

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 - Commentaires

Title - Sujet FAB & DEL 5.5-5.99M ALUM BOAT	
Solicitation No. - N° de l'invitation M5000-152589/C	Date 2015-07-08
Client Reference No. - N° de référence du client M5000-152589	
GETS Reference No. - N° de référence de SEAG PW-\$XLV-176-6777	
File No. - N° de dossier XLV-4-37149 (176)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-07-24	
Time Zone Fuseau horaire Pacific Daylight Saving Time PDT	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Godin, Andre	Buyer Id - Id de l'acheteur xl176
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**

Issuing Office - Bureau de distribution

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

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

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REQUEST FOR PROPOSALS (RFP): Fabrication and Delivery of 5.5 M to 5.79 M Aluminium "Bow Rider" boats with trailers for the 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 to purchase two (2) welded aluminum 5.5 to 5.79 meter (18 to 19 ft.) Bow Rider outboard propeller vessels complete with trailers in accordance with the **Statement of Work- 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 M5000-152589/B dated 27/02/2015 with a closing of 13/03/2015 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.

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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 Marine Drafting and 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 two (2) 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) two (2), 5.5 to 5.79 M aluminum "Bow Rider" with trailers in accordance with the Statement of Work- **Annex A**.

6.2.1 Optional Goods or Services.

The Contractor grants to Canada the irrevocable option to acquire 2 (two) additional 5.5 M to 5.79M Aluminum "Bow Rider" boats with trailers 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

Boat No: 1:

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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

Boat No: 2

RCMP-GRC "K" Division
11136-109 Street
Edmonton Alberta
T5G 2T4

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: _____

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(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 – Contract

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 an updated 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 29.0 - 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 15.0**, the Contractor must install, as per the manufacturer's recommendations, the following GSM:

- (a) one (1) four stroke Mercury Outboard (Bidder to specify engine HP to meet maximum speed)
- (b) one (1) 9.9 HP Mercury Outboard (Kicker) with a 25 inch shaft and tiller.

Note: The engines will ordered and shipped immediately after contract award upon- As per Annex A – Statement of 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's compensation (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
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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

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M5000-152589/C
Client Ref. No. - N° de réf. du client
M5000-152589/C

Amd. No. - N° de la modif.
File No. - N° du dossier
XLV-4-37149

Buyer ID - Id de l'acheteur
xlV176
CCC No./N° CCC - FMS No./N° VME

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.

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XLV-4-37149

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ANNEX A - STATEMENT OF WORK

**RCMP Inland Water Transport
Eighteen Foot Vessel
April 27, 2015
SOW C**

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1.0 SCOPE

The Royal Canadian Mounted Police (RCMP) has a requirement two welded aluminum 5.5 to 5.79 meter (18 to 19 ft.) outboard propeller Bow Rider vessels complete with trailer. The vessels are intended to be built based on stock small working or commercial vessel hull forms with a minimum of customization herein. Each outboard propeller vessel shall be supporting the various policing operations such as patrol, transport of personnel, search and rescue within the isolated and semi-isolated Detachments through Alberta, Saskatchewan and Manitoba. Patrol areas will be within the various remote lakes and rivers, and vessels will be shore based, launched and recovered by trailer, or deployed often in areas without docks or proper ramps.

2.0 GENERAL

- 2.1** The vessel must be an open cock pit walk thru design with a raised open bow deck commonly referred to as a "Bow Rider" style.
- 2.2** All components, equipment and material must be Contractor supplied unless addressed as Government Supplied Material (GSM).
- 2.3** Unless specified as being "No exception" for the brand or model name referenced. Equivalent or superior equipment may be acceptable. Supporting documentation must be provided.
- 2.4** Vessel must be designed and constructed for ease of maintenance, repair and must be readily supportable by local commercial facilities and suppliers.
- 2.5** 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 vessel and equipment offered meets or exceeds the mandatory requirements specified herein.
- 3.2** The Bidder must submit the following drawings that must be clearly labeled to indicate the type of drawing offered and sufficient details provided to effectively demonstrate the bidder has met the requirements herein. Vessel 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 - 5.5 to 5.79 meters
 - B) Beam - maximum 2.28 meters
- 4.2** Normal Load Conditions:
- A) Crew of three persons - 120 kg/person.
 - B) Fuel tank pressed full
 - C) Equipment and supplies - 75 kg.

4.3 Vessel Tonnage Requirements

The "Simplified Tonnage Measurement" form must be completed for each vessel.

5.0 OPERATIONAL PERFORMANCE

- 5.1** Performance must be for conditions of no wind, in fresh water in Normal Load Condition and complement. The vessel is to have a service life of a minimum of fifteen years operating between 300 and 1000 hours.

5.2 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.

5.3 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.

5.4 Maximum desired speed - 40 knots

5.5 Cruising speed - 30 knots

5.6 Range: approximately 120 nautical miles at cruising speed with 10% fuel reserve

5.7 Cruising power at recommended RPM by engine manufacturer for 2.7 hours.

6.0 ENVIRONMENTAL CONDITIONS

A) Average ambient air temperature range of -10 degrees C to + 35 degrees C

B) Wave heights of 0 to 2.5 M

C) Winds range 0 to 20 knots.

D) Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm.

E) Operate fully in depths of 1 meter with outboard motor(s) lowered.

F) Basic maneuvering in depths of 0.50 meters with outboard motor(s) in partially raised position.

7.0 CONSTRUCTION STANDARDS

7.1 The vessel must be constructed and comply at a minimum with the current issue of Transport Canada TP 1332 "Construction Standards for Small Vessels" and American Bureau Yacht Council (ABYC) where applicable.

7.2 Canadian Standards Association C22.2 NO.183.2-M1983 (R1999) "Standards for D.C. Electrical Installations"

7.3 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.

7.4 Trailer – TP 13136

A) Transport Canada Trailer Information Guide - Federal Lighting Equipment Location Requirements.

8.0 CONSTRUCTION PRACTICES

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

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

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

8.4 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.

9.0 ERGONOMIC DESIGN

9.1 The design of the vessel must incorporate accessibility, visibility, readability, crew efficiency and comfort for a range of physiques from approx. 1.524 to 1.95 meters (5 ft. to 6 ft. 4 in.) in height, wearing cold weather clothing and equipment.

9.2 Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practical, inside console(s). All stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands. One Master key and two spares must be provided for all lockable stowage.

10.0 MATERIALS - GENERAL

10.1 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.

- 10.2** Seats must be made of marine quality materials and resistant to tears, punctures and deterioration due to environmental exposure. The upholstery must be of a UV resistant material.
- 10.3** Any dissimilar metals must be insulated from each other.
- 10.4** 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.
- 10.5** Stainless steel type 316L or 316 must be used for all stainless steel applications.
- 10.6** Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.
- 10.7** Aluminum or stainless steel washers or backing plates must be used as appropriate.
- 10.8** Where nuts can become inaccessible after assembly of the vessel, 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.

11.0 HULL CONSTRUCTION

- 11.1** Hull must be a "V" style mono hull with a reverse chine flat that extends from transom to bow area.
- 11.2** Hull design must incorporate lifting strakes to allow for shallow water accessibility.
- 11.3** Hull design must contain floatation foam to allow for stability and positive buoyancy in a flooded condition. Foam must be low smoke and flame spread type.
- 11.4** Hull shape must not impede water flow to the propulsion unit and must direct spray and waves away from onboard personnel.
- 11.5** Hull must be constructed of 1/4" thick bottom plate and minimum 1/8" thick side plate.
- 11.6** Hull must be transversely framed with longitudinal stringers. Transom must have heavy duty framing to support engines.
- 11.7** The welding must be continuous for hull, deck and transom including areas subject to corrosion, vibration and areas subject to impact.
- 11.8** Hull bottom must have a 3/8 inch reinforced delta pad keel with UHMV sheathing applied on the delta pad keel.
- 11.9** Transom must be designed with a motor well to mount engine(s). It must be located between the sheer/transom bulkhead forward and the motor mount transom. The motor mount transom is to rise above the motor well height allowing sufficient transom area for mounting of engines. Upper bolts only must be used to install engine(s).
- 11.10** A tow eye is to be incorporated into the construction of the stem that allows for the bowline and or trailer hook to be attached to the bow. It must be strong enough to tow the boat at planning speed in calm water in a Normal Load Condition, on an even keel, without damaging the boat. Tow eye must not protrude from the line of the stem.

12.0 DECK CONSTRUCTION AND OUTFITTING

- 12.1** Deck and hull materials must be similar.
- 12.2** Vessel must have a raised open bow deck with step fitted access between the consoles.
- 12.3** 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 vessel is at slow speed or stationary.
- 12.4** All fasteners including hatches must be flush mounted and fitted to eliminate tripping hazards.
- 12.5** Deck must have hatches fitted on centerline for easy access for the repair, maintenance and removal of the fuel system, bilge pumps, and associated fittings, along with easy access for the repair of buoyancy compartments below.
- 12.6** A minimum of four stainless steel tie downs must be fitted to secure equipment along inside of decks. Tie downs must be the lift up type bolted securely with two on each side. Wichard brand folding eyes or equal.
- 12.7** Side decks must be equipped with trays below for the safe stowage of small items. Trays must extend full length of decks on both sides.
- 12.8** Bow deck must have suitable guard rails installed extending from windshield around bow to anchor locker. Height must not interfere with vision from helm or navigator positions. Material must be 3/4" aluminum pipe welded to deck.

- 12.9** Transom area on both sides of vessel must be equipped with hand rails. Height must be a minimum of twenty-four inches from cock pit deck. Material must be 3/4" aluminum pipe welded to deck
- 12.10** Transom must be equipped with tie downs to secure vessel to trailer.
- 12.11** A welded aluminum self-draining anchor locker complete with hinged cover must be installed at bow. The cover inside must be fitted with gasket. Cover top must have a suitable locking device and handle to open locker with ease.
- 12.12** Vessel must be equipped with a suitable size cruciform tow post for Emergency towing, rated 3000 lbs. Post must be installed thru the center of transom and mounted to deck. A pin must be fitted thru the sides of post to allow for easy removal. Material must be welded aluminum.

13.0 PREPARATION AND PAINTING

- 13.1** 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.
- 13.2** The hull from gun whale 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.
- 13.3** The interior of vessel, including the window frames both interior and exterior, consoles, stowage boxes must be painted with the brand Zolatone coating. Color must be slate grey. No exception.
- 13.4** Walk areas on side decks must have a durable non-skid tape applied Non-skid tape must be suited for marine use. Color must be black.
- 13.5** Cockpit deck, bow beck 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.
- 13.6** Guard rails and grab rails installed on bow deck must be painted matte black.

14.0 COCKPIT ARRANGEMENT

14.1 Bimini

- A)** Each vessel must have a bimini equipped with stainless steel frame folding aft. It must be fitted from windshield extending under radar arch to transom. Windows and aft area must have clear panels. Bimini must be attached by snaps. A zipper must be affixed to enclose helm to aft edge of bimini. A canvas travel cover with a double thick canvas panel to cover windshield must be provided. Color must be royal blue for bimini and travel cover.

14.2 Windows

- A)** Windows must be ¼ inch thick tempered safety glass .They must be fitted into welded aluminum frames. The windows must be properly sealed to ensure they are water tight. Contractor to provide documentation to confirm glass installed meets the requirement.
- B)** All windshields must have three individual windows. Center window must be open with the other front and side windows fixed in position. Height of windshield must allow for wind protection for operator in a sitting or standing position. Aluminum welded grab rails must be fitted along top of side 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 them independently must be installed at helm.
- E)** The windshields must be heated by a diesel heating system controlled by a dash mounted thermostat with forced warm air outlets to reduce the formation of condensation and ice on the forward and side windows. The Espar D4 Airtronic heater complete with installation kit and exhaust muffler. No exception.

14.3 Consoles

- A)** Vessel must have two separate welded aluminum consoles, to allow walk thru access to raised bow deck, with helm on starboard and navigator on port side. A step up must be fitted between consoles. Open space for stowage must be provided below each console.

- B)** Console layout must be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and easy viewing of navigation and propulsion instruments. Layout diagram must be provided for technical authority approval prior to installation.
- C)** Stainless steel grab rails must be fitted on each console.
- D)** A twelve volt accessory power point must be installed on dash at both helm and navigator position.
- E)** A lockable glove box with two keys must be installed at navigator position.
- F)** At the base of console(s) a rail must be fitted to prevent items stowed shifting into cock pit.

14.4 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)** Contractor to supply and install the following:
 - i) Marine VHF radio with four foot MORAD antennae - Standard Horizon model - GX5500S Marine VHF radio with four foot MORAD antennae. Radio must be mounted on port console.
 - ii) GPS/ Chart Plotter/ Depth Sounder - Standard Horizon model - CPF390i including Black Box - model – FF525 and C-Maps Max Lakes Canada (current). Must be installed at helm.

14.5 Seating

- A)** Vessel must have helm and navigator seats equipped with fold up arm rests, high back, and adjustable for height. Seats must be fitted on pedestals securely bolted to deck. Seats must be dark grey. Brand Garelick or equal.
- B)** Vessel must have two stowage boxes installed one on port side and one on starboard aft of helm. They must be constructed of welded aluminum, hinged, fitted with gasket, and equipped with a twist lock hasp and padlock. Foam cushions must be fitted on top attached with snaps. Color of upholstery on cushions must be a navy grey.

15.0 PROPULSION SYSTEM

- 15.1** Contractor must install a four stroke Mercury outboard and a Mercury 9.9 HP 4 stroke auxiliary (kicker) outboard. Both motors must have a 25" leg. Kicker outboard must be securely mounted on port side with a 3/8" fuel line with inline shut off connected to main fuel tank. Motors will be Government Supplied Material (GSM). Bidder to specify horse power of main engine to meet the maximum speed requirement.
- 15.2** The engines and their associated accessories and equipment must be approved and installed in accordance with the engine manufacturer's recommendations.
- 15.3** All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term.
- 15.4** Engines and components must not be used, nor trials performed on the engines that would in any way void the manufacturer's warranty.
- 15.5** Contractor to supply and install the following:
 - A)** Tachometer for each engine,
 - B)** Hour meter for each engine,
 - C)** Trim gauge,
 - D)** Water pressure gauge,
 - E)** Controls and cables,
 - F)** Ignition harness,
 - G)** Volt meter on battery system,
 - H)** Motor kill switch with lanyard.
- 15.6** All meters and gauges must be digital and backlit with an adjustable dimmer. Separate dimmer must be provided for compass.
- 15.7** Audible alarms and warning indicator lights must be included to indicate high coolant water temperature and low lubricating oil pressure.

15.8 Engine control must be mounted at helm on the starboard side. Control must conform for commercial use and must be located in such a way that the operation of one control, or steering wheel, must not inadvertently activate or deactivate any of the other controls. Control cables must be encased in protective tubing.

15.9 As a minimum the installation of the controls, lubrication, fuel systems, battery connections are to be verified by the outboard engine authorized representative.

15.10 insert: supply and install propeller. Material must be aluminum. Spare set must be provided with one spare aluminum propeller supplied for each engine. Contractor must inform the Technical Authority prior to sea trials of appropriate pitch and diameter to meet the Operational and Performance requirements.

16.0 FUEL SYSTEMS

16.1 Fuel systems must meet with all requirements of TP 1332 "Construction Standards for Small Vessels" and the most current American Boat and Yacht Council Standards, (ABYC).

16.2 All vessels must be fitted with twin fuel tanks. Tanks are to be hydrostatically tested, approved and bear manufacturers' name, capacity and testing data.

16.3 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. All valves and fittings for the fuel system must be stainless steel. Fuel tank shut-off valves must be clearly labelled and accessible.

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

16.5 Filler pipe openings are to be surface mounted on the side deck clearly labelled for the fuel type. They must be designed to prevent spill over.

16.6 Bilge blower system with passive and powered ventilation must be installed in fuel tank location below deck.

17.0 PIPING SYSTEMS

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

17.2 Fittings and clamps must be stainless steel. Bolts used in all fittings must be type 316, stainless steel.

18.0 STEERING

18.1 Steering system must be hydraulic with a maximum of 5.0 turns from hard over to hard over. SeaStar® from Teleflex or equal.

18.3 Hydraulic hoses must be of sufficient size and length to prevent pulsing. Hoses must be suitable for use in an exposed marine environment complete with stainless steel fittings.

18.4 Steering hoses must be routed below deck and all hoses must be routed to insure no pinch or chafing points on the hoses.

18.5 The wheel /console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.

18.6 The steering wheel must be stainless steel and may be rubber or plastic covered. Momo brand of marine steering wheel or equal.

19.0 ELECTRICAL SYSTEM

A)The electrical system is to be of the marine type and completely protected from a marine environment. All wires are to be of the marine type, with tinned copper strands (CSI type) UL 1426.

B)A 12 volt circuit breaker panel with breakers for each accessory with an additional five spare for additional equipment including Police radio 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.

C)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.

Boat Service Loads include:

- i) Navigation, interior and exterior lighting,
- ii) Electrical equipment,
- iii) Instrumentation,
- iv) Bilge pumps.

19.2 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 vessel loads. A Deep Cycle series 24, house service battery with an auto charging relay must be provided. Volt meter on battery system

B) Batteries must be connected in accordance with the motor manufacturer's technical specifications. They must be wired to cross connect for twin engine start-up of either engine from either battery where applicable.

C) Selector switch for batteries must be Certification Agency (CE, CSA, USCG etc.) and mounted in a safe location to prevent snagging or accidental switching.

D) The batteries must be stowed in a compartment that is weather tight, properly vented and a suitable size to allow for easy removal and the repair of batteries. Location must be inside transom area.

19.3 Cabling Installation

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

B) Cabling / conductors passing through structures without watertight glands, must be protected against chafing by the use of abrasive resistant grommets.

C) Cables / conductors must be installed in PVC 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.

D) All conduit where applicable must have guiding thread to allow for additional wiring at a later date.

20.0 NAVIGATION

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

20.2 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 vessel or a pier. The brand Hella model- NaviLED series lights or equal. All wiring including connectors must be waterproof.

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

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

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

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

20.7 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.

20.8 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.

21.0 LIGHTING ARCH

21.1 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 design for the review and approval by the Technical Authority. Design must be approved prior to construction.

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

21.3 Arch must be equipped with the following items:

- A) Two rotary blue lights - the brand Whelan model – L31. No exception
- B) Three search lights must be permanently mounted on the lighting arch. Two facing forward, one facing aft. Each must have a 225,000 Candela with rotation/ tilt capability using remote control that must be fitted on dash at helm. The brand - GOLIGHT® LED Remote Searchlight - model number 20204 or equal.
- C) Two spotlights must be mounted on top of the arch, one on each side.
- D) 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.
- E) Radio Antennae – Must be of a fold down
- F) An all-round mast light with switch installed at helm.

22.0 PUMPING AND DRAINAGE

22.1 A 12 V DC bilge pump with 2000 gph capacity must be installed in each below deck compartment 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.

22.2 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.

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

22.4 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.

23.0 SAFETY EQUIPMENT

23.1 Safety equipment must be supplied for the eighteen foot vessels. Size of vessel must determine the proper equipment required as per Transport Canada TP 14070 “Small Vessel 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.

24.0 SEA TRIALS - CONTRACTOR

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

24.2 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.

24.3 Contractor shall 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.

24.4 Prior to sea trials the complete vessel with full fuel must be weighed and the weight recorded on the Test and Trials form.

24.5 Stability examination as per TP 1332 requires the Contractor to record all stability/structural calculations.

25.0 SEA TRIALS - CANADA

25.1 Contractor shall 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 vessel.

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

25.3 As a minimum, the following trials shall be conducted:

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

B) Endurance Trial -The vessel shall 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 shall be demonstrated that all parts of the propulsion system are in full operation. All systems shall be operated to check for proper installation.

C) Astern Propulsion -The vessel shall be operated and maneuvered using astern propulsion to establish performance.

D) Steering Gear -The complete steering system shall be operated at increasing boat speeds with the vessel being maneuvered through a series of turns to port and starboard. Maneuvering trials shall be conducted in the Normal Load Condition.

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

25.5 The Contractor shall repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of the RCMP.

26.0 FINAL INSPECTION

26.1 Final Inspection shall 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 shall provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and Installation. The Contractor shall document the results of the final inspection and submit these results to Canada. Serial numbers and other identifying information shall be recorded for each boat and engine.

27.0 PACKAGING and SHIPPING

27.1 Prior to shipping, the boat shall be cleaned throughout, preserved and covered as follows:

A) Vessel interior shall be cleaned thoroughly including inside all hatches, all stowage boxes, consoles, cuddy.

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

C) The propulsion system shall 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 shall be disconnected for shipping or storage.

E) A durable warning tag shall 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 vessel must be secured to prevent movement or damage.

G) Every effort must be made to ensure all contact points between the hull and the trailer bunks are sufficiently padded to prevent damage to hull during transit.

28.0 ACCEPTANCE

28.1 Upon delivery, RCMP or delegate thereof will inspect vessel and trailer to confirm there has been no damage resulting from shipping. Contractor shall repair any damage to vessel or trailer to the satisfaction of the RCMP.

29.0 OPERATOR TECHNICAL MANUAL

The Contractor upon delivery of each vessel shall provide one hard copy and one CD of the manual that provides a physical and functional description of the craft, its machinery, equipment and other documentation pertaining to the vessel. 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 the following:

29.1 General Information Section

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

- A)** Operating procedures;
- B)** Basic operating characteristics (as a minimum) temperatures, pressures, flow rates, etc.
- C)** Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step.
- D)** Recommended planned maintenance which clearly illustrates the maintenance required, hourly, daily, monthly and annually for all components including the engine, drive train, and hull. Complete troubleshooting procedures shall be included.
- E)** Documents – Bill of Sale, Sea Trial Reports, Stability/Structural Calculations, Maximum Load Conditions, Vessel Tonnage Calculation.

29.2 Technical Information Section

The technical section shall include a complete set of detailed owner/operator instructions, drawings, parts lists and supplemental data for all components of the boat

- Hull;
- Outboard Engine(s);
- Systems, with schematics or one-line diagrams, (steering, fuel, electrical, etc.);
- Electronics,
- Fittings, accessories and ancillary equipment.

29.3 Initial Spare Parts List

The initial spare parts list shall 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:

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

29.4 Preventative Maintenance List

30.0 TRAILER

30.1 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.

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

30.3 The trailer must be equipped with bunks and properly adjusted to support vessel. The axle and yoke must be adjusted to provide the correct tongue weight.

30.4 Single axle with 15"/ 5 bolt wheels with disc brakes, axle bearing protection, grease nipple, equivalent spare tire on a mounting bracket with lug wrench. Radial tire model ST225/75D15C. The tires shall be sized for the rated capacity of the trailer.

30.5 Brake, turn signal lighting with 4- prong wiring connector with 7–prong wiring adaptor

30.6 Surge jurisdiction compliant brake system

30.7 Manual single speed bow winch with winch webbing strap, bow chock, high lift swivel tongue jack with foot pad (2000 Lb. capacity)

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

30.9 The trailer shall be roadworthy and certified street legal for the roads in Saskatchewan and Alberta.

30.10 Hitch to fit "2" ball. Heavy duty "stand on" galvanized steel fenders

30.11 Rear of trailer shall have two anchor points to secure vessel aft. Two ratchet tie down straps with hooks.

30.12 Two galvanized safety chains complete with shackles of suitable size and rating to secure vessel to trailer forward.

Solicitation No. - N° de l'invitation
M5000-152589/C
Client Ref. No. - N° de réf. du client
M5000-152589/C

Amd. No. - N° de la modif.
File No. - N° du dossier
XLV-4-37149

Buyer ID - Id de l'acheteur
xl176
CCC No./N° CCC - FMS No./N° VME

ANNEX B - BIDDERS' QUESTIONS AND CANADA'S RESPONSES

Solicitation # M5000-152589

REQUIREMENT: Fabrication and Delivery of 5.5 M to 5.79 M Aluminium boats "Bow Rider" boats with trailers 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.

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- (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 Detailed Pricing Data 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: *Boat no: 1: Winnipeg Manitoba*
Boat no: 2: Edmonton , Alberta

a.	Known Work (Quantities: (2 boats,) For work as stated in Part 1 article 1.2, specified in Annex A, for a FIRM PRICE of:	\$ _____
b.	Known Work (Quantities: (2 trailers) For work as stated in Part 1 article 1.2, specified in Annex A, for a FIRM PRICE of:	\$ _____
c.	Unscheduled Work <i>Labour Cost:</i> Estimated labour hours at a firm <i>Charge-out Labor Rate</i> , including overhead and profit: 50 person hours X \$ _____ per hour for a PRICE of: See articles D-3 and D3.1 below.	\$ _____
d.	Delivery to destination, Boat no: 1 , CIP, (Incoterms 2000) to: Winnipeg, Manitoba for a FIRM PRICE of:	\$ _____
e.	Delivery to destination, Boat No: 2 , CIP (Incoterms 2000) to: Edmonton , Alberta for a FIRM PRICE of:	\$ _____
f.	EVALUATION PRICE [a + b +c + d + e) 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.

Solicitation No. - N° de l'invitation
M5000-152589/C
Client Ref. No. - N° de réf. du client
M5000-152589/C

Amd. No. - N° de la modif.
File No. - N° du dossier
XLV-4-37149

Buyer ID - Id de l'acheteur
xlV176
CCC No./N° CCC - FMS No./N° VME

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-3 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).

Solicitation No. - N° de l'invitation
M5000-152589/C
Client Ref. No. - N° de réf. du client
M5000-152589/C

Amd. No. - N° de la modif.
File No. - N° du dossier
XLV-4-37149

Buyer ID - Id de l'acheteur
xl1v176
CCC No./N° CCC - FMS No./N° VME

ANNEX E - SUBCONTRACTOR LIST

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

Solicitation No. - N° de l'invitation
M5000-152589/C
Client Ref. No. - N° de réf. du client
M5000-152589/C

Amd. No. - N° de la modif.
File No. - N° du dossier
XLV-4-37149

Buyer ID - Id de l'acheteur
xl1v176
CCC No./N° CCC - FMS No./N° VME

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 5.5 M to 5.99 M Aluminium 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
<u>Section I- Technical Bid</u>					
1		Front page	Request for Proposal document part 1 page 1 completed and signed;	Mandatory with the bid	<input type="checkbox"/>
2	3	3.2.1	Annex G-Bidder package Check list	Mandatory with the bid	<input type="checkbox"/>
3	3	3.2.3	Drawing and other documentations	Mandatory with the bid	<input type="checkbox"/>
4	3	3.2.5	Vessel construction experience	Mandatory with the bid	<input type="checkbox"/>
5	Annex H	All	Technical Bid- Annex H Bidder's RFP reply and evaluation plan.	Mandatory with the bid	<input type="checkbox"/>
<u>Section II- Financial Bid</u>					
5	Annex D	All	Annex D- Detailed Financial Bid Presentation Sheet	Mandatory with the bid	<input type="checkbox"/>

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 of the written request:

No	Part	Article	Description	Condition	Document provided
<u>Section I- Technical Bid</u>					
1	3	3.2.2	Inspection and Test Plan	48 hrs of written request	<input type="checkbox"/>
2	3	3.2.4	Subcontractor list	48 hrs of written request	<input type="checkbox"/>
3	3	3.2.6	Marine Drafting and Engineering capability	48 hrs of written request	<input type="checkbox"/>
4	3	3.2.7	Contractor Quality Management system	48 hrs of written request	<input type="checkbox"/>

Solicitation No. - N° de l'invitation
M5000-152589/C
Client Ref. No. - N° de réf. du client
M5000-152589/C

Amd. No. - N° de la modif.
File No. - N° du dossier
XLV-4-37149

Buyer ID - Id de l'acheteur
xlv176
CCC No./N° CCC - FMS No./N° VME

5	3	3.2.8	Insurance requirement	48 hrs of written request	<input type="checkbox"/>
6	6	6.5.4	Contractor representative	48 hrs of written request	
Section III- Certification					
6	6	6.9	Welding certification	48 hrs of written request	<input type="checkbox"/>
7	5	5.2.1	Annex F Information required for the Verification of Integrity Provisions	48 hrs of written request	<input type="checkbox"/>
8	6	6.20	Applicable laws	48 hrs of written request	<input type="checkbox"/>

G1.3 Supplementary Deliverable Requirements

The following information, which supports the bid, 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
<u>Other documentation after contract award (Reminder)</u>					
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' RFP 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 two welded aluminum 5.5 to 5.79 meter (18 to 19 ft.) outboard propeller Bow Rider vessels complete with trailer. The vessels are intended to be built based on stock small working or commercial vessel hull forms with a minimum of customization herein. Each outboard propeller vessel shall be supporting the various policing operations such as patrol, transport of personnel, search and rescue within the isolated and semi-isolated Detachments through Alberta, Saskatchewan and Manitoba. Patrol areas will be within the various remote lakes and rivers, and vessels will be shore based, launched and recovered by trailer, or deployed often in areas without docks or proper ramps.			
<u>2.0 GENERAL</u>			
2.1 The vessel must be an open cock pit walk thru design with a raised open bow deck commonly referred to as a “Bow Rider” style.			
2.2 All components, equipment and material must be Contractor supplied unless addressed as Government Supplied Material (GSM).			
2.3 Unless specified as being “No exception” for the brand or model name referenced. Equivalent or superior equipment may be acceptable. Supporting documentation must be provided.			
2.4 Vessel must be designed and constructed for ease of maintenance, repair and must be readily supportable by local commercial facilities and suppliers.			
2.5 To facilitate replacement and interchangeability 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 vessel and equipment offered meets or exceeds the mandatory requirements specified herein.			
3.2 The Bidder must submit the following drawings that must be clearly labeled to indicate the type of drawing offered and sufficient details provided to effectively demonstrate the bidder has met the requirements herein. Vessel 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 - 5.5 to 5.79 meters			
B) Beam - maximum 2.28 meters			
4.2 Normal Load Conditions:			
A) Crew of three persons - 120 kg/person.			
B) Fuel tank pressed full			
C) Equipment and supplies - 75 kg.			
4.3 Vessel Tonnage Requirements			
The "Simplified Tonnage Measurement" form must be completed for each vessel.			
5.0 OPERATIONAL PERFORMANCE			
5.1 Performance must be for conditions of no wind, in fresh water in Normal Load Condition and complement. The vessel is to have a service life of a minimum of fifteen years operating between 300 and 1000 hours.			
5.2 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.			
5.3 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.			
5.4 Maximum desired speed - 40 knots			
5.5 Cruising speed - 30 knots			
5.6 Range: approximately 120 nautical miles at cruising speed with 10% fuel reserve			
5.7 Cruising power at recommended RPM by engine manufacturer for 2.7 hours.			
6.0 <u>ENVIRONMENTAL CONDITIONS</u>			
A) Average ambient air temperature range of -10 degrees C to + 35 degrees C			
B) Wave heights of 0 to 2.5 M			
C) Winds range 0 to 20 knots.			
D) Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm.			
E) Operate fully in depths of 1 meter with outboard motor(s) lowered.			
F) Basic maneuvering in depths of 0.50 meters with outboard motor(s) in partially raised position.			
7.1 The vessel must be constructed and comply at a minimum with the current issue of Transport Canada TP 1332 "Construction Standards for Small Vessels" and American Bureau Yacht Council (ABYC) where applicable.			
7.2 Canadian Standards Association C22.2 NO.183.2-M1983 (R1999) "Standards for D.C. Electrical Installations"			
7.3 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.			
7.4 Trailer – TP 13136			
A) Transport Canada Trailer Information Guide - Federal Lighting Equipment Location Requirements.			
8.0 <u>CONSTRUCTION PRACTICES</u>			

8.1	All materials and equipment must be stored, installed and tested in accordance with the Manufacturer's guidelines, recommendations and requirements.			
8.2	All rough edges and sharp angled corners must rounded smooth and ergonomically fitted.			
8.3	The boat and all components must be free of local vibration that could endanger boat personnel, damage boat structure or interfere with the operation or maintenance of machinery & systems.			
8.4	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.			
9.0	<u>ERGONOMIC DESIGN</u>			
9.1	The design of the vessel must incorporate accessibility, visibility, readability, crew efficiency and comfort for a range of physiques from approx. 1.524 to 1.95 meters (5 ft. to 6 ft. 4 in.) in height, wearing cold weather clothing and equipment.			
9.2	Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practical, inside console(s). All stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands. One Master key and two spares must be provided for all lockable stowage.			
10.0	<u>MATERIALS - GENERAL</u>			
10.1	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.			
10.2	Seats must be made of marine quality materials and resistant to tears, punctures and deterioration due to environmental exposure. The upholstery must be of a UV resistant material.			
10.3	Any dissimilar metals must be insulated from each other.			
10.4	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.			
10.5 Stainless steel type 316L or 316 must be used for all stainless steel applications.			
10.6 Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.			
10.7 Aluminum or stainless steel washers or backing plates must be used as appropriate.			
10.8 Where nuts can become inaccessible after assembly of the vessel, 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.			
<u>11.0 HULL CONSTRUCTION</u>			
11.1 Hull must be a "V" style mono hull with a reverse chine flat that extends from transom to bow area.			
11.2 Hull design must incorporate lifting strakes to allow for shallow water accessibility.			
11.3 Hull design must contain floatation foam to allow for stability and positive buoyancy in a flooded condition. Foam must be low smoke and flame spread type.			
11.4 Hull shape must not impede water flow to the propulsion unit and must direct spray and waves away from onboard personnel.			
11.5 Hull must be constructed of 1/4" thick bottom plate and minimum 1/8" thick side plate.			
11.6 Hull must be transversely framed with longitudinal stringers. Transom must have heavy duty framing to support engines.			
11.7 The welding must be continuous for hull, deck and transom including areas subject to corrosion, vibration and areas subject to impact.			
11.8 Hull bottom must have a 3/8 inch reinforced delta pad keel with UHMV sheathing applied on the delta pad keel.			
11.9 Transom must be designed with a motor well to mount engine(s). It must be located between the sheer/transom bulkhead forward and the motor mount transom. The motor mount transom is to rise above the motor well height allowing sufficient transom			

area for mounting of engines. Upper bolts only must be used to install engine(s).			
11.10 A tow eye is to be incorporated into the construction of the stem that allows for the bowline and or trailer hook to be attached to the bow. It must be strong enough to tow the boat at planning speed in calm water in a Normal Load Condition, on an even keel, without damaging the boat. Tow eye must not protrude from the line of the stem.			
12.0 DECK CONSTRUCTION AND OUTFITTING			
12.1 Deck and hull materials must be similar.			
12.2 Vessel must have a raised open bow deck with step fitted access between the consoles.			
12.3 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 vessel is at slow speed or stationary.			
12.4 All fasteners including hatches must be flush mounted and fitted to eliminate tripping hazards.			
12.5 Deck must have hatches fitted on centerline for easy access for the repair, maintenance and removal of the fuel system, bilge pumps, and associated fittings, along with easy access for the repair of buoyancy compartments below.			
12.6 A minimum of four stainless steel tie downs must be fitted to secure equipment along inside of decks. Tie downs must be the lift up type bolted securely with two on each side. Wichard brand folding eyes or equal.			
12.7 Side decks must be equipped with trays below for the safe stowage of small items. Trays must extend full length of decks on both sides.			
12.8 Bow deck must have suitable guard rails installed extending from windshield around bow to anchor locker. Height must not interfere with vision from helm or navigator positions. Material must be 3/4" aluminum pipe welded to deck.			
12.9 Transom area on both sides of vessel must be equipped with hand rails. Height must be a minimum of twenty-four inches from cockpit deck. Material must be 3/4" aluminum pipe welded to deck			
12.10 Transom must be equipped with tie			

downs to secure vessel to trailer.			
12.11 A welded aluminum self-draining anchor locker complete with hinged cover must be installed at bow. The cover inside must be fitted with gasket. Cover top must have a suitable locking device and handle to open locker with ease.			
12.12 Vessel must be equipped with a suitable size cruciform tow post for Emergency towing, rated 3000 lbs. Post must be installed thru the center of transom and mounted to deck. A pin must be fitted thru the sides of post to allow for easy removal. Material must be welded aluminum.			
<u>13.0 PREPARATION AND PAINTING</u>			
13.1 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.			
13.2 The hull from gun whale 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.			
13.3 The interior of vessel, including the window frames both interior and exterior, consoles, stowage boxes must be painted with the brand Zolatone coating. Color must be slate grey. No exception.			
13.4 Walk areas on side decks must have a durable non-skid tape applied Non-skid tape must be suited for marine use. Color must be black.			
13.5 Cockpit deck, bow beck 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.			
13.6 Guard rails and grab rails installed on bow deck must be painted matte black.			
<u>14.0 COCKPIT ARRANGEMENT</u>			
14.1 Bimini			
A) Each vessel must have a bimini equipped with stainless steel frame folding aft. It must be fitted from windshield extending under radar arch to transom. Windows and aft area must have clear panels. Bimini must be			

attached by snaps. A zipper must be affixed to enclose helm to aft edge of bimini. A canvas travel cover with a double thick canvas panel to cover windshield must be provided. Color must be royal blue for bimini and travel cover.			
14.2 Windows			
A) Windows must be ¼ inch thick tempered safety glass .They must be fitted into welded aluminum frames. The windows must be properly sealed to ensure they are water tight. Contractor to provide documentation to confirm glass installed meets the requirement.			
B) All windshields must have three individual windows. Center window must be open with the other front and side windows fixed in position. Height of windshield must allow for wind protection for operator in a sitting or standing position. Aluminum welded grab rails must be fitted along top of side 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 them independently must be installed at helm.			
E) The windshields must be heated by a diesel heating system controlled by a dash mounted thermostat with forced warm air outlets to reduce the formation of condensation and ice on the forward and side windows. The Espar D4 Airtronic heater complete with installation kit and exhaust muffler. No exception.			
14.3 Consoles			
A) Vessel must have two separate welded aluminum consoles, to allow walk thru access to raised bow deck, with helm on starboard and navigator on port side. A step up must be fitted between consoles. Open space for stowage must be provided below each console.			
B) Console layout must be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and easy viewing of navigation and propulsion instruments. Layout diagram must be provided for technical authority approval prior to installation.			

C) Stainless steel grab rails must be fitted on each console.			
D) A twelve volt accessory power point must be installed on dash at both helm and navigator position.			
E) A lockable glove box with two keys must be installed at navigator position.			
F) At the base of console(s) a rail must be fitted to prevent items stowed shifting into cock pit.			
14.4 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) Contractor to supply and install the following:			
i)Marine VHF radio with four foot MORAD antennae - Standard Horizon model - GX5500S Marine VHF radio with four foot MORAD antennae. Radio must be mounted on port console.			
ii)GPS/ Chart Plotter/ Depth Sounder - Standard Horizon model - CPF390i including Black Box - model – FF525 and C-Maps Max Lakes Canada (current). Must be installed at helm.			
14.5 Seating			
A) Vessel must have helm and navigator seats equipped with fold up arm rests, high back, and adjustable for height. Seats must be fitted on pedestals securely bolted to deck. Seats must be dark grey. Brand Garelick or equal.			
B)Vessel must have two stowage boxes installed one on port side and one on starboard aft of helm. They must be constructed of welded aluminum, hinged, fitted with gasket, and equipped with a twist lock hasp and padlock. Foam cushions must be fitted on top attached with snaps. Color of upholstery on cushions must be a navy grey.			
15.0 PROPULSION SYSTEM			
15.1 Contractor must install a four stroke Mercury outboard and a Mercury 9.9 HP 4 stroke auxiliary (kicker) outboard. Both motors must have a 25" leg. Kicker outboard must be securely mounted on port side with a 3/8" fuel line with inline shut off connected to main fuel			

tank. Motors will be Government Supplied Material (GSM). Bidder to specify horse power of main engine to meet the maximum speed requirement.			
15.2 The engines and their associated accessories and equipment must be approved and installed in accordance with the engine manufacturer's recommendations.			
15.3 All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term.			
15.4 Engines and components must not be used, nor trials performed on the engines that would in any way void the manufacturer's warranty.			
15.5 Contractor to supply and install the following:			
A) Tachometer for each engine,			
B) Hour meter for each engine,			
C) Trim gauge,			
D) Water pressure gauge,			
E) Controls and cables,			
F) Ignition harness,			
G) Volt meter on battery system,			
H) Motor kill switch with lanyard.			
15.6 All meters and gauges must be digital and backlit with an adjustable dimmer. Separate dimmer must be provided for compass.			
15.7 Audible alarms and warning indicator lights must be included to indicate high coolant water temperature and low lubricating oil pressure.			
15.8 Engine control must be mounted at helm on the starboard side. Control must conform for commercial use and must be located in such a way that the operation of one control, or steering wheel, must not inadvertently activate or deactivate any of the other controls. Control cables must be encased in protective tubing.			
15.9 As a minimum the installation of the controls, lubrication, fuel systems, battery connections are to be verified by the outboard engine authorized representative.			
15.10 insert: supply and install propeller. Material must be aluminum. Spare set must be provided with one spare aluminum propeller supplied for each engine. Contractor must inform the Technical Authority prior to sea trials of appropriate pitch and diameter to meet the Operational and Performance requirements.			

16.0 FUEL SYSTEMS			
16.1 Fuel systems must meet with all requirements of TP 1332 "Construction Standards for Small Vessels" and the most current American Boat and Yacht Council Standards, (ABYC).			
16.2 All vessels must be fitted with twin fuel tanks. Tanks are to be hydrostatically tested, approved and bear manufacturers' name, capacity and testing data.			
16.3 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. All valves and fittings for the fuel system must be stainless steel. Fuel tank shut-off valves must be clearly labelled and accessible.			
16.4 A fuel / water separator filter is to be mounted "in-line" to each engine with easy access to drain the sediment bowl, a RACOR 320 or equal.			
16.5 Filler pipe openings are to be surface mounted on the side deck clearly labelled for the fuel type. They must be designed to prevent spill over.			
16.6 Bilge blower system with passive and powered ventilation must be installed in fuel tank location below deck.			
17.0 PIPING SYSTEMS			
17.1 Where flexible connections are required for steering and fuel systems, suitable hose with either permanently crimped or reusable hose ends must be used.			
17.2 Fittings and clamps must be stainless steel. Bolts used in all fittings must be type 316, stainless steel.			
18.0 STEERING			
18.1 Steering system must be hydraulic with a maximum of 5.0 turns from hard over to hard over. SeaStar® from Teleflex or equal.			
18.3 Hydraulic hoses must be of sufficient size and length to prevent pulsing. Hoses must be suitable for use in an exposed marine environment complete with stainless steel fittings.			
18.4 Steering hoses must be routed below deck and all hoses must be routed to insure no pinch or chafing points on the hoses.			

18.5	The wheel /console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.			
18.6	The steering wheel must be stainless steel and may be rubber or plastic covered. Momo brand of marine steering wheel or equal.			
19.0	<u>ELECTRICAL SYSTEM</u>			
A)	The electrical system is to be of the marine type and completely protected from a marine environment. All wires are to be of the marine type, with tinned copper strands (CSI type) UL 1426.			
B)	A 12 volt circuit breaker panel with breakers for each accessory with an additional five spare for additional equipment including Police radio 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.			
C)	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.			
	Boat Service Loads include:			
	i)Navigation, interior and exterior lighting,			
	ii)Electrical equipment,			
	iii)Instrumentation,			
	iv)Bilge pumps.			
19.2	<u>Batteries</u>			
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 vessel loads. A Deep Cycle series 24, house service battery with an auto charging relay must be provided. Volt meter on battery system			
B)	Batteries must be connected in accordance with the motor manufacturer's technical specifications. They must be wired to cross connect for twin engine start-up of either engine from either battery where applicable.			
C)	Selector switch for batteries must be Certification Agency (CE, CSA, USCG etc.) and mounted in a safe location to prevent snagging or accidental switching.			
D)	The batteries must be stowed in a compartment that is weather tight, properly vented and a suitable size to allow for easy removal and the repair of batteries. Location			

must be inside transom area.			
19.3 Cabling Installation			
A) Cables for all power and lighting must be ample size for their particular service. They must be grouped into wiring harnesses where possible. They must be color coded and routed below deck, or under side decks hidden. If below deck, cabling must be through conduit pipe.			
B) Cabling / conductors passing through structures without watertight glands, must be protected against chafing by the use of abrasive resistant grommets.			
C) Cables / conductors must be installed in PVC 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.			
D) All conduit where applicable must have guiding thread to allow for additional wiring at a later date.			
20.0 NAVIGATION			
20.1 All navigation lights must display the arc and range of visibility as defined in the Canada Shipping Act, Collision Regulation (COLREGS).			
20.2 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 vessel or a pier. The brand Hella model- NaviLED series lights or equal. All wiring including connectors must be waterproof.			
20.3 Navigation lights must be permanently fitted to the side window corners.			
20.4 Side lights must be permanently fitted to the lighting arch. Switch installed at helm.			
20.5 Non-white (red or green) lighting must be wired together on a separate breaker of the 12 volt DC electrical system.			
20.6 An all-round mast light must be mounted on lighting arch with switch installed at helm.			
20.7 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.			
20.8 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 .			
<u>21.0 LIGHTING ARCH</u>			
21.1 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 design for the review and approval by the Technical Authority. Design must be approved prior to construction.			
21.2 Suitable size and type of conduit must be installed inside stanchions to accommodate wiring. Waterproof connectors must be fitted and labeled.			
21.3 Arch must be equipped with the following items:			
A) Two rotary blue lights - the brand Whelan model – L31. No exception			
B) Three search lights must be permanently mounted on the lighting arch. Two facing forward, one facing aft. Each must have a 225,000 Candela with rotation/ tilt capability using remote control that must be fitted on dash at helm. The brand - GOLIGHT® LED Remote Searchlight - model number 20204 or equal.			
C) Two spotlights must be mounted on top of the arch, one on each side.			
D) 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.			
E) Radio Antennae – Must be of fold down design			
F) An all-round mast light with switch installed at helm.			
<u>22.0 PUMPING AND DRAINAGE</u>			
22.1 A 12 V DC bilge pump with 2000 gph capacity must be installed in each below deck compartment 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.			
22.2 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.			
22.3 A fixed manual pump, diaphragm type must be installed aft with piping fitted to discharge directly overboard.			
22.4 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.			
<u>23.0 SAFETY EQUIPMENT</u>			
23.1 Safety equipment must be supplied for the eighteen foot vessels. Size of vessel must determine the proper equipment required as per Transport Canada TP 14070 "Small Vessel 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.			
<u>24.0 SEA TRIALS - CONTRACTOR</u>			
24.1 Contractor must inspect construction quality, test all on board equipment, systems and hull performance to ensure all are fully functional.			
24.2 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.			
24.3 Contractor shall 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.			
24.4 Prior to sea trials the complete vessel with full fuel must be weighed and the weight recorded on the Test and Trials form.			
24.5 Stability examination as per TP 1332 requires the Contractor to record all stability/structural calculations.			
<u>25.0 SEA TRIALS - CANADA</u>			
25.1 Contractor shall 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 vessel.			
25.2 Contractor shall be responsible for supply of fuel, crew, instrumentation and equipment required to conduct sea trials.			
25.3 As a minimum, the following trials shall be conducted:			
A) Speed Trials -The speed trials shall be done over a course at least one nautical mile in length. Two runs shall be made over the course, one in each direction with the speeds for the two runs averaged.			
B) Endurance Trial -The vessel shall 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 shall be demonstrated that all parts of the propulsion system are in full operation. All systems shall be operated to check for proper installation.			
C) Astern Propulsion -The vessel shall be operated and maneuvered using astern propulsion to establish performance.			
D) Steering Gear -The complete steering system shall be operated at increasing boat speeds with the vessel being maneuvered through a series of turns to port and starboard. Maneuvering trials shall be conducted in the Normal Load Condition.			
25.4 At the conclusion of sea trials the boat shall be thoroughly cleaned and inspected. Outboard engine cooling systems shall be flushed through with fresh water.			
25.5 The Contractor shall repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of the RCMP.			
26.0 FINAL INSPECTION			
26.1 Final Inspection shall 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 shall provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and Installation. The Contractor shall document the			

results of the final inspection and submit these results to Canada. Serial numbers and other identifying information shall be recorded for each boat and engine.			
<u>27.0 PACKAGING and SHIPPING</u>			
27.1 Prior to shipping, the boat shall be cleaned throughout, preserved and covered as follows:			
A) Vessel interior shall be cleaned thoroughly including inside all hatches, all stowage boxes, consoles, cuddy.			
B) Bilges shall be dry and free of oil and debris, and the fuel tanks shall be drained if required.			
C) The propulsion system shall 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 shall be disconnected for shipping or storage.			
E) A durable warning tag shall 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 vessel must be secured to prevent movement or damage.			
G) Every effort must be made to ensure all contact points between the hull and the trailer bunks are sufficiently padded to prevent damage to hull during transit.			
<u>28.0 ACCEPTANCE</u>			
28.1 Upon delivery, RCMP or delegate thereof will inspect vessel and trailer to confirm there has been no damage resulting from shipping. Contractor shall repair any damage to vessel or trailer to the satisfaction of the RCMP.			
<u>29.0 OPERATOR TECHNICAL MANUAL</u>			
The Contractor upon delivery of each vessel shall provide one hard copy and one CD of the manual that provides a physical and functional description of the craft, its machinery, equipment and other documentation pertaining to the vessel. 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 the following:			
29.1 General Information Section			
The General Information Section shall include a description of the arrangement and function of all structures, systems, fittings and accessories that comprise the boat, with illustrations as appropriate:			
A) Operating procedures;			
B) Basic operating characteristics (as a minimum) temperatures, pressures, flow rates, etc.			
C) Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step.			
D) Recommended planned maintenance which clearly illustrates the maintenance required, hourly, daily, monthly and annually for all components including the engine, drive train, and hull. Complete troubleshooting procedures shall be included.			
E) Documents – Bill of Sale, Sea Trial Reports, Stability/Structural Calculations, Maximum Load Conditions, Vessel Tonnage Calculation.			
29.2 Technical Information Section			
The technical section shall include a complete set of detailed owner/operator instructions, drawings, parts lists and supplemental data for all components of the boat			
- Hull;			
- Outboard Engine(s);			
- Systems, with schematics or one-line diagrams, (steering, fuel, electrical, etc.);			
- Electronics,			
- Fittings, accessories and ancillary equipment.			
29.3 Initial Spare Parts List			
The initial spare parts list shall 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:			
- Propulsion: Propeller, filters, starting battery, throttle and shift cables, any special engine tools			
- Electrical: fuses, light bulbs			
- Boat Structures and Fittings: Miscellaneous commonly used fasteners.			
29.4 Preventative Maintenance List			

30.0 <u>TRAILER</u>			
30.1 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.			
30.2 Trailer must be capable of withstanding frequent use and long journeys often off road, over rough terrain in remote areas.			
30.3 The trailer must be equipped with bunks and properly adjusted to support vessel. The axle and yoke must be adjusted to provide the correct tongue weight.			
30.4 Single axle with 15"/ 5 bolt wheels with disc brakes, axle bearing protection, grease nipple, equivalent spare tire on a mounting bracket with lug wrench. Radial tire model ST225/75D15C. The tires shall be sized for the rated capacity of the trailer.			
30.5 Brake, turn signal lighting with 4-prong wiring connector with 7–prong wiring adaptor			
30.6 Surge jurisdiction compliant brake system			
30.7 Manual single speed bow winch with winch webbing strap, bow chock, high lift swivel tongue jack with foot pad (2000 Lb. capacity)			
30.8 Two trailer guides shall be fitted to back of trailer. Height shall be a minimum of four (4) feet made of white PVC.			
30.9 The trailer shall be roadworthy and certified street legal for the roads in Saskatchewan and Alberta.			
30.10 Hitch to fit "2" ball. Heavy duty "stand on" galvanized steel fenders			
30.11 Rear of trailer shall have two anchor points to secure vessel aft. Two ratchet tie down straps with hooks.			
30.12 Two galvanized safety chains complete with shackles of suitable size and rating to secure vessel to trailer forward.			

Evaluator Name: _____ Date: _____

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