otherwise specified, self-locking nut must be installed to prevent loosening of fasteners due to shock and vibration.			
10.0 HULL CONSTRUCTION			
10.1 Hull design must be a V style mono hull with a reverse chine flat extending to stem.			
10.2 Hull design must incorporate lifting strakes to allow for shallow water accessibility.			
10.3 Hull area must contain flotation foam to allow for stability and positive buoyancy in a flooded condition. Foam must be low smoke and flame spread type.			
10.4 Hull shape must not impede water flow to the propulsion unit and must direct spray and waves away from onboard personnel.			
10.5 Every effort must be made to control the weight of the boat to facilitate handling in emergency beaching situations.			
10.6 Hull must be transversely framed with longitudinal stringers extending full depth from hull bottom to the deck.			
10.7 The welding must be continuous for hull, deck and transom including areas subject to corrosion, vibration and the areas subject to impact.			

10.8 Hull bottom and chine plate must be constructed of 3/16” thick plate and minimum 1/8” thick side plate.			
10.9 Hull bottom must be reinforced with a 3/8’’ thick delta pad keel.			
10.10 NOT USED			
10.11 Transom must have heavy duty framing to support propulsion.			
10.12 A heavy duty tow eye must be incorporated into the construction of the stem for the bowline and or trailer hook to attach to the bow. It must be able to tow boat at planning speed in calm water in a Normal Load Condition, on an even keel without damage to the boat. Tow eye must not protrude from the line of the stem.			
10.13 Hull bottom must be fitted with a minimum of two sacrificial low iron zinc anodes. They must be bolted with stainless steel bolts to welder brackets/doubler plates. Bolts must be locked in place.			
11.0 DECK CONSTRUCTION AND OUTFITTING			
11.1 The deck and the hull must be constructed of similar materials.			
11.2 The deck must be self-draining by use of non-return freeing ports or elephant trunks installed at transom. They must be designed for quick and effective drainage of all deck area in particular when jet boat is at slow speed or stationary.			
11.3 Weather tight hatches must be fitted on center line to gain access to compartments below. Material must be aluminum.			
11.4 A self-draining and lockable anchor locker must be installed into bow. The size must allow for the stowage and easy removal of anchor other equipment. Cover must be weather proof, coated with non-skid and fitted with gasket. Material must be welded aluminum.			
11.5 Bow area must have low profile pipe railing installed from windshield around bow on both sides to anchor locker. Railing must not interfere with vision from helm or navigator positions. Material must be 3/4” aluminum pipe welded to deck. Color must be flat black.			
11.6 An anchor roller must be securely fitted on the bow. Six aluminum cleats must be welded to side decks with two (2) forward, two (2) mid ship and two (2) aft.			
11.7 A minimum of five tie downs must be flush mounted to deck for securing equipment along the side decks and transom area. Tie downs must be a stainless steel pull up style. Location must be one (1) forward, two (2) mid ship and two (2) aft.			
11.8 Side decks must be equipped with trays below for the safe stowage of small items. Trays will extend full length on both sides. Material must be welded aluminum.			
11.9 Each transom corner must have a safety rail with a minimum of three posts mounted into sockets. Rail must extend three feet forward and three feet aft around transom. A cable gate must be provided and attached by			

pelican hooks to outer post on each side of transom. Rail material must be 3/4” aluminum pipe. Each post must be equipped with a locking pin for quick release.			
11.10 Outside of transom must be equipped with securing eyes for trailer tie downs.			
11.11 A medium capacity bollard must be securely installed into center of transom. Material must be welded aluminum.			
12.0 PREPARATION AND PAINTING			
12.1 Prior to painting all sharp edges must be ergonomically rounded, grinding marks, magic marker, pencil marks and welding smoke all must be removed. Every effort must be made to ensure hull exterior is smooth in touch and appearance.			
12.2 Hull to waterline must be prepared, primed and painted in such a way to insure long lasting adhesion and no paint blisters. Marine quality paint must be used. A minimum of two top coats must be applied with a 4 to 5 millimeter thickness per coating. Color must be white.			
12.3 Hull interior including consoles, stowage boxes, window frames interior / exterior, bow area, ~~guard rails~~, transom rails, and swim grid (excluding top) must be painted with the brand Zolatone coating. Color must be Granite Grey. No Exception.			
12.4 Walk areas on side decks and bow area must have non-skid tape. Color must be black.			
12.5 Cockpit deck, top of engine box must be covered in a durable non-skid coating. It must be suited for marine use. Color must be matte black. Non- skid tape is not acceptable.			
13.0 COCKPIT ARRANGEMENT			
13.1 Windows			
A) All windows must be ¼ inch thick tempered safety glass. They must be fitted into welded aluminum frames. Windows must be water tight. Contractor to provide documentation to confirm glass installed meets the requirement.			
B) All windshields must be designed with three individual windows. The center window in windshield must be open with the other two front and side windows fixed in position. Aluminum welded grab rails must be fitted along the top of windows.			
C) The center window must be an opening to allow access to bow deck. Window must be side hinged, swing to port and be equipped with a mechanism(s) to keep window in open position and close securely.			
D) A window wiper with pantograph arm must be installed on both the port and starboard fixed windows at helm. A wiper washer system must be included. A switch to activate wipers independently must be installed at helm.			
E) A diesel air furnace with a three gallon fuel tank and			

exhaust muffler must be installed. Heat ducts must be located close to deck at each console and windshield area. Defroster must be capable of clearing entire windshield with both warm and cold air. Controls must be mounted at helm. Fuel tank and filler cap must be readily accessible. The brand ESPAR D4 Airtronic diesel heater, complete with installation kit and exhaust muffler. No Exception.			
13.2 Console			
A) A full length console to house both the helm and navigator positions must be constructed with the helm located on the starboard side and the navigator on the port side. Material must be welded aluminum.			
B) A step from cockpit to center window must be fitted. Open stowage below consoles at bow must be arranged. A full length aluminum toe (step) rail must be installed to prevent items sliding into cock pit from cuddy.			
C) Console layout must be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and the easy viewing of navigation and propulsion instruments.			
D) Aluminum welded grab rails must be fitted on each console.			
E) A twelve volt accessory power point must be installed on port and starboard dash.			
F) A lockable glove box with two keys must be installed at navigator position on the port side.			
13.3 Electronics			
A) All electrical equipment and hardware must be installed in accordance with the manufacturer's specifications. All fitted electrical equipment must be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.			
B) Supply and install at Navigator (port) console - Marine VHF radio – ICOM - model IC M506 with four foot MORAD antennae.			
C) Supply and install at helm - GPS/ Chart Plotter / Depth Sounder - Standard Horizon model - CPF390i including Black Box - model FF525 with C-Maps Max Lakes Canada (current).			
13.4 Seating			
A) Seats must be made of marine quality materials and resistant to tears, punctures and deterioration due to environmental exposure. The upholstery on each seat must be of a UV resistant material. Seats must be designed to support a person of a 120 kg.			
B) Stowage boxes must be constructed of welded aluminum, hinged, fitted with gasket and equipped with a heavy- duty snap tight hasps and padlocks. Upholstered cushions a minimum of two inch foam inside must be fitted on top and attached with snaps. Size must allow for the stowage of life jackets and other smaller items. Location must be aft both port and starboard with walk around access on each side of box where practical.			

C) The Helm and navigator seats must be securely mounted on pedestals with slider base. Each seat must be equipped with folding back rest, adjustable fore, aft, and height.			
Color must be dark grey.			
13.5 Bimini			
A) The bimini must be designed to provide weather protection from windshield to transom with a minimum headroom of 6 ft. 4 inches thru out. It must be of commercial grade able to withstand the varying environmental conditions at maximum speeds while maintaining its shape and integrity. Weather protected zippers must be fitted to allow access from cockpit both port and starboard and aft at transom. Sight lines must be arranged for area aft, sides both port/starboard and forward by large clear plastic panels. Bimini material must be 'sunbrella" or equal. Location of framing must not impede access to and from vessel and be easily removed. Material must be stainless steel. Bimini must be attached by heavy duty snaps. Color of bimini material must be blue.			
B) Travel cover must be provided in same color and material.			
14.0 JET PROPULSION SYSTEM			
A) Both the jet propulsion system and the kicker addressed below will be GOVERNMENT SUPPLIED EQUIPMENT (GFE). Contractor must install.			
B) "KODIAK 350 HP" inboard engine with a KODIAK 3 stage jet drive. An EZ clean grate clean out system and HD pump guard must be included.			
C) MERCURY 9.9 manual outboard (kicker) with a 20 inch shaft and tiller. The kicker motor is GSM (Government Supplied Material).			
D) Trim tabs must be fitted on transom port and starboard. They must be capable of adjustment by hand.			
14.1 Installation			
A) Engines and all their associated equipment, components and accessories must be approved and installed in accordance with the engine manufacturer's recommendations.			
B) Gauge package as a minimum must include tachometer, temperature, fuel, hour and volt.			
C) Ignition must be equipped with a motor kill switch and lanyard attached.			
D) An adjustable dimmer switch must be installed to service all dash lighting.			
E) Compass light must have separate control.			
F) Controls must conform for commercial use and located in such a way that the operation of one control, or steering wheel, does not inadvertently activate or deactivate any of the other controls. Control cables must be encased in protective tubing.			
G) A stainless steel impellor must be supplied and installed.			

H) A swim grid must be fitted above jet unit to act as a guard for unit and for mounting of 9.9 kicker motor. Grid must be easily removed for repair, inspection or removal of jet unit. Material must be welded aluminum. Surface must be coated in a non-skid material.. Color must be matte black.			
I) Outboard (kicker) motor must be mounted on a suitable size bracket designed to safely carry weight of motor. Bracket must be capable of locking motor in operating position and resting position (horizontal). A quick release mechanism must be included.			
J) As a minimum the installation of the controls, lubrication, fuel systems, battery connections must be verified by the engine authorized representative.			
K) Engines and components must not be used, nor trials performed on the engines that would in any way void the manufacturer's warranty.			
L) All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term.			
14.2 Engine Compartment			
A) Engine compartment must be enclosed by a suitable size box constructed of welded aluminum. Area of compartment must have a raised sill to reduce water entry.			
B) Box height must be deck with top to serve as a work area.			
C) Box must be designed to open forward and hinged to allow for box to remain in an open position and close securely. Proper gasket seal must be fitted around the entire engine box.			
D) Interior must be fitted with fire retardant sound dampening material fitted inside. The brand Technicon Acoustics model - VBFF- 321-31-AR-00 or equivalent.			
E) Engine compartment and fuel tank space must have flow thru bow to stern passive and powered ventilation. A suitable heat sensor must be installed inside with alarm installed at helm.			
14.3 Sound Reduction			
A) Every effort must be made to achieve sound levels of 85 decibels (db) at helm while vessel is operating at cruise 4000 rpm.			
B) Manufacturer approved or Custom mufflers must be installed. Back pressure must be measured and be in accordance with the Exhaust System Specification pertinent to the engine.			
C) Motor mounts must be supplied and installed for vibration isolation.			
15.0 FUEL SYSTEMS			
15.1 Fuel systems must meet or exceed all requirements of TP 1332 "Construction Standards for Small Vessels" and the most current American Boat and Yacht Council Standards, (ABYC)			

15.2 Tanks are to be hydrostatically tested, approved and bear manufacturers' name, capacity, and testing data.			
15.3 Fuel system must be arranged in such a way to allow easy access for maintenance and repair. Fuel lines must be protected from chafe and wear. Fuel tank shut-off valve must be located outside of engine and must be clearly labelled in English.			
15.4 A fuel / water separator filter must be mounted “in-line” to each engine with easy access to drain the sediment bowl, a RACOR 320 or equal.			
15.5 All valves and fittings for the fuel system must be stainless steel.			
15.6 Filler pipe openings are to be surface mounted on the side deck and clearly labelled for fuel type. They must be designed to not overflow.			
15.7 Fuel tank vents must be equipped with a non-return check valve with flash screen.			
16.0 PIPING / STEERING SYSTEMS			
16.1 Where flexible connections are required for steering and fuel systems, suitable hose with either permanently crimped or reusable hose ends must be used. Fittings and clamps must be stainless steel.			
16.2 The complete steering system for specified engine must be supplied and installed as per the engine manufacturer’s recommendations. Steering hoses must be routed below deck with no pinch or chafing points on the hoses.			
16.3 Location of steering wheel on console must be reinforced to eliminate fore/ aft or lateral movement of wheel / steering shaft .Wheel material must be stainless steel, or high strength aluminum. Cover must be rubber or plastic.			
17.0 ELECTRICAL SYSTEM - GENERAL			
A) All electrical equipment and hardware must be installed in accordance with the manufacturer’s specifications. All fitted electrical equipment must be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.			
B) The electrical system must be easily accessible incorporating a waterproof face panel with a minimum of eight circuits fitted. All wires are to be of the marine type, with tinned copper strands (CSI type) UL 1426 and are to be identified on the electrical drawing provided by the Contractor.			
C) A 12 volt circuit breaker panel with breakers for each accessory with an additional five spare for additional equipment including Police radio to be installed after delivery. Sufficient electrical connections must be provided. All circuit breakers are to be clearly identified in English. The panel must have a digital amp meter to indicate voltage, draw, and charge remaining.			

D) Twelve volt DC distribution system must be provided to power the engine starting and boat service loads. Starting battery must be used for engine service loads only.			
E) The boat service loads includes:			
iI) Navigation, interior and exterior lighting			
ii)Electrical equipment			
iii)Instrumentation			
iv)Bilge pumps			
17.1 Batteries			
A) Batteries must be of marine quality 12 volt Deep-Cycle maintenance free equipped with rollover caps and have the capacity to service engines and ancillary jet boat loads. A Deep Cycle series 24, house service battery with an auto charging relay must be provided.			
B) Batteries must be connected in accordance with the motor manufacturer's technical specifications.			
C) Selector switch for batteries must be certified and mounted in a safe location to prevent snagging or accidental switching.			
D) Battery compartment must be designed to provide easy access to batteries for repair and removal. Compartment must be weather tight and fitted with a suitable means of gas venting.			
17.2 Cabling Installation			
A) Cables for all power and lighting must be ample size for their particular service grouped into wiring harnesses where possible. They must be color coded and routed below deck, or under side decks hidden. Cabling must be through PVC conduit pipe or equal if below deck or in foamed spaces.			
B) Cables and conductors are to be installed in PVC conduit pipes or wire races of a sufficient size to pass other wires without obstruction. The wires that are not run through wire ways are to be installed with clamps and straps spaced at least every 18 inches on horizontal runs and every 14 inches on vertical runs. Tie wraps are not acceptable. Cabling / conductors passing through structures without watertight glands and must be protected against chafing by the use of abrasive resistant grommets.			
C) All conduits must be equipped with a guiding thread to allow for additional wiring at a later date.			
18.0 LIGHTING ARCH			
18.1 A lighting arch must be designed and constructed of welded aluminum pipe. It must be bolted securely to side deck at fixed side windows. Contractor must supply a drawing of proposed arch for review and approval by the Technical Authority. Design must be approved prior to construction.			
A) Suitable size and type of conduit must be installed inside stanchions to accommodate wiring. Waterproof connectors must be fitted and labeled.			
B) Arch must be equipped with the following items:			
i)Two (2) rotary blue lights,			

II)Two (2) fixed search spot lights facing forward,			
iii)One (1) fixed search spot light facing aft,			
iv)One (1) horn,			
v)Radio antennae,			
vi)All around anchor light.			
19.0 NAVIGATION			
19.1 All navigation lights must display the arc and range of visibility as defined in the Canada Shipping Act, Collision Regulation (COLREGS).			
19.2 Navigation lighting fixtures must be of such a design as to resist the effects of vibration and moisture and must be provided with adequate protection from damage which may occur when lying alongside a jet boat or a pier. The brand Hella model- Navi LED series lights or equal. All wiring including connectors must be waterproof.			
19.3 Navigation lights must be permanently fitted to the side window corners.			
19.4 Side lights must be permanently fitted to the arch. Switch installed at helm.			
19.5 Non-white (red or green) lighting must be wired together on a separate breaker of the 12 volt DC electrical system.			
19.6 An all-round mast light must be mounted on arch with switch installed at helm.			
19.7 An electric horn must be mounted on arch. It must be operated by a spring-loaded switch located at helm. The “Signaltone” model RB-85 electric horn or equal.			
19.8 Two rotary blue lights must be installed on arch. The brand Whelan model – L31. No exception.			
19.9 Three search lights must be permanently mounted on the lighting arch. Two facing forward and one facing aft. Each must have a 225,000 Candela with rotation and tilt capability operated by remote control. The brand - GOLIGHT® LED Remote Searchlight - model number 20204 or equal. The remote control must be installed on dash at helm.			
19.10 A direct read compass with light must be mounted on dash center of steering wheel. The compass must be equipped with its own waterproof marine-grade dimmer switch and must be adjustable for deviation. The Ritchie Helmsman (current model) or equal.			
20.0 PUMPING AND DRAINAGE			
20.1 As a minimum two 12 V DC bilge pumps with 1500 gph capacity each must be installed in main below deck compartments and plumbed to discharge overboard from the compartment. A pump control switch with an indicator light to show when the bilge pump(s) are running must be installed on dash at helm. The Ultra® JR Float switches or equal.			
20.2 An alarm float switch with audible and visual alarm			

to indicate high water must be installed at each bilge pump location. The switch must be located near bilge pump control panel at helm.			
20.3 A fixed manual pump, diaphragm type must be installed aft with piping fitted to discharge directly overboard.			
20.4 Hull drainage - a non-corrosive threaded plug must be provided in the lowest point to drain the hull aft compartment when out of the water.			
21.0 SAFETY EQUIPMENT			
21.1 Safety equipment must be supplied based on size of vessel as per Transport Canada TP 14070 “Small Jet boat Safety Guide”. Stowage /securing arrangements must be arranged for each item. All fittings must be heavy duty stainless steel. All items must be readily accessible.			
22.0 SEA TRIALS - CONTRACTOR			
22.1 Contractor must inspect construction quality, test all on board equipment, systems and hull performance to ensure all are fully functional.			
22.2 The propulsion system must be operated as per the engine manufacture’s recommendations to accumulate the hours sufficient for the initial engine service check. An authorized engine manufacturer representative must carry out the service check. Service report must be provided to both the Technical Authority and the Contracting Authority.			
22.3 Contractor must submit a Test and Trials Plan a minimum of fourteen days prior to Canada sea trials. Plan will include a description of all the acceptance trials to be performed.			
22.4 Prior to sea trials the complete jet boat must be weighed and the weight recorded on the Test and Trials form.			
22.5 Stability examination as per TP 1332 requires the Contractor to record all stability/structural calculations. Copy must be provided in Operator Technical Manual.			
23.0 SEA TRIALS - CANADA			
23.1 Contractor must notify PWGSC and RCMP (Canada) no less than 14 days prior to sea trials. Canada reserves the right to witness or decline attendance of sea trials. Absence does not relieve the Contractor of its responsibility to conduct and record sea trials. Upon completion the sea trial report must be forwarded to Canada for review prior to delivery of jet boat.			
23.2 Contractor must be responsible for supply of fuel, crew, instrumentation and equipment required to conduct sea trials.			
23.3 As a minimum, the following trials must be conducted:			
A) Speed Trials -The speed trials must be done over a course at least one nautical mile in length. Two runs must			

be made over the course, one in each direction with the speeds for the two runs averaged.			
B) Endurance Trial - Vessel must operate in the Normal Loaded Condition, at maximum speed for no more than the maximum time allowed as per manufacturer's recommendations. During the endurance trials, it must be demonstrated that all parts of the propulsion system are in full operation. All systems must be operated to check for proper installation.			
C) Astern Propulsion -The jet boat must be operated and maneuvered using astern propulsion to establish performance.			
D) Steering Gear -The complete steering system must be operated at increasing boat speeds with the jet boat being maneuvered through a series of turns to port and starboard.			
23.4 At the conclusion of sea trials the boat must be thoroughly cleaned and inspected.			
Outboard engine cooling systems must be flushed through with fresh water.			
23.5 The Contractor must repair any damage to the jet boat or ancillary equipment resulting from sea trials, to the satisfaction of Canada.			
24.0 FINAL INSPECTION			
24.1 Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. The boat must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and Installation. The Contractor must document the results of the final inspection and submit these results to Canada. Serial numbers and other identifying information must be recorded for each boat and engine.			
25.0 PACKAGING and SHIPPING			
25.1 Prior to shipping, the boat must be cleaned throughout, preserved and covered as follows:			
A) Jet boat interior must be cleaned thoroughly including inside all hatches, all stowage boxes, consoles, cuddy.			
B) Bilges must be dry and free of oil and debris, and the fuel tanks must be drained if required.			
C) The propulsion system must be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that will be subjected to freezing temperatures.			
D) The batteries must be disconnected for shipping or storage.			
E) A durable warning tag must be wire tied to the steering wheel indicating that the boat has been preserved for shipping and storage and should not be started until the			

propulsion machinery has been reactivated.			
F) During shipping and storage the jet boat must be properly padded and secured to prevent movement or damage.			
26.0 ACCEPTANCE			
26.1 Upon delivery, RCMP will inspect jet boat and trailer to confirm there has been no damage resulting from shipping. Contractor must repair any damage to the satisfaction of the RCMP.			
27.0 OPERATOR TECHNICAL MANUAL			
The Contractor upon delivery of jet boat must provide one hard copy and one CD of the manual that provides a physical and functional description of the craft, its machinery and equipment. Each manual must have the sections and subsections clearly identified in the same sequence as addressed below. Manual must include but not be limited to sections such as the following:			
27.1 General Information,			
The General Information Section must include a description of the arrangement and function of all structures, systems, fittings and accessories that comprise the boat, with illustrations as appropriate:			
A.1 Operating procedures;			
A.2 Basic operating characteristics (as a minimum) temperatures, pressures, flow rates, etc.			
A.3 Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step.			
A.4 Documents – As fitted drawings, Sea Trial Reports, Stability/Structural Calculations, and Maximum Load Conditions.			
27.2 Technical Information Section			
The technical section must include a complete set of detailed owner/operator instructions, drawings, parts lists and supplemental data for all components of the boat (whether acquired from external sources or custom-manufactured), including:			
- Hull;			
- Jet Propulsion system / Outboard motor (where applicable)			
- Systems, with schematics or one-line diagrams, (steering, fuel, electrical, etc.);			
- Electronics,			
- Fittings, accessories and ancillary equipment.			
27.3 Initial Spare Parts List			
The initial spare parts list must include a list of recommended initial on board spare parts to be stocked for the craft. At a minimum this list shall include the following items where applicable:			
- Propulsion: Propeller, filters, water pump impeller, starting battery, throttle and shift cables, any special engine			

tools			
- Electrical: fuses, light bulbs			
- Boat Structures and Fittings: Miscellaneous commonly used fasteners.			
27.4 Preventative Maintenance List			
28.0 TRAILER			
28.1 The trailer must be hot –dipped galvanized all welded construction designed to support the weight of the loaded vessel from stem to transom plus 20% percent reserve. The loaded weight includes full fuel, accessories plus an additional carrying capacity of 200 lbs.			
28.2 The trailer must be capable of withstanding frequent use and long journeys often off road, over rough terrain in remote areas.			
28.3 Trailer must be fitted with double bunks that are coated to allow the vessel to easily slide from trailer. Bunks must be properly adjusted to support boat. The axles and yoke must be adjusted to provide the correct tongue weight.			
28.4 Dual axle with 15”/ 6 bolt wheels with disc brakes, axle bearing protection, and grease nipple. The tires must be sized for the rated capacity of the trailer, with an equivalent sixed spare on a mounting bracket with lug wrench.			
28.5 Brake, turn signal lighting (LED) with 7 prong wiring connector with 7 prong wiring adapter.			
28.6 Electric / hydraulic jurisdiction compliant brake system complete with flush-out kit			
28.7 Manual two speed bow winch with winch webbing strap, bow chock and high lift swivel tongue jack with wheel (5000 Lb. capacity)			
28.8 Two trailer guides must be fitted to back of trailer. Height must be a minimum of four (4) feet made of white PVC.			
28.9 The trailer must be roadworthy and certified street legal for the roads in Alberta, Saskatchewan and Manitoba.			
28.10 Hitch to fit 2 5/16’’ ball. Heavy duty “stand on” galvanized steel fenders			
28.11 Rear of trailer must have two anchor points to secure jet boat aft. Two ratchet tie down straps with hooks.			
28.12 Two galvanized safety chains complete with shackles of suitable size and rating to secure jet boat to trailer forward.			

Evaluator Name: _____ Date: _____

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