



**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**

<b>Title - Sujet</b> Fab & Del 5.3-5.7m Aluminum Vessel	
<b>Solicitation No. - N° de l'invitation</b> M5000-171488/A	<b>Date</b> 2016-09-23
<b>Client Reference No. - N° de référence du client</b> M5000-171488	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-166-7057	
<b>File No. - N° de dossier</b> XLV-6-39093 (166)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2016-10-14</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Pacific Daylight Saving Time PDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Castle, David G.	<b>Buyer Id - Id de l'acheteur</b> xlvl66
<b>Telephone No. - N° de téléphone</b> (250) 363-0110 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> 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

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

## TABLE OF CONTENTS

<b>PART 1 - GENERAL INFORMATION .....</b>	<b>3</b>
1.1 SECURITY REQUIREMENTS .....	3
1.2 STATEMENT OF WORK.....	3
1.3 DEBRIEFINGS .....	3
1.4 TRADE AGREEMENTS.....	3
<b>PART 2 - BIDDER INSTRUCTIONS.....</b>	<b>3</b>
2.1 STANDARD INSTRUCTIONS, CLAUSES AND CONDITIONS .....	3
2.2 SUBMISSION OF BIDS.....	3
2.3 ENQUIRIES - BID SOLICITATION .....	3
2.4 APPLICABLE LAWS .....	4
<b>PART 3 - BID PREPARATION INSTRUCTIONS .....</b>	<b>5</b>
3.1 BID PREPARATION INSTRUCTIONS.....	5
3.2 SECTION I - TECHNICAL BID .....	5
3.3 SECTION II - FINANCIAL BID.....	7
3.4 SECTION III: CERTIFICATIONS.....	7
<b>PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION .....</b>	<b>7</b>
4.1 EVALUATION PROCEDURES .....	7
4.2 BASIS OF SELECTION.....	7
<b>PART 5 - CERTIFICATIONS.....</b>	<b>8</b>
5.1 CERTIFICATIONS REQUIRED WITH THE BID .....	8
<b>PART 6 - RESULTING CONTRACT CLAUSES .....</b>	<b>9</b>
6.1 SECURITY REQUIREMENT .....	9
6.2 STATEMENT OF WORK.....	9
6.3 STANDARD CLAUSES AND CONDITIONS .....	9
6.4 TERM OF CONTRACT .....	9
6.5 AUTHORITIES.....	10
6.6 PAYMENT.....	11
6.7 INVOICING INSTRUCTIONS.....	12
6.8 CERTIFICATIONS.....	13
6.9 WELDING CERTIFICATION – CONTRACT .....	13
6.10 PROJECT SCHEDULE.....	13
6.11 PROGRESS REPORTS .....	13
6.12 SACC MANUAL CLAUSES .....	14
6.13 TRADE QUALIFICATIONS .....	14
6.14 QUALITY MANAGEMENT SYSTEMS .....	14
6.15 POST CONTRACT AWARD/PRE-PRODUCTION MEETING.....	14
6.16 MANUALS .....	14
6.17 INSPECTION, TEST & TRIALS .....	15
6.18 GOVERNMENT SUPPLIED MATERIAL (GSM) .....	15
6.19 INSURANCE REQUIREMENTS.....	15
6.20 APPLICABLE LAWS .....	18
6.21 PRIORITY OF DOCUMENTS.....	18
6.22 ACCEPTANCE .....	18
<b>ANNEX A - STATEMENT OF WORK .....</b>	<b>19</b>
<b>ANNEX B - QUESTION &amp; ANSWER .....</b>	<b>32</b>

Solicitation No. - N° de l'invitation  
M5000-171488  
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Buyer ID - Id de l'acheteur  
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<b>ANNEX C - INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL.....</b>	<b>33</b>
<b>ANNEX D - DETAILED FINANCIAL BID PRESENTATION SHEET.....</b>	<b>36</b>
<b>ANNEX E - SUBCONTRACTOR LIST.....</b>	<b>38</b>
<b>ANNEX F - INFORMATION REQUIRED FOR THE VERIFICATION OF INTEGRITY PROVISIONS.....</b>	<b>39</b>
<b>ANNEX G – BID PACKAGE CHECKLIST.....</b>	<b>40</b>

## **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 have a requirement for the supply and delivery of three (3), 5.3 meter to 5.7 meter, Aluminum "bow rider" vessel, including outboard motors and trailer in accordance with the Statement of Work (SOW) Annex A and inspection as per Annex C – Inspection/Quality Assurance/Quality Control. All deliverables are to be delivered on or before Mar 15, 2017.

Delivery addresses are noted in 6.4.2;  
2 units to RCMP NWR Edmonton, Ab  
1 unit to RCMP NWR Winnipeg, Mb

There is an option to acquire three (3) additional boats in the next fiscal year 2017/2018.

### **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.

## **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 (2016-04-04) 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.

### **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.

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XLV-6-39093

Buyer ID - Id de l'acheteur  
xlV166  
CCC No./N° CCC - FMS No./N° VME

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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.

## 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 (2) hard copies and one soft copy on USB memory stick).  
Section II: Financial Bid – (One (1) hard copy and one soft copy on USB memory stick).  
Section III: Certifications – (One (1) 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.

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 - BID PACKAGE CHECKLIST** 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.

- Side profile
- Bow View
- Stern View

### **Subcontractors**

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

#### **3.2.5 Vessel Construction Experience**

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

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

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

#### **3.2.6 Naval Engineering Capability**

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

#### **3.2.7 Contractor's Quality Management System**

1. The Bidder must provide objective evidence that it has a Quality Assurance Program, which must be in place during the performance of the Work, and which addresses the quality control elements below.
2. The objective evidence may be in the form of a copy of the Bidder's Quality Assurance Manual which addresses these elements.
3. The Bidder must also provide a minimum of one (1) samples of completed quality records used on the most recent marine vessel construction at its facility.
4. The quality control elements must include, as a minimum:

Quality Assurance Manual or Quality Assurance Program Descriptions  
Inspection and Test Plan  
Final Inspection  
Quality Records

#### **3.2.8 Insurance Requirements**

The Bidder must provide a letter from an insurance broker or an insurance company licensed to operate in Canada stating that the Bidder, if awarded a contract as a result of the bid solicitation, can be insured in accordance with the Insurance Requirements specified in *Part 6 - Resulting Contract, Clause 6.19*.

If the information is not provided in the bid, the Contracting Authority will so inform the Bidder and provide the Bidder with a time frame within which to meet the requirement. Failure to comply with the request of the Contracting Authority and meet the requirement within that time period will render the bid non-responsive.

#### **Welding Certification – Bid**

1. The Contractor must be 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 (current version), Certification for Companies for Fusion Welding of Aluminum division 2.1.

2. Before contract award and within two (2) calendar days of the written request by the Contracting Authority, the successful bidder must submit evidence demonstrating it or its subcontractor's certification by CWB in accordance with the CSA welding standards.

### **3.3 Section II - Financial Bid**

Bidders must submit their financial bid in accordance with the **Detailed Financial Bid Presentation Sheet 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 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 Integrity Provisions - Declaration of Convicted Offences**

In accordance with the Ineligibility and Suspension Policy (<http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html>), the Bidder must provide with its bid the required documentation, as applicable, 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 – Required Documentation**

In accordance with the Ineligibility and Suspension Policy (<http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html>), the bidder must provide the required documentation, as applicable, to be given further consideration in the procurement process.

#### **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](http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml)" list ([http://www.labour.gc.ca/eng/standards\\_equity/eq/emp/fcp/list/inelig.shtml](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 Royal Canadian Mounted Police have a requirement for the supply and delivery of three (3), 5.3 meter to 5.7 meter, Aluminum "bow rider" vessel, including outboard motors and trailer in accordance with the Statement of Work (SOW) Annex A and inspection as per Annex C – Inspection/Quality Assurance/Quality Control. All deliverables are to be delivered on or before Mar 15, 2017.

#### 6.2.1 Optional Goods

The Contractor grants to Canada the irrevocable option to acquire up to three (3) additional boat with trailer, as described at Annex A of the Contract under the same conditions and at the prices 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 twelve (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, (2016-04-04)** 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 \_\_\_\_\_.

#### 6.4.2 Delivery Locations

##### 2 Boats

RCMP NWR Division Post Garage  
11140-109<sup>th</sup> Street NW.  
Edmonton, AB T5G 2T4

##### 1 Boat

RCMP NWR Post Garage  
1560 Seel Avenue  
Winnipeg, Mb R3T 4C8

**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 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.

**6.4.4 Delivery and Unloading**

1. Delivery trucks must be equipped with an unloading device which will permit unloading at sites with no hydraulic, stationary or other type of unloading facility.
2. When making deliveries, sufficient personnel must be provided to permit unloading of any type of vehicle without the assistance of federal government personnel.

**6.5 Authorities**

**6.5.1 Contracting Authority**

The Contracting Authority for the Contract is:

Name: Dave Castle  
Title: Supply Specialist, Acquisitions, Marine  
Public Works and Government Services Canada  
Acquisitions Branch  
Address: Suite 401 - 1230 Government Street, Victoria B.C. V8W 3X4  
Telephone: 250-363-0110  
Facsimile: 250-363-3960  
E-mail address: david.castle@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 provided upon 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 provided upon 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**

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 Labour 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 Labour 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 usage 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 Charge-out 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 is to 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 - Multiple 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 are to be made out and sent to:  
Royal Canadian Mounted Police

Regional Fleet Management

1101 – 45337 Calais Crescent

Chilliwack, BC V2R 2S7

A copy of the original invoice must be forwarded to the Contracting Authority identified in section 6.5.1.

#### **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 holdback period 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

Unless specified otherwise, the continuous compliance with the certifications provided by the Contractor in its bid or precedent to contract award, and the ongoing cooperation in providing additional information are conditions of the contract and failure to comply will constitute the Contractor in default. Certifications are subject to verification by Canada during the entire period of the contract.

## 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 a detailed project schedule in MS Project format or equivalent to the Contracting Authority and the Technical Authority **5 days after award of Contract**. This schedule must highlight the specific dates for the events listed below.
  - (a) hull materials delivered to Contractor and sustained construction commenced;
  - (b) hull and deck completed, but not closed in to allow for full inspection of the structure and welding. The Contractor must supply a hard copy of the material certificates and construction drawings to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
  - (c) outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor must supply a hard copy of the list of equipment and electrical supplies to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
  - (d) technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
  - (e) Contractor's tests and trial and final sea trials required by the SOW;
  - (f) boat and trailer delivered to Canada for approval;
  - (g) the start and the end of the twelve (12) month warranty period.

*Note: Technical Manuals will not be returned once approved.*

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

## 6.11 Progress Reports

1. The Contractor must submit monthly reports on the progress of the Work in an electronic format to the Technical Authority and to the Contracting Authority.
2. The progress report must contain two (2) Parts:
  - (a) PART 1: The Contractor must answer the following three questions:
    - (i) is the project on schedule?
    - (ii) is the project within budget?

- (iii) is the project free of any areas of concern in which the assistance or guidance of Canada may be required?

Each negative response must be supported with a clarification.

- (b) PART 2: A narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing as a minimum:
- (i) a description of the progress of each task and of the Work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished.
  - (ii) reasons for 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. Once approved by the TA, the Contractor must provide two (2) complete copies in accordance with and as specified in the SOW, Article 27.0 – Documentation.

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

#### **6.17 Inspection, Test & Trials**

1. During Construction of the vessel, the Contractor must arrange for regular inspections and upon completion of the construction of the vessel, the Contractor must arrange trials. All Inspections and test and trials performed must be in accordance with the SOW and the **Annex E** - Inspection/Quality Assurance/Quality Control. The Inspection Authority must approve any additional testing not specified in the TSOR.
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 Contractor Supplied Material (CSM)**

As per the SOW, **Article 15.0**, the Contractor must supply and install, as per the manufacturer's recommendations, the following CSM:

- (a) one (1) E-Tec with 25" leg, horsepower to match maximum speed output – see note .
- (b) one (1) 9.9 HP Mercury Outboard (Kicker) with connection to main motor.

Note: As per Annex A – Statement of Work- Propulsion system Section 15- "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 Department of Fisheries and Oceans 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,  
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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.

#### **6.20 Applicable Laws**

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

#### **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, 2016-04-04**, Goods (Higher Complexity);
4. Annex A - Statement of Work;
5. Annex C, Inspection/Quality Assurance/Quality Control;
6. The Contractor's bid dated \_\_\_\_\_.

#### **6.22 Acceptance**

1. The Inspection Authority, in conjunction with the Contractor, will prepare a list of outstanding work items at the end of the vessel's construction period. This list will form the annexes to the formal acceptance document for the vessel. A vessel acceptance meeting or telephone conference will be convened by the Inspection Authority on the work completion date of the vessel to review and sign off the form PWGSC-TPSGC 1105, Contractor's Certification.
2. The Inspection Authority must complete the above form and obtain the signatures of the Contractor and the Contracting Authority. The form will then be distributed by the Inspection Authority as follows:
  - a. one copy to the Contracting Authority;
  - b. one copy to the Technical Authority;
  - c. one copy to the Contractor.

## ANNEX A - STATEMENT OF WORK

### TABLE OF CONTENTS

1.0	SCOPE
2.0	GENERAL
3.0	BIDDER'S PROPOSAL
4.0	VESSEL PARTICULARS
5.0	OPERATIONAL PERFORMANCE
6.0	ENVIRONMENTAL CONDITIONS
7.0	CONSTRUCTION STANDARDS
8.0	CONSTRUCTION PRACTICES
9.0	ERGONOMIC DESIGN
10.0	MATERIALS - GENERAL
11.0	HULL DESIGN AND CONSTRUCTION
12.0	DECK CONSTRUCTION AND OUTFITTING
13.0	PREPARATION AND PAINTING
14.0	COCKPIT LAYOUT
15.0	PROPULSION SYSTEM
16.0	FUEL SYSTEM
17.0	STEERING / PIPING SYSTEMS
18.0	ELECTRICAL SYSTEM
19.0	BATTERIES
20.0	CABLE INSTALLATION
21.0	NAVIGATION
22.0	PUMPING AND DRAINAGE
23.0	SAFETY EQUIPMENT
24.0	SEA TRIALS - CONTRACTOR
25.0	SEA TRIALS - CANADA
26.0	FINAL INSPECTION
27.0	PACKAGING AND SHIPPING
28.0	ACCEPTANCE
29.0	OPERATOR TECHNICAL MANUAL
30.0	TRAILER

## **1.0 SCOPE**

The Royal Canadian Mounted Police (RCMP) has a requirement for three (3) welded aluminum 5.3 to 5.7 meter (17.5 to 18.7 foot) vessels complete with engines and trailers. Their primary role will be supporting POLICE operations including patrol, interdiction, transport of personnel and search & rescue. Areas will be on the remote lakes and rivers thru out Alberta and Manitoba. The vessels will be generally shore based, launched and recovered by trailer, or deployed often in areas without docks or proper ramps.

## **2.0 GENERAL**

- 2.1 The vessel design must be similar to a “bow rider” style with open cock pit, walk thru windshield and open bow deck. Build is intended to be based on stock small working or commercial vessel hull forms with a minimum of customization addressed herein.
- 2.2 All components, equipment and material must be Contractor supplied unless addressed as Government Supplied Material (GSM).
- 2.3 Vessel must be designed and constructed for ease of maintenance, repair and must be readily supportable by local commercial facilities and suppliers.
- 2.4 To facilitate replacement, inter-changeability of parts, maintenance procedures and Operator training 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 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 to support choice.
- 3.3 The Bidder must submit the following drawings clearly labeled to indicate the type of drawing offered. Maximum details and vessel dimensions must be included on all drawings.

- A) General Arrangement,
- B) Side Profile
- C) Bow view,
- D) Stern view

## **4.0 VESSEL PARTICULARS**

### **4.1 Physical Characteristics:**

- A) Length - 5.3 to 5.7 meters (17.5 to 18.7 feet) maximum
- B) Beam - 2.36 meters (93 inches) maximum

### **4.2 Normal Load Conditions:**

- A) Crew of three – 360 kg.
- B) Full fuel tank
- C) Equipment and supplies - 75 kg.

#### **4.3 Vessel Tonnage Requirements**

The "Simplified Tonnage Measurement" form must be completed for each vessel. Once completed it must be included in the Operator Technical Manual.

#### **5.0 OPERATIONAL PERFORMANCE**

- 5.1 The 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.
- 5.2 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 capacity plate.
- 5.3 Maximum desired speed -35 - 40 knots
- 5.4 Range: approximately 120 nautical miles at cruising speed with 10% fuel reserve
- 5.5 Vessel must be capable of reaching full plane within 10 seconds

#### **6.0 ENVIRONMENTAL CONDITIONS**

- 6.1 The vessel must maintain a stable platform when operated at varying speeds during any of these conditions both day and night.
  - 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 lowered.
  - F) Basic maneuvering in depths of 0.50 meters with outboard motor trimmed up

#### **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 the 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

### **8.0 CONSTRUCTION PRACTICES**

- 8.1 During construction the proper measures must be taken to avoid the wear, damage corrosion and deterioration of materials and equipment by being kept clean and protected from the environment. Equipment subject to freezing must be kept drained, except during sea trials.
- 8.2 All materials and equipment must be stored, installed and tested in accordance with the manufacturer's guidelines, recommendations and requirements.
- 8.3 All rough edges and sharp angled corners must rounded smooth and ergonomically fitted.
- 8.4 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 and systems.

### **9.0 ERGONOMIC DESIGN**

- 9.1 The overall vessel design must incorporate accessibility, visibility, readability, crew efficiency and comfort for a range of physiques within an approximate height range of 5 ft.to 6 ft. 4 inches (1.524 -1.95 meters) while wearing cold weather clothing and equipment.
- 9.2 All stowage compartments must be lockable, 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 be resistant to ultraviolet radiation.
- 10.2 Proper marine grade aluminum alloy types must be used to best suit the application.
- 10.3 Stainless steel type 316 must be used for all stainless steel applications.
- 10.4 Direct contact of electrolytically dissimilar metals must be prevented by the use of gaskets, washers, sleeves, or bushings where applicable.
- 10.5 All fasteners must be of corrosion resistant materials. Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.
- 10.6 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 DESIGN AND CONSTRUCTION**

- 11.1 The overall design must be a "V" type mono hull. Proper chine(s) and strakes must be incorporated to allow as a minimum, shallow water access, enhance directional control, and to re direct spray and waves away from hull.
- 11.2 Hull and hull sides must be constructed with the proper marine grade aluminum alloy. Thickness of plate must be best suited in meeting or exceeding the Operational Requirements.

- 11.3 A motor well must be constructed between the sheer/transom bulk head 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. Transom height no more than twenty five inches.
- 11.4 Hull must be framed with the sufficient amount of longitudinal and horizontal stringers running from transom to bow .Transom must be reinforced to support weight of engines and accompanying thrust.
- 11.5 Welding must be continuous for hull, deck and transom including areas subject to corrosion, vibration and areas subject to impact.
- 11.6 Hull compartments must contain the proper amount of flotation foam to allow for stability and positive buoyancy in a flooded condition. The foam must be low smoke and flame spread type or fire retardant. Choice of foam must allow for quick and easy removal to allow for inspection of the compartments.
- 11.7 Keel area must be protected with a 1/4" thick delta pad keel/ beaching shoe to allow for emergency grounding. Vertical stiffener must be fitted inside on center line. Sea keeping capabilities and performance must not be affected.
- 11.8 A tow eye must be fitted flush into the stem for attaching trailer hook, bow line or tow line. It must be of sufficient strength to tow a boat at a speed of ten (10) knots in calm water, on an even keel without damage to the boat or chafing of tow line.
- 11.9 Outside of transom must be fitted with eyes for trailer tie downs.
- 11.10 To minimize cathodic currents the proper type and size of anode(s) must be supplied and positioned accordingly.

## **12.0 DECK CONSTRUCTION AND OUTFITTING**

- 12.1 Any fasteners including hatches must be fitted in such a way to eliminate tripping hazards.
- 12.2 Hatch(s) must be located at fuel system and bilge pump areas. They must be designed to provide quick and easy access for maintenance repair or removal. Covers must be lightweight aluminum.
- 12.3 Four tie downs located along side deck, two each side where practical. Tie downs must be the lift up style securely attached to deck.
- 12.4 Below each side deck a full length tray must be arranged to provide safe stowage of small items. Material must be welded aluminum.
- 12.5 A minimum of four suitable size aluminum cleats must be welded to side decks and transom. Anchoring bit/ cleat must be welded to bow.
- 12.6 Bow deck must be fitted with low profile railings from windshield to break at bow. Material must be 3/4" aluminum pipe welded to deck.
- 12.7 Low profile hand rails must be fitted at transom corners. Material must be 3/4" aluminum pipe welded to deck.
- 12.8 Stowage of anchor, chain etc. must be arranged at bow. Cover must be weather tight. Drain hole must be arranged.

- 12.9 A Bimini extending from windshield to transom must be provided. It must be equipped with stainless steel frame folding aft. Windows and aft area must have clear panels sized to provide maximum visibility. Bimini must be attached by snaps. A zipper must be affixed to enclose helm to aft edge of Bimini. Material must be Sunbrella or equal. Color must be marine blue.

### **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.
- 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 grade 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 Window frames interior and exterior, consoles, stowage boxes, hand rails must be painted with the brand Zolatone coating. Color must be slate grey. No Exception.
- 13.4 All walk areas must have non-skid tape applied. Color must be black.

### **14.0 COCKPIT LAY- OUT**

#### **14.1 Consoles**

- A) Two separate consoles with walk thru access to bow deck must be arranged. Helm must be located starboard side, navigator on port side. Open stowage must be arranged at the base of each console. Stowage area must be equipped with a lip to prevent items from shifting aft into cock pit.
- 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. Proposed layout diagram must be provided to Technical Authority for review and approval prior to installation.
- C) A lockable glove box designed to keep stowage items dry must be installed at navigator position.
- D) Two twelve volt accessory power points must be installed on dash. One located at helm and one at navigator console.

#### **14.2 Windshield**

- 14.2.1 Install an aluminum framed wrap around windshield with three front windows and one window each side. Height of windshield must allow for full protection in a seated position Window size must provide maximum visibility. Window material must be 1/4 inch safety glass.
- A) Center window only must be side hinged, swing to port, equipped to remain open and close in a secure manner. Fasteners must be heavy duty.
- B) A robust window wiper with pantograph arm must be installed on fixed windows at windshield. A suitable size of wiper washer system must be included for each. A switch to activate wipers separate or in unison must be installed at helm.

#### **14.3 Electronics**

- 14.3.1 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.

- A) Helm - install a GPS/ Chart Plotter/ Depth Sounder. The brand Lowrance - model Elite-7Ti including C-Maps Max Lakes Canada.(current version).
- B) Helm - 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.
- C) Navigator - install a Marine VHF radio. The brand Standard Horizon model GX5500S including a four foot MORAD antennae. No Exception.
- D) Sufficient electrical connections and breakers must be installed to accommodate the subsequent installation of the POLICE radio.

#### **14.4 Seating**

14.4.1 Seating must be constructed with robust framing designed specifically for a marine environment. Seat materials must be a quality marine grade that is resistant to tears, punctures and deterioration due to environmental exposure. Seat upholstery must be of a UV resistant material. Weight capacity must be 130 kg. Minimum.

- A) Both the helm and navigator seats must be mounted on pedestals securely bolted to deck. They must be height adjustable with a high back. The arm rests must be designed to fold up, down and expand outwards to accommodate larger persons. Color of upholstery must be dark grey.
- B) Two separate welded aluminum seat boxes to stow safety equipment must be permanently installed aft of helm, one each side. Location must not impede access to transom area. Box must have ventilation and a drain hole. Cover must be hinged, fitted with gasket, and equipped with a twist lock hasp and padlock. Thick foam cushions must be fitted on top attached with snaps. Upholstery on cushions must be a dark grey.

#### **15.0 PROPULSION SYSTEM**

15.1 Contractor must supply and install two separate outboard engines with a twenty- five inch (25) leg. One (1) E-TEC and one (1) Mercury 9.9 HP auxiliary (kicker). The kicker must be located on the port side connected to main engine by a tie bar. It must have a 3/8" fuel line with inline shut- off connected to main fuel tank. Bidder to specify horse power of main engine to meet the maximum speed requirement. No Exception to the engine(s) brands chosen.

- A) Contractor to supply and install as a minimum a tachometer, hour meter, trim gauge, water pressure gauge, controls, cables, ignition harness with Motor Kill switch on lanyard. Meters and gauges must be digital and backlit with an adjustable dimmer. Separate dimmer must be provided for compass. Audible alarms and warning indicator lights must be included to indicate high coolant water temperature and low lubricating oil pressure where applicable.
- B) Engine control must conform for commercial use and located that 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.

- C) Supply and install aluminum propellers. Contractor must inform the Technical Authority prior to sea trials of the appropriate pitch and diameter to meet the Operational and Performance requirements. Spare with hub for easy change out must be provided for each prop.
- D) The engines and their associated accessories and equipment must be approved and installed in accordance with the engine manufacturer's recommendations. Engines and components must not be used, nor trials performed on the engines that would in any way void the manufacturer's warranty.
- E) All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term.
- F) As a minimum the installation of the controls, lubrication, fuel systems, battery connections must be verified by the outboard engine authorized representative.

#### **16.0 FUEL SYSTEMS**

- 16.1 Fuel systems must meet with all requirements of TP 1332 "Construction Standards for Small Vessels" and the current American Boat and Yacht Council Standards, (ABYC).
- 16.2 Fuel tank must be hydrostatically or air tested to 3.0 psi and bear manufacturers' name, capacity and testing data. A certified rotomoulded plastic tank is acceptable.
- 16.3 Fuel system must be arranged to allow easy access for maintenance and repair. Fuel lines from the inboard shutoff valve or manifold must be protected from chafe and wear. Fuel shut-off maintenance valve to be located inline before filters to allow for filter change or engine service. The type of material used in all valves and fittings must be best suited for their application. Choice of material must not compromise manufacturer's warranty Valves must be clearly labelled and accessible.
- 16.4 A fuel / water separator filter is to be mounted "in-line" with easy access to drain the sediment bowl, a RACOR 320 or equal.
- 16.5 Fuel fill opening must be surface mounted on the side deck clearly labelled for the fuel type. Fuel tank vents must be equipped with a non -return check valve with flash screen.

#### **17.0 PIPING / STEERING 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. Fittings, clamps and bolts must be stainless steel.
- 17.2 Hydraulic hoses and their stainless steel fittings must be of sufficient size and length to prevent pulsing. They must be routed below deck with no pinch or chafing points. Hoses must be suitable for use in an exposed marine environment.
- 17.3 Steering system must be supplied and installed as per the engine manufacturer's recommendations.
- 17.4 The wheel /console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture. Steering wheel must be stainless steel and covered in a suitable padding material to provide comfort and grip. The brand Momo or equal.

#### **18.0 ELECTRICAL SYSTEM**

18.1 The electrical system must be completely water proof and easily accessible. Wiring must be marine grade, with tinned copper strands (CSI type) UL 1426. A ten circuit breaker panel with a water proof face must be installed at helm. All circuit breakers must be clearly labelled.

A) 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 navigation, exterior lighting, instrumentation and bilge pump system where applicable.

## **19.0 BATTERIES**

19.1 Batteries must be of marine quality 12 volt Deep-Cycle maintenance free. They must have the capacity to service engines and ancillary vessel loads. A house service battery with an auto charging relay must be provided. Volt meter must be provided for battery system

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

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

C) Batteries must be stowed in a compartment that is weather tight, properly vented and a suitable size to allow for easy removal and repair.

## **20.0 CABLE INSTALLATION**

20.1 Cables for the 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, routed below deck, or under side decks hidden. If below deck, cabling must be through conduit pipe.

A) Cabling / conductors must be installed in PVC pipes or wire races of a sufficient size to pass other wires without obstruction. Wires not run through wire ways must 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.

B) Any cable passing through structures without watertight glands, must be protected against chafing by the use of abrasive resistant grommets. All conduit where applicable must have guiding thread to allow for additional wiring at a later date.

## **21.0 NAVIGATION**

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

A) Navigation lights must be permanently fitted.

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

D) An all-round white light must be mounted at the proper height and best suited location.

E) An electric horn must be mounted. It must be operated by a spring-loaded switch located at helm. The "Signal tone" model RB-85 electric horn or equal.

F) A blue light must be installed on a post that can be easily removed. The brand Whelen - model L41 super series LED beacon or equal.

- G) Prior to installation a drawing with the proposed locations must be provided to the Technical/Inspection Authority for review and approval.

## **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. A pump control switch with an indicator light to show when bilge pump(s) are running must be installed on dash at helm. The Ultra® JR Float switches or equal. Bow deck must have quick drainage arranged.
- 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 The following items of safety equipment must be supplied for each vessel. Proper Stowage /securing arrangements must be arranged for each item. All fittings must be heavy duty stainless steel. All items must be readily accessible.
- A) 3 x Transport Canada approved life jacket (size to be determined)
- B) 1 x Marine Emergency first aid kit
- C) 1 x Reboarding device if vertical height to be climbed is more than 0.5 meter
- D) 1 x Buoyant heaving line at least 15 meters long
- E) 2 x Plastic paddles - telescopic
- F) 1 x Anchor with a minimum of 15 meters of chain, rope or cable
- G) 1 x Sound signaling device or appliance

## **24.0 SEA TRIALS - CONTRACTOR**

- 24.1 Contractor must submit a Test and Trials Plan within seven days prior to Canada sea trials. Plan will include a description of all sea trials to be performed.
- 24.2 Contractor must inspect the construction quality, test all on board equipment, systems and hull performance to ensure all are fully functional. Engine(s) must accumulate the hours sufficient for the initial service check as per engine manufacture's recommendations. This must be performed by an authorized engine manufacturer representative. Service check report must be provided to Canada.
- 24.3 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 must notify Canada no less than fourteen (14) days prior to sea trials. Canada reserves the right to witness or decline attendance. Absence does not relieve the Contractor of their responsibility to conduct and record sea trials. Subsequent 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. The complete vessel with full fuel must be weighed and recorded on the Test and Trials form.
- 25.3 Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation, maintenance, accessibility, removal and installation.
- 25.4 Contractor must repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of Canada
- 25.5 As a minimum, the following trials must be conducted. Trials must be conducted in the Normal Load Condition.
- A) Speed Trials - must be done over a course at least one nautical mile in length. Two runs must be made over the course, one in each direction with the speeds for the two runs averaged.
  - B) Endurance Trial -The vessel must operate at maximum speed for no more than the maximum time allowed as per manufacturer's recommendations. It must be demonstrated that all parts of the propulsion system are in full operation. All systems must be operated to check for proper installation.
  - C) Astern Propulsion -The vessel shall be operated and maneuvered using astern propulsion to establish performance.
  - D) Steering Gear -The complete steering system must be operated at increasing boat speeds with the vessel being maneuvered through a series of turns to port and starboard.

## **26.0 FINAL INSPECTION**

- 26.1 Final inspection will not be performed until all tests have been satisfactorily completed with data available for review. Boat must be thoroughly cleaned prior to inspection. Contractor must document the results of the final inspection and include the serial numbers and other identifying information for the boat, engine(s) and trailer.

## **27.0 PACKAGING and SHIPPING**

- A) Prior to shipping, the boat must be cleaned throughout, including the removal of any aluminum shavings or dust.
- B) Bilges shall be dry and free of oil and debris, and the fuel tanks must be drained if required.
- C) The propulsion system must be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that may be subjected to freezing temperatures.
- D) The batteries must 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) Vessel must be covered in shrink wrap to reduce damage during transit. All contact points between the hull and the trailer must be sufficiently padded to prevent damage to hull.

## **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 transport. Contractor must 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 must provide one hard copy in the form of a binder 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 as a minimum the following:

- A) General Information,
- B) Technical Information
- C) Initial Spare Parts List
- D) Preventive Maintenance List.

### **A) 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:

1. Operating procedures;
2. Basic operating characteristics (as a minimum) temperatures, pressures, flow rates, etc.
3. Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step.
4. 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 must be included.
5. Documentation – Bill of Sale, Sea Trial Reports, Stability/Structural Calculations, maximum Load Conditions, Vessel Tonnage Calculation

### **B) Technical Information Section**

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

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

### **C) 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:

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

### **D) Preventative Maintenance List**

#### **30.0 TRAILER**

- 30.1 The trailer must be hot –dipped galvanized all welded construction designed to withstand frequent use and long journeys often off road, over rough terrain in remote areas.
- 30.2 Trailer must be capable of carrying 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.
- 30.3 The trailer must be equipped with rollers and properly adjusted to support vessel. The axle and yoke must be adjusted to provide the correct tongue weight.
- 30.4 Tandem axle with 15"/ 5 bolt wheels with disc brakes, axle bearing protection, grease nipple, equivalent spare tire on a mounting bracket with lug wrench. The tires must be sized for the rated capacity of the trailer. Spare (full) tire on a rim, mounted on the trailer.
- 30.5 Brake, turn signal lighting must be LED 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 Hitch to fit "2" ball. Heavy duty "stand on" galvanized steel fenders.
- 30.9 Rear of trailer shall have two anchor points to secure vessel aft. Two ratchet tie down straps with hooks. Two galvanized safety chains complete with shackles of suitable size and rating to secure vessel to trailer forward.
- 30.10 Two trailer guides must be fitted at the fenders. Height shall be a minimum of four (4) feet. Material must be white PVC.
- 30.11 A travel cover fitted to cover entire vessel with a double thick panel to cover windshield. Material brand Sunbrella or equal. Color must be royal blue.
- 30.12 The trailer shall be roadworthy and certified street legal for the roads in Manitoba and Alberta.
- 30.13 All pertinent documentation for the registering of trailer must be provided prior to delivery of the trailer and included in the Operator Technical Manual.

Solicitation No. - N° de l'invitation  
M5000-171488  
Client Ref. No. - N° de réf. du client  
M5000-171488

Amd. No. - N° de la modif.  
File No. - N° du dossier  
XLV-6-39093

Buyer ID - Id de l'acheteur  
xlv166  
CCC No./N° CCC - FMS No./N° VME

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## ANNEX B - QUESTION & ANSWER

Solicitation # M5000-171488/A

*To be completed as required during the bid solicitation period.*

Item	Spec-RFP description	Questions	Answers

## **ANNEX C - INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL**

### **1. Conduct of Inspection**

- (a) Inspections will be conducted in accordance with the ITP provided and accepted by the Inspection Authority and as detailed in this Annex.
- (b) The Contractor must provide its own staff or subcontractors to conduct inspections, tests and trials; excepting that Technical Authority or Inspection Authority personnel may be designated in the specifications, in which case the Contractor must ensure that its own staff are provided in support of such inspection/test/trial.
- (c) As applicable, the Contractor must ensure that the required conditions stated in the specification prevail at the commencement of, and for the duration of, each inspection/test/trial.
- (d) The Contractor must ensure that personnel required for equipment operation and records taking during the inspection/test/trial are briefed and available at the start and throughout the duration of the inspection/test/trial. Tradesmen or FSRs who may be required to effect minor changes or adjustments in the installation must be available at short notice.
- (e) The Contractor is to coordinate the activities of all personnel taking part in each inspection/test/trial and ensure that safe conditions prevail throughout the inspection/test/trial.

### **2. Inspection Records and Reports**

- (a) The Contractor on the inspection record, test or trials sheets as applicable must record the results of each inspection. The Contractor must maintain files of completed inspection records.
- (b) The Contractor's Quality Control (QC) representative (and the FSR when required) must sign as having witnessed the inspection, test or trial on the inspection record. The Contractor must forward originals of completed inspection records, together with completed test(s) and/or trials sheets to the Inspection Authority as they are completed.
- (c) Unsatisfactory inspection/test/trial results, for which corrective action cannot be completed during the normal course of the inspection/test/trial, will require the Contractor to establish and record the cause of the unsatisfactory condition to the satisfaction of the Inspection Authority. Canada representatives may assist in identification where appropriate.
- (d) Corrective action to remove cause of unsatisfactory inspections must be submitted to the Contracting Authority and to the Inspection Authority in writing by the Contractor, for approval before affecting such repairs and rescheduling of the unsatisfactory inspection/test/trial. Such notices must be included in the final records passed to the Contracting Authority and to the Inspection Authority.
- (e) The Contractor must undertake rectification of defects and deficiencies in the Contractor's installation or repair as soon as practicable. The Contractor is responsible to schedule such repairs at its own risk.
- (f) The Contractor must reschedule unsatisfactory inspections after any required repairs have been completed.
- (g) Quality Control, Inspection and Test records that substantiate conformance to the specified requirements, including records of corrective actions, must be retained by the Contractor for three (3) years from the date of completion or termination of the Contract and must be made available to the Contracting Authority and to the Inspection Authority upon request.

### **3. Inspection and Trials Process**

#### **3.1 Drawings and Purchase Orders**

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

#### **3.2 Inspection**

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

#### **3.3 Inspection Non-conformance report**

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

#### **3.4 Tests, Trials, and Demonstrations**

- (a) To enable the Inspection Authority to certify that the Work has been performed satisfactorily, in accordance with the Contract and specifications, the Contractor must schedule, co-ordinate, perform, and record all specified tests, trials and demonstrations required by the Inspection

Authority and the Specifications and any additional tests and trials performed by the Contractor required by the Inspection Authority.

- (b) Where the specifications contain a specific performance requirement for any component, equipment, sub-system or system, the Contractor must test such component, equipment, sub-system or system to the satisfaction of the Inspection Authority, to prove that the specified performance has been achieved and that the component, equipment, sub-system or system performs as required by the specifications.
- (c) Tests, trials and demonstrations must be conducted in accordance with a logical, systematic schedule which must ensure that all associated components and equipment are proven before sub-systems demonstration or testing, and that sub-systems are proven before system demonstration or testing.
- (d) Where the Specifications do not contain specific performance requirements for any component, equipment, sub-system or system, the Contractor must demonstrate such component, equipment, sub-system or system to the satisfaction of the Inspection Authority.
- (e) The Contractor must co-ordinate each test, trial and demonstration with all interested parties, including the Inspection, Contracting and Technical Authorities; regulatory authorities; Classification Society; Sub-contractors; etc. The Contractor must provide the Inspection Authority and other Government of Canada Authorities with a minimum of ten (10) working days' notice of each scheduled test, trial, or demonstration.
- (f) The Contractor must keep written records of all tests, trials, and demonstrations conducted required by the QA System.
- (g) The Contractor must in all respects be responsible for the conduct of all tests and trials in accordance with the requirements of the Contract.
- (h) The Contracting Authority and the Inspection/Technical Authority reserve the right to defer starting or continuing with any sea trials for any reasonable cause including but not limited to adverse weather, visibility, equipment failure or degradation, lack of qualified personnel and inadequate compliance with safety standards.

## ANNEX D - DETAILED FINANCIAL BID PRESENTATION SHEET

**D-1 Proposed Work Location:**

Contractor's Facility \_\_\_\_\_

**D-2 Evaluation of Price**

The price of the bid will be evaluated in Canadian dollars, customs duties are included and applicable taxes are extra, Incoterms 2000 Carriage and Insurance Paid (CIP) to destination.

<b>a.</b>	<b>Known Work</b> – Three (3) boats, outboard motors & Trailers) For work as stated in Part 1 article 1.2, and specified in Annex A. <b>5.3m to 5.7m aluminium boats.</b>  <b>For a FIRM price of:</b>	\$ _____
<b>b.</b>	<b>Delivery (2 boats) to destination</b> - Incoterms 2000 CIP as per Clause 6.4.2 to: Edmonton, AB  <b>For a FIRM price of:</b>	\$ _____
<b>c.</b>	<b>Delivery (1 boat) to destination</b> - Incoterms 2000 CIP as per Clause 6.4.2 to: Winnipeg, MB  <b>For a FIRM price of:</b>	\$ _____
<b>e.</b>	<b>Unscheduled Work</b> <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: <b>See articles D-3 and D3.1 below.</b>	\$ _____
	<b>EVALUATION PRICE</b> [a + b +c+d ]  For an EVALUATION PRICE of: (customs duties are included and applicable taxes are excluded)	\$ _____

**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 usage elsewhere in this document, or in the Bidder's Cost Management System, when negotiating *Hours* for unscheduled work, PWGSC will consider only those hours of labour directly involved in the production of the subject work package.

Elements of *Related Labour Costs* identified in D-3.2 will not be negotiated, but must be included within the *Charge-out Labour Rate*. It is therefore incumbent upon the Bidder to enter values in the above table which will result in fair compensation, regardless of the structure of their Cost Management System.

**D-3.2** Allowance for *Related Labour Costs* such as: Management, Direct Supervision, Purchasing and Material Handling, Quality Assurance and Reporting, First Aid, Gas Free Inspecting and Reporting, and Estimating must be included as *Overhead* for the purposes of determining the *Charge-out Labour Rate* entered in line D-2b and Article D-3 above.

Solicitation No. - N° de l'invitation  
M5000-171488  
Client Ref. No. - N° de réf. du client  
M5000-171488

Amd. No. - N° de la modif.  
File No. - N° du dossier  
XLV-6-39093

Buyer ID - Id de l'acheteur  
xlV166  
CCC No./N° CCC - FMS No./N° VME

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**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 Charge-out Labour Rate. A separate labour component for the purchase and handling of materials or subcontract administration is not allowable.

**D-4 Boat Delivery Proposal**

All deliverables are mandatory to be received on or before **March 15, 2017**.

Solicitation No. - N° de l'invitation  
M5000-171488  
Client Ref. No. - N° de réf. du client  
M5000-171488

Amd. No. - N° de la modif.  
File No. - N° du dossier  
XLV-6-39093

Buyer ID - Id de l'acheteur  
xlv166  
CCC No./N° CCC - FMS No./N° VME

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### ANNEX E - SUBCONTRACTOR LIST

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

**ANNEX F - INFORMATION REQUIRED FOR THE VERIFICATION OF INTEGRITY PROVISIONS**

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

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

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

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

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

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

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**ANNEX G – BID PACKAGE CHECKLIST**

**Fabrication and delivery of 5.3m to 5.7m Aluminum Boats for the 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
<b><u>Section I- Technical Bid</u></b>					
1		Front page	<u>Request for Proposal</u> document part 1 page 1 completed and signed;	Mandatory with the bid	<input type="checkbox"/>
2	3	3.2 Entirely including all sub paragraph	Section 1 – Technical Bid	Mandatory with the bid	<input type="checkbox"/>
<b><u>Section II- Financial Bid</u></b>					
6	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 (2 business days) of the written request:

No	Part	Article	Description	Condition	Document provided
<b><u>Section I- Technical Bid</u></b>					
1	6	6.5.4	Contractor representative	48 hrs of written request	<input type="checkbox"/>
<b><u>Section II- Certification</u></b>					
1	3	3.2.9	Welding certification	48 hrs of written request	<input type="checkbox"/>
2	5	5.2.1	Annex F Information required for the Verification of Integrity Provisions	48 hrs of written request	<input type="checkbox"/>
3	6	6.20	Applicable Laws	48 hrs of written request	<input type="checkbox"/>

### G1.3 Contract Deliverable Requirements

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

No	Part	Article	Description	Condition	Document provided
<b>Other documentation after contract award ( Reminder)</b>					
1	6	6.10	Project Schedule	5 days after contract award	
2	6	6.17	Inspection and Test Plan	7 days after contract award	
3	6	6.19	Insurance certificate	10 days after contract award	

Sollicitation No. - N° de l'invitation  
M5000-171488  
Client Ref. No. - N° de réf. du client  
M5000-171488

Amd. No. - N° de la modif.  
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Buyer ID - Id de l'acheteur  
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