



**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des
soumissions - TPSGC**

11 Laurier St. / 11, rue Laurier

Place du Portage , Phase III

Core 0B2 / Noyau 0B2

Gatineau

Québec

K1A 0S5

Bid Fax: (819) 997-9776

**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

Vendor/Firm Name and Address

Raison sociale et adresse du

fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

**Ship Construction, Refit and Related Services/Construction
navale, Radoubs et services connexes**

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet BOAT, LANDING, INFLATABLE		
Solicitation No. - N° de l'invitation W8482-168236/B		Date 2016-11-22
Client Reference No. - N° de référence du client W8482-168236		
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-032-26068		
File No. - N° de dossier 032mc.W8482-168236	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-12-22		Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>		
Address Enquiries to: - Adresser toutes questions à: Girard, Luc J.		Buyer Id - Id de l'acheteur 032mc
Telephone No. - N° de téléphone (819) 420-2890 ()		FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes		

Instructions: See Herein

Instructions: Voir aux présentes

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

This bid solicitation cancels and supersedes previous bid solicitation number W8482-168236/A dated 2016-05-27 with a closing of 2016-08-17 at 02:00PM EDT.

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W8482-168236/B
Client Ref. No. - N° de réf. du client
W8482-168236

Amd. No. - N° de la modif.
File No. - N° du dossier
032mc.W8482-168236

Buyer ID - Id de l'acheteur
032mc
CCC No./N° CCC - FMS No./N° VME

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PART 1 - GENERAL INFORMATION

1.1 Introduction

The bid solicitation is divided into seven parts plus attachments and annexes, as follows:

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

The Annexes include the Technical Statement of Requirement, the Inspection/Quality Assurance/Quality Control, and the Federal Contractors Program for Employment Equity - Certification, and any other annexes.

1.2 Summary

The Department of National Defence has a requirement to purchase 350 Inflatable Landing Boats (12 person capacity) in accordance with Annex "A" Technical Statement of Requirement (TSOR). Delivery locations are Edmonton, Alberta and Montreal, Québec, Canada.

The first delivery date must be no later than 180 days after contract award date with a minimum quantity of thirty (30) boats and a minimum quantity of thirty (30) boats must be delivered per quarterly period thereafter.

There is no security associated with this requirement.

The requirement is subject to the provisions of the Agreement on Internal Trade (AIT).

The Federal Contractors Program (FCP) for employment equity applies to this procurement; see Part 5 – Certifications and Additional Information, Part 7 - Resulting Contract Clauses and the annex titled [Federal Contractors Program for Employment Equity - Certification.](#)

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 from receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

PART 2 - BIDDER INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

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

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The 2003 2016-04-04, Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Subsection 5.4 of 2003, Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

Delete: 60 days

Insert: 120 days

2.1.1 SACC Manual Clauses

B3000T 2006-06-16, Equivalent Products

2.2 Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation.

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

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than seven (7) calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the 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 the Province of Ontario.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the Bidders.

2.5 Improvement of Requirement During Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least seven (7) days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

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

Section I: Technical Bid, three (3) hard copies and two (2) soft copies on USB flash drive
Section II: Management Bid, three (3) hard copies and two (2) soft copies on USB flash drive
Section III: Financial Bid, one (1) hard copy only
Section IV: Certifications, one (1) hard copy only

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.

Note: Only two USB flash drives may be remitted with each drive holding a copy of the Technical Bid and the Management Bid.

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

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

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process [Policy on Green Procurement](http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html) (<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 should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that Bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, Bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

The technical bid must demonstrate that the proposed boats are in accordance with Annex "A" Technical Statement of Requirement (TSOR).

3.2.1 Drawings

The following drawings must be included with the Bid:

- (a) General layout/arrangement of boat;
- (b) Fuel supply arrangement.

3.3 Section II: Management Bid

In their management bid, Bidders must demonstrate their capability and provide all documentation as requested for the following articles:

3.3.1 Project Schedule

The bidder must propose its preliminary project schedule in MS project or equivalent format. The project schedule must include the Bidder's work breakdown structure, the scheduling of main activities and milestone events and any potential areas involved in completing the Work.

3.3.2 Boat Construction Experience and Proven Design

The Bidder must provide objective evidence that it has the proven experience in the delivery of similar boats of the size, type and complexity which is subject to this RFP, by providing a detailed list of such boats delivered (minimum five boats) within the past five years (include name, address and contact information of client).

The bid must also demonstrate that the firm has the facilities and management expertise to deliver the boats in accordance with Annex "A" TSOR.

Prototypes will not be accepted. A proven, previously delivered design must be provided.

3.4 Section III: Financial Bid

Bidders must submit their financial bid prices, excluding taxes, in accordance with the following articles.

3.4.1 Exchange Rate Fluctuation

C3011T 2013-11-06, Exchange Rate Fluctuation

3.4.2 Firm Bid Prices

Bidders must indicate for each of the following items, their firm Bid price, excluding taxes.

Items	Delivery Location	Price per Boat in CDN\$ (A)	Quantity of Boats (B)	Extended Bid Price (A X B)
Item 1: 1 st Set of 75 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Edmonton AB, in accordance with Annex "A" TSOR.	Edmonton, AB	\$	75	\$
Item 1A: 2 nd Set of 75 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Edmonton AB, in accordance with Annex "A" TSOR.	Edmonton, AB	\$	75	\$
Item 2: 1 st Set of 100 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Montreal QC, in accordance with Annex "A" TSOR.	Montreal, QC	\$	100	\$
Item 2A: 2 nd Set of 100 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Montreal QC, in accordance with Annex "A" TSOR.	Montreal, QC	\$	100	\$
Total Bid Price CDN\$				\$

3.4.3 Unscheduled Work

Bidders must provide the following rates which will be included in the 'Resulting Contract' and must remain valid for the duration of the contract:

1. The Charge-out Rate specified below includes all classes of labor, engineering and foreperson, and all overhead, supervision and profit. The Charge-out Rate will be used for pricing unscheduled work that results in an increase or decrease in the Work Period, except as noted in the clause entitled "Overtime."

Charge-out Rate - \$..... /person/hour

2. Overtime:

Occasionally, Canada may elect to authorize overtime, for Unscheduled Work only. If this is the case, and the rate is greater than the Charge-out Rate, cost of labor hours will be determined on the following basis;

Time and one-half rate: \$..... /person/hour

Double Time Rate: \$..... /person/hour

3. The cost of material must be the net laid-down cost of the material to which must be added a mark-up of 10% of the net laid-down cost of the material. For the purposes of pricing, Unscheduled Work and material must be deemed to include subcontracts.

The unscheduled work rates and mark-up will be included in the Resulting Contract Part 7 – Basis of Payment but will not form part of the bid evaluation.

3.5 Section IV: Certifications

Bidders must submit the certifications and additional information 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", "management" and "financial" evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the bids.

4.1.1 Two-step evaluation approach

- a) The two-step evaluation approach gives the opportunity to bidders to provide additional or different information when the evaluation team determined that the information/documentation supplied with the bid is insufficient or missing to fully assess the responsiveness of bids.
- b) This two-step bid evaluation process does not limit Canada's rights under *SACC 2003 (2015-07-03) Standard Instructions – Goods or Services – Competitive Requirements* nor Canada's right to request or accept any information during the solicitation period or after bid solicitation closing in circumstances where the bid solicitation expressly provides for this right.
- c) Notwithstanding the limited review which Canada may conduct for certain parts of the bid solicitation during Step 1, any adjustments to a non-responsive bid are at the Bidder's sole discretion and will be made solely by the Bidder. Canada will not provide information about any other bid or any information as to how a Bidder should complete its response, if any, to the Preliminary Evaluation Report (PER), Bidders are and will remain solely responsible for:
 - i. the accuracy and completeness of their bids. Canada does not undertake, by reason of this review, any obligations or responsibility for identifying errors or omissions in bids submitted nor does Canada undertake to identify any or all such errors or omissions.
 - ii. ensuring consistency of the information submitted in their bids at all times, without limiting the foregoing,
 - iii. ensuring that any additional or different information provided in response to the PER is consistent with all other information originally submitted in their bids in response to other requirements. Failure to do so may prejudice the evaluation of previously submitted information and/or render the bid non-responsive.

4.1.1.1 Step 1

A. Evaluation of Section I – Technical Bid (3.2) and Section II – Management Bid (3.3)

For the evaluation of the requirements of the Section I, Technical Bid and of the Section II, Management Bid, Canada will conduct a full evaluation of all mandatory requirements to determine if the bid meets all of the mandatory requirements. A bid will be considered non-responsive if one or more mandatory requirements are not met.

B. Evaluation of Section III – Financial Bid (3.4)

An evaluation of the financial bid will not be conducted at Step 1. The review of this section will be limited to identifying whether required data is missing from the bid. In instances where a different price for the same item is provided in more than one location within the Financial Bid, Canada will identify this discrepancy and the Bidder will be required to confirm which price applies.

Where a required line item has been left blank, only the missing information may be added to the Financial Bid, except that, in those instances where the addition of such information will necessarily result in a change to other pricing or cost information previously submitted as a result of calculations required by the solicitation (for example, the calculation to determine a total price), such necessary adjustments must be identified by the Bidder and only these adjustments can be made. **Any other changes to the Bid will be considered to be new information and will be disregarded.**

C. Evaluation of Section IV – Certifications (3.5)

Canada will identify any instances where a Bidder has failed to submit a required certification or proof of compliance or where a submitted document lacks the requisite signature(s).

4.1.1.2 Preliminary Evaluation Report (PER)

- (a) After the completion of Step 1, if a bid is determined to be non-responsive, the Contracting Authority will provide to the Bidder a PER listing only the instances where the bid is non-responsive to the requirements of the bid solicitation and the applicable references. No PER will be issued for compliant bids. In those instances, the Contracting Authority will complete the full bid evaluation, including the Financial Bid evaluation, using the original bid documents submitted.
- (b) The Bidder will be invited to submit additional or different information to demonstrate to Canada, in accordance with the solicitation, that the bid is compliant with the requirements of the bid solicitation.
- (c) Except as expressly permitted above, information submitted for any other line item or category will not be considered nor will submitted information be used to evaluate any other section of the bid.
- (d) Bidders must provide written confirmation to the Contracting Authority upon receipt of a PER. The Bidder who do not confirm receipt will be deemed to have received the PER as of the date issued by Canada.
- (e) Submitted additional or different information submitted in response to the PER must be based on the boat proposed by the Bidder at bid closing. A bidder responding to a request for additional or different information must not modify, alter or substitute anything from the proposed boat to correct a non-responsive issue. All submitted information must otherwise comply with the requirements of this bid solicitation. Failure to comply with these requirements will result in the additional or different information being returned to the Bidder without further consideration.

- (f) The additional or different information submitted in response to the PER and accepted by Canada will be deemed to replace, in full, **only** the non-compliant information/documentation or response in the Bidder's original bid as identified in the PER and will be used for the remainder of the bid evaluation process.
- (g) The additional or different information submitted in response to the PER should follow the Bid Preparation Instructions (such as, for example, separating financial information from other information as required). Canada requests that bidders clearly indicate, for each requirement the additional or different information is associated to.
- (h) The additional or different information submitted in response to the PER must be submitted to the Contracting Authority on or before the date and time specified in the PER. Failure to do so will result in the bid being deemed non-responsive.
- (i) For those instances where a Bidder chooses not to submit additional or different information for a requirement identified in the PER, the Bidder must submit a response indicating "No Change" for such requirement and the original response for that item will continue to apply. If a bidder does not respond to a requirement identified in the PER, the Bidder will be deemed to have provided a "No Change" response and the original response for that item will continue to apply.
- (j) Once the additional or different information is received within the prescribed time, the evaluation team will evaluate the additional or different information provided against the mandatory requirement of the bid solicitation to determine if the bid is compliant. If the evaluation team determines that the additional or different information is still non-compliant, the evaluation team will render the bid noncompliant and the bid will not be given any further consideration. The bid will also be found non-compliant if the additional or different information submitted renders non-compliant any other mandatory requirements.

4.1.1.3 Step 2

Canada will conduct a full evaluation of the financial bids for those Bidders whose bids have been found compliant at Step 1.

4.1.2 Technical Evaluation

4.1.2.1. Mandatory Technical Criteria

In order to be compliant, the Bidder's proposal must demonstrate to the satisfaction of Canada that it meets all requirements of the Technical Statement of Requirement (TSOR) in Annex "A" and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.2 Section I – Technical Bid**.

4.1.3 Management Evaluation

4.1.3.1 Mandatory Management Criteria

In order to be compliant, the Bidder's proposal must, to the satisfaction of Canada, meet all requirements of the Technical Statement of Requirement (TSOR) in Annex "A" and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.3 Section II – Management Bid**.

4.1.4 Financial Evaluation

SACC Manual Clause [A0220T](#) 2014-06-26, Evaluation of Price – Bid

4.1.4.1 Mandatory Financial Criteria

In order to be compliant, the Bidder's proposal must, to the satisfaction of Canada, meet all requirements of the Technical Statement of Requirement (TSOR) in Annex "A" and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.4 Section III – Financial Bid**.

4.2 Basis of Selection

4.2.1 Mandatory Technical and Management Criteria

A bid must comply with the requirements of the bid solicitation and meet all mandatory technical and management 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 AND ADDITIONAL INFORMATION

Bidders must provide the required certifications and additional information to be awarded a contract.

The certifications provided by Bidders to Canada are subject to verification by Canada at all times. Unless specified otherwise, Canada will declare a bid non-responsive, or will declare a contractor in default if any certification made by the Bidder is found to be untrue, whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Contracting Authority will 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) (<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 specified 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) (<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" list available at the bottom of the page of the [Employment and Social Development Canada \(ESDC\) - Labour's](http://www.esdc.gc.ca/en/jobs/workplace/human_rights/employment_equity/federal_contractor_program.page?ga=1.229006812.1158694905.1413548969#afed) website (http://www.esdc.gc.ca/en/jobs/workplace/human_rights/employment_equity/federal_contractor_program.page?ga=1.229006812.1158694905.1413548969#afed).

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.

Canada will also have the right to terminate the Contract for default if a Contractor, or any member of the Contractor if the Contractor is a Joint Venture, appears on the "[FCP Limited Eligibility to Bid](#)" list during the period of the Contract.

The Bidder must provide the Contracting Authority with a completed annex [Federal Contractors Program for Employment Equity - Certification](#), before contract award. If the Bidder is a Joint Venture, the Bidder must provide the Contracting Authority with a completed annex Federal Contractors Program for Employment Equity - Certification, for each member of the Joint Venture.

5.2.3 Additional Certifications Precedent to Contract Award

5.2.3.1 Workers Compensation Certification – Letter of Good Standing

The bidder must have an account in good standing with the applicable provincial or territorial Workers' Compensation Board.

The Bidder must provide, **within five (5) calendar days** following a request from the Contracting Authority, a certificate or letter from the applicable Workers' Compensation Boards confirming the Bidder's good standing account. Failure to comply with the request may result in the bid being declared non-responsive.

PART 6 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS

6.1 Security Requirements

There is no security associated with this requirement.

6.2 Financial Capability

SACC Manual clause [A9033T](#) 2012-07-16 Financial Capability

6.3 Insurance Requirements - Proof of Availability Prior to Contract Award

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 7 – Resulting Contract Clause 7.13.

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.

PART 7 - RESULTING CONTRACT CLAUSES

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

7.1 Requirement

The Contractor must deliver to the Department of National Defence, 350 Inflatable Landing Boats (12 person capacity) in accordance with **Annex "A"** Technical Statement of Requirement (TSOR).

Quantities by delivery location:

Delivery Address	Quantity of Boats	Contact Info. (to be provided at contract award)
7 CFSD Receipts and Issues Section Edmonton AB, T0A 2H0	150	
25 Canadian Forces Supply Depot 6363 Notre Dame Est Montreal, QC H1N 3V9	200	

7.2 Standard Clauses and Conditions

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

7.2.1 General Conditions

2030 2016-04-04, General Conditions - Higher Complexity - Goods, apply to and form part of the Contract.

7.2.2 Supplemental General Conditions

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

7.3 Security Requirements

7.3.1 There is no security requirement applicable to the Contract.

7.4 Term of Contract

7.4.1 Delivery Dates

The first delivery date must be no later than 180 days after contract award date with a minimum quantity of thirty (30) boats. Thereafter, a minimum quantity of thirty (30) boats must be delivered each quarterly period.

7.5 Authorities

7.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Luc Girard
Supply Specialist
Public Works and Government Services Canada
Acquisitions Branch
Marine Systems Directorate
Portage III - Floor: 6C2
11, rue Laurier, Gatineau (Québec), K1A 0S5 Canada

Luc.Girard@tpsgc-pwgsc.gc.ca

Téléphone : 819-420-2890

Télécopieur/Facsimile : 819-956-0897

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.

7.5.2 Technical Authority *to be inserted at contract award*

The Technical Authority for the Contract is:

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.

7.5.3 Inspection Authority *to be inserted at contract award*

The Inspection Authority for the Contract is:

The Inspection Authority is the representative of the department or agency for whom the Work is being carried out 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.

7.5.4 Contractor's Representative *to be inserted at contract award*

7.6 Payment

7.6.1 Basis of Payment

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid the firm unit prices, as specified in the contract below for a cost of \$ _____. Customs duties are included and Applicable Taxes are extra.

Items	Delivery Location	Quantity of Boats	Price per Boat in CDN\$
Item 1: 1 st Set of 75 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Edmonton AB, in accordance with Annex "A" TSOR.	Edmonton, AB	75	\$
Item 1A: 2 nd Set of 75 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Edmonton AB, in accordance with Annex "A" TSOR.	Edmonton, AB	75	\$
Item 2: 1 st Set of 100 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Montreal QC, in accordance with Annex "A" TSOR.	Montreal, QC	100	\$
Item 2A: 2 nd Set of 100 Inflatable Landing Boats, Delivered Duty Paid (DDP) Incoterms 2000 to Montreal QC, in accordance with Annex "A" TSOR.	Montreal, QC	100	\$

7.6.2 Charge-out Rate / Material Mark-up for Unscheduled Work

The following rates are included in the Basis of Payment and must remain valid for the duration of the contract:

1. The Charge-out Rate specified below includes all classes of labor, engineering and foreperson, and all overheads, supervision and profit. The Charge-out Rate will be used for pricing unscheduled work that results in an increase or decrease in the Work Period, except as noted in the clause entitled "Overtime."

Charge-out Rate - \$..... /person/hour.

2. Overtime:

Occasionally, Canada may elect to authorize overtime, for Unscheduled Work only. If this is the case, and the rate is greater than the Charge-out Rate, cost of labor hours will be determined on the following basis;

Time and one-half rate: \$..... /person/hour

Double Time Rate: \$..... /person/hour

3. The cost of material must be the net laid-down cost of the material to which must be added a mark-up of 10% of the net laid-down cost of the material. For the purposes of pricing, Unscheduled Work and material must be deemed to include subcontracts.

7.6.3 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.

7.6.4 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.

7.6.5 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.

7.6.6 Multiple Payments

H1001C 2008-05-12, Multiple Payments

7.7 Invoicing Instructions

1. The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.
2. Invoices must be distributed as follows:
 - a. The original and one (1) copy must be forwarded to the following address for certification and payment.
Department of National Defence
National Defence Headquarters
101 Colonel By Drive
Ottawa, Ontario, Canada
K1A 0P9

Attention: D-MAR-P 4-3-4
 - b. One (1) copy must be forwarded to the Contracting Authority identified under the section entitled "Authorities" of the Contract.

7.8 Certifications and Additional Information

7.8.1 Compliance

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.

7.8.2 Federal Contractors Program for Employment Equity - Default by the Contractor

The Contractor understands and agrees that, when an Agreement to Implement Employment Equity (AIEE) exists between the Contractor and Employment and Social Development Canada (ESDC)-Labour, the AIEE must remain valid during the entire period of the Contract. If the AIEE becomes invalid, the name of the Contractor will be added to the "[FCP Limited Eligibility to Bid](#)" list. The imposition of such a sanction by ESDC will constitute the Contractor in default as per the terms of the Contract.

7.8.3 Workers Compensation

The Contractor must maintain its account in good standing with the applicable provincial or territorial Workers' Compensation Board for the duration of the Contract.

7.9 Applicable Laws

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

7.10 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.

- (a) the Articles of Agreement;
- (b) the supplemental general conditions 1028, 2010-08-16, Ship Construction - Firm Price;
- (c) the general conditions 2030, 2016-04-04, Goods - Higher Complexity;
- (d) Annex "A", Technical Statement of Requirement;
- (e) Annex "B" - Inspection/Quality Assurance/Quality Control;
- (f) the Contractor's bid dated _____, and as clarified on _____, as amended on _____.

7.11 Defence Contract

SACC Manual clause [A9006C](#) 2012-07-16, Defence Contract

7.12 Post Contract Award/Pre-Production Meeting

Within 30 days of Contract award, the Contractor must contact the Contracting Authority and the Technical Authority to schedule and determine the pre-production meeting including the pre-production tests in accordance with Annex "A" TSOR. The meeting will be held at the Contractor's plant. Cost of holding such pre-production meeting must be included in the price of the bid. All travel and living expenses for Government of Canada personnel will be arranged and paid for by Canada.

7.13 Insurance Requirements

- a) The Contractor must comply with the insurance requirements specified in **Article 7.13.1** 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.
- b) 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.

- c) 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. For Canadian-based Contractors, coverage must be placed with an Insurer licensed to carry out business in Canada, however, for Foreign-based Contractors, coverage must be placed with an Insurer with an A.M. Best Rating no less than "A-". The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

7.13.1 General Commercial 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.

7.14 SACC Manual Clauses – Quality Assurance

D5540C 2010-08-16, ISO 9001:2008 Quality Management Systems - Requirements (Quality Assurance Code Q)

D5510C 2014-06-26, Quality Assurance Authority (Department of National Defence) - Canadian-based Contractor

D5515C 2010-01-11, Quality Assurance Authority (Department of National Defence) - Foreign-based and United States Contractor

D5604C 2008-12-12, Release Documents (Department of National Defence) - Foreign-based Contractor

D5605C 2010-01-11, Release Documents (Department of National Defence) - United States-based Contractor

D5606C 2012-07-16, Release Documents (Department of National Defence) - Canadian-based Contractor

7.15 Release Documents - Distribution

The Contractor must prepare the release documents in a current electronic format and distribute them as follows:

- a. One (1) copy mailed to consignee marked: "Attention: Receipts Officer";
- b. Two (2) copies with shipment (in a waterproof envelope) to the consignee;
- c. One (1) copy to the Contracting Authority;
- d. One (1) copy to:

*National Defence Headquarters
Mgen George R. Pearkes Building
101 Colonel By Drive
Ottawa, ON K1A 0K2
Attention: D-Mar-P 4-3-3-4*

- e. One (1) copy to the Quality Assurance Representative;

- f. One (1) copy to the Contractor; and
- g. For all non-Canadian contractors, one (1) copy to:

*DQA/Contract Administration
National Defence Headquarters
Mgen George R. Pearkes Building
101 Colonel By Drive
Ottawa, ON K1A 0K2*

E-mail: ContractAdmin.DQA@forces.gc.ca.

7.16 SACC Manual Clauses

B5007C 2010-01-11, Procedures for Design Change or Additional Work
B9035C 2008-05-12, Progress Meetings
C2801C 2014-11-27, Priority Rating - Canadian-based Contractors
D0018C 2007-11-30, Delivery and Unloading
D2000C 2007-11-30, Marking
D2001C 2007-11-30, Labelling
D3015C 2014-09-25, Dangerous Goods / Hazardous Products - Labelling and Packaging Compliance
D6009C 2013-04-25, Shipping Instructions - Delivery and Destination Schedules Unknown
D6010C 2007-11-30, Palletization
D9002C 2007-11-30, Incomplete Assemblies

7.17 Additional Package Markings – Identical

1. The Contractor must ensure that in addition to the required interior and exterior package markings in accordance with Annex "A" TSOR, the following information is provided;
 - serial number
2. These markings must be applied and positioned in accordance with Canadian Forces Packaging Specification D-LM-008-002/SF-001.

7.18 Acceptance

1. Canada's provisional acceptance for delivery of each vessel must occur with the execution of a certificate in accordance with form **PWGSC 1105** upon satisfactory completion of each vessel and all trials. The execution of the certificates must in no way relieve the Contractor of any obligations under the Contract.
2. It is understood and agreed that where the work has been substantially completed and the parties have agreed upon the terms and conditions for the Contractor to make good any deficiencies, the certificate referred to above may be executed with a statement attached concerning the rectification of the deficiencies by the Contractor.
3. Canada's final acceptance must occur upon completion of the twelve (12) month warranty period and settlement of all accounts between the parties in relation to the Contract.

7.19 Progress Report

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 an explanation.

(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) an explanation of any variation from the schedule.

7.20 Inspection, Test & Trials

1. All Inspections and test and trials performed must be in accordance with Annex "A" TSOR and Annex "B" - 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 amended by the Contractor to the satisfaction of the Inspection Authority.

3. 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.

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ANNEX “A”

TECHNICAL STATEMENT OF REQUIREMENT (TSOR)

See attached.

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APPENDIX 1 to ANNEX "A"

OVER-PRESSURE, RELIEF, BAFFLE AND AIR HOLDING TESTS

OVER-PRESSURE TEST

CONTRACT #		MFR SERIAL #	
DND HULL ID #	-348-	DATE: (mm/dd/yyyy)	

Glossary:

- a) **Working Pressure:** The pressure at which the collar must be operated and maintained at. Working Pressure is equal to Pressure Relief Valve (PRV) setting if no PRV's are optioned.
- b) **Over-pressure Test Pressure:** Is two (2) times the Working Pressure.

Working Pressure (psi)	Over-pressure Test Pressure
3.5	7.0

Procedure:

- a) Mark all seam edges with a white grease pencil.
- b) Record the Test Pressure in the table below.
- c) Lock out the PRVs.
- d) Inflate all 5 chambers of the collar to the recommended test pressure.
- e) Maintain pressure for 20 minutes.
- f) After 20 minutes, inspect for seam slippage, rupture or permanent distortion.

	Test Pressure (psi)	Time
START	7.0	
END	-NA-	

Note and give details of any failures:

Pass / Fail Criteria:

There must be no evidence of any seam slippage, rupture, or permanent distortion. There must not be any leaks in the collar. If a leak is suspected, cover area with soapy water to find the leak. Any evidence of above will be considered a fail.

OVERALL TEST RESULT: PASS or FAIL

Print	Signature	
Canada Representative(s)		
Contracting Representative		

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Pressure Relief Valve Test

CONTRACT #		MFR SERIAL #	
DND HULL ID #	-348-	DATE: (mm/dd/yyyy)	

Glossary:

- a) **Working Pressure:** The pressure at which the collar must be operated and maintained at. Working Pressure is equal to Pressure Relief Valve (PRV) setting if no PRV's are optioned.

Working Pressure (psi)
3.5

Procedure:

- a) Inflate each chamber individually.
b) Using a pressure gauge fitted for inflatables, measure and record the pressure each PRV starts to relief in the table below.
c) Using the same gauge, measure and record the pressure each PRV resets in the table below.

	Port aft	Port 1	Bow	Stbd aft	Stbd 1		
Relief Pressure (psi)							
Reset Pressure (psi)							

Pass / Fail Criteria

Relief pressure must engage between 3.25(psi) and 4(psi)
Reset pressure must engage between 2.75(psi) and 3.5(psi)

OVERALL TEST RESULT: PASS or FAIL

Print	Signature	
Canada Representative(s)		
Contracting Representative		

Baffle Test

CONTRACT #		MFR SERIAL #	
DND HULL ID #	-348-	DATE: (mm/dd/yyyy)	

Procedure:

- Lock all pressure relief valves.
- Inflate every chamber to 360mbar.
- Lock open the chambers fill valves on the remaining chambers.
- Allow 15 minutes for over-pressure then adjust to 300mbar for 4 hours.
- Allow 1 hour for stabilization and set to 240mbar.
- Record time, temperature and barometric pressure (bar).
- After 4 hours record all chamber pressures, time temp and barometric. Compensate for atmospheric changes.
- Ensure that Test **Pass / Fail** remark is recorded.
- If the test drops more than 20mbar in first 24hrs, continue to 48, 72 and 120.
- If total failure, ensure that a problem is found, repaired recorded and retested prior to proceeding.

Table 1

	Date: M/D/Y	Time	Temp °C	Bar (mbar)
Initial		am pm		
Final		am pm		
Compensate mbar				
Total Compensate mbar				

Pressure test atmospheric change compensation values and parameters	
1	-4mbar = +1°C
2	+4 mbar = -1°C
3	+1 mbar = +1 mbar (bar.press)
4	-1 mbar = -1 mbar (bar.press)
5	6°C temperature variation voids test
6	11 mbar.press. variation voids test

Table 2

	Port 4	Port 3	Port 2	Port 1	Bow	Stbd 1	Stbd 2	Stbd 3	Stbd 4
Initial									
Final									
Compensate									

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Acceptance / rejection criteria:

A compensated chamber pressure drop of more than 5 mbar/hr constitutes a failure

Finding:		
Corrective Action:		
	<u>Print name</u>	<u>Date</u>
Finding:		
Corrective Action:		
	<u>Print name</u>	<u>Date</u>
Finding:		
Corrective Action:		
	<u>Print name</u>	<u>Date</u>

OVERALL TEST RESULT: PASS or FAIL

Print	Signature
Canada Representative(s)	
Contracting Representative	

<u>Additional Notes</u>

24 Hour Air Holding Test

CONTRACT #		MFR SERIAL #	
DND HULL ID #	-348-	DATE: (mm/dd/yyyy)	

Procedure:

- Lock all pressure relief valves.
- Inflate every chamber to 300mbar.
- Allow 1 hour stabilization, then re-adjust to 240mbar
- Record time, temperature and barometric pressure (bar).
- After 24 hours record all chamber pressures, time, temperature and bar
- Compensate for atmospheric changes
- Record all compensated chamber pressures
- If tube does not pass, find problem, rectify and retest.

Table 1

	Date: M/D/Y	Time	Temp °C	Bar (mbar)
Initial		am pm		
Final		am pm		
Compensate mbar				
Total Compensate mbar				

Pressure test atmospheric change compensation values and parameters
1 -4mbar = +1°C
2 +4 mbar = -1°C
3 +1 mbar = +1 mbar (bar.press)
4 -1 mbar = -1 mbar (bar.press)
5 6°C temperature variation voids test
6 11 mbar.press. variation voids test

Table 2

	Port 4	Port 3	Port 2	Port 1	Bow	Stbd 1	Stbd 2	Stbd 3	Stbd 4
Initial									
Final									
Compensate									

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Acceptance / rejection criteria:

A compensated chamber pressure drop of more than 20mbar in 24hrs, 35mbar in 48hrs, 50mbar in 72hrs, 60mbar in 96hrs, 65mbar in 120hrs will constitute a failure.

Finding:		
Corrective Action:		
	<u>Print name</u>	<u>Date</u>
Finding:		
Corrective Action:		
	<u>Print name</u>	<u>Date</u>
Finding:		
Corrective Action:		
	<u>Print name</u>	<u>Date</u>

OVERALL TEST RESULT: PASS or FAIL

Print	Signature
Canada Representative(s)	
Contracting Representative	

<u>Additional Notes</u>

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APPENDIX 2 to ANNEX "A"

BIDDERS QUESTIONS AND ANSWERS

ANNEX "B"

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 TSOR. 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 must be required before the Work is inspected by the Inspection Authority.

(d) The QA/QC system is a requirement, so if the documentation is presented to the Inspection Authority before an inspection stating that the Work is satisfactory but the Inspection Authority finds that the Work has not been satisfactorily inspected, the Inspection Authority must issue an Inspection Non-conformance Report against the Work and another against the failure of the Contractor's QA/QC system.

(e) Before carrying out any inspection, the Inspection Authority must review the requirements for the Work and the acceptance and/or rejection standards to be applied. Where more than one standard or requirement is called up and they are potentially conflicting, the Inspection Authority must refer to the order of precedence in the Contract to determine the standard or requirement to be applied.

3.3 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 thirty (30) 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 "C" to PART 5 OF THE BID SOLICITATION

FEDERAL CONTRACTORS PROGRAM FOR EMPLOYMENT EQUITY – CERTIFICATION

I, the Bidder, by submitting the present information to the Contracting Authority, certify that the information provided is true as of the date indicated below. The certifications provided to Canada are subject to verification at all times. I understand that Canada will declare a bid non-responsive, or will declare a contractor in default, if a certification is found to be untrue, whether during the bid evaluation period or during the contract period. Canada will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply with any request or requirement imposed by Canada may render the bid non-responsive or constitute a default under the Contract.

For further information on the Federal Contractors Program for Employment Equity visit [Employment and Social Development Canada \(ESDC\) – Labour's](#) website.

Date: _____ (YYYY/MM/DD) (If left blank, the date will be deemed to be the bid solicitation closing date.)

Complete both A and B.

A. Check only one of the following:

- ☐ A1. The Bidder certifies having no work force in Canada.
- ☐ A2. The Bidder certifies being a public sector employer.
- ☐ A3. The Bidder certifies being a [federally regulated employer](#) being subject to the [Employment Equity Act](#).
- ☐ A4. The Bidder certifies having a combined work force in Canada of less than 100 permanent full-time and/or permanent part-time employees.

A5. The Bidder has a combined workforce in Canada of 100 or more employees; and

- ☐ A5.1. The Bidder certifies already having a valid and current [Agreement to Implement Employment Equity](#) (AIEE) in place with ESDC-Labour.

OR

- ☐ A5.2. The Bidder certifies having submitted the [Agreement to Implement Employment Equity \(LAB1168\)](#) to ESDC-Labour. As this is a condition to contract award, proceed to completing the form Agreement to Implement Employment Equity (LAB1168), duly signing it, and transmit it to ESDC-Labour.

B. Check only one of the following:

- ☐ B1. The Bidder is not a Joint Venture.

OR

- ☐ B2. The Bidder is a Joint venture and each member of the Joint Venture must provide the Contracting Authority with a completed annex Federal Contractors Program for Employment Equity - Certification. (Refer to the Joint Venture section of the Standard Instructions)

DND SPARES, 5.3M ASSAULT BOAT (BOAT, LANDING, INFLATABLE)

ANNEX “A”

**TECHNICAL STATEMENT OF REQUIREMENT
(TSOR)**

FOR

BOAT, LANDING, INFLATABLE

5.3M ASSAULT BOAT

NSN 1940-21-900-2845

2016-10-21

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1. SCOPE

This Technical Statement of Requirement (TSOR) states the technical requirements for NICP (DND Spares) procurement for the replacement of 350 12 Person Inflatable Assault Boats. This platform will continue to be utilized by Canadian Armed Forces Combat Engineers, Path Finders, Infantry and other DND entities for a magnitude of specialized tasks and operations that will include the necessity to have a means of rapid deployment and portage through rugged terrain.

2. APPLICABLE DOCUMENTS

The following documents form part of the TSOR to the extent specified herein..

- | | | |
|----|---------------------|---|
| a) | C-28-020-001/TB-001 | TEST OF SHIPBOARD APPLIANCES |
| b) | D-LM-008-011/SF-001 | PREPARATION AND USE OF PACKAGING |
| c) | D-01-100-215/SF-000 | PREPARATION OF MATERIAL CHANGE
NOTICE |
| d) | D-02-006-008/SG-001 | DESIGN CHANGE DEVIATION WAIVER |
| e) | D-02-002-001/SG-001 | CF IDENTIFICATION AND MARKINGS |
| f) | D-23-010-113/SF-001 | REPAIR KIT, INFLATABLE BOATS |
| g) | D-01-100-214/SF-000 | PREPARATION FOR PROVISIONING
DOCUMENTATION |

2.1 OTHER PUBLICATIONS

The following documents form part of this specification to the extent specified herein.
The effective date must be that in effect on the date of contract award.

- | | | |
|----|------------|---|
| a) | TP 1332(E) | CONSTRUCTION STANDARDS FOR SMALL
VESSELS |
| b) | ISO - 9001 | QUALITY MANAGEMENT SYSTEM |

3.0 REQUIREMENTS

3.1 Vessel particulars: The inflatable must as a minimum conform to the following:

- a) The inflatable boats must be capable of carrying 12 people plus ancillary;
- b) Load capacity must be no less than: 1690kg (3725lbs);
- c) Length overall must be between: 5.2m to 5.5m (17.1ft to 18.1ft);
- d) Overall beam must be between 2.0m and 2.15m: (6.9ft to 7ft);

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- e) The inflatable boats must be capable of operating with up to 75HP outboard Long Shaft engine;
- f) Weight of boat empty must be no more than 182kg (400lbs);
- g) Useable floor space- no less than 3.3m square;
- h) Bottom of floor must be able to withstand frequent beaching abrasion from sand, gravel, sharp irregular shaped rocks, concrete, rubble and coral.
- i) Capable of supplying a tow to, or receiving a tow from a platform similar in size and weight.
- j) Must remain afloat at full capacity with the cargo area completely filled with water
- k) Must be capable of being stored for extended periods of time (min 1 year) collapsed or inflated in a controlled climatic environment(base warehouse)

3.1.1 Manuals: It is the bidder's responsibility to supply bilingual Maintenance, Parts and Operator's manuals. The manuals must include:

- a) Maintenance manual; to include all manufacturer recommended daily, weekly and monthly maintenance requirements on all component parts of the boat, motor and ancillary's.
- b) Parts manual; to include all component technical drawings with component parts list and recommended spare parts with part numbers of all itemized material used.
- c) Operator's manual: General boat operating procedures including assembly/inflation instruction, safety procedures, and operating parameters. The operators manual must also include motor installation instructions / limitations and safety procedures.

All manuals must be delivered in a combined side by side English/ French format. Two sets of bilingual combined English/French manuals must be sent to the Contracting and Technical Authority for approval 30 days after contract award. The Technical Authority will retain 2 sets of approved copies.

Each inflatable boat must be delivered with 2 copies of the approved bilingual manuals for the end users use. Copies delivered with each inflatable boat will be protected by a durable watertight bag.

3.2 CONSTRUCTION: The boats must be constructed as follows:

3.2.1 Fabric Material: The fabric used in the manufacture of the inflatable parts of the boat must be of a woven fabric support of military grade chlorosulphonated polyethylene (CSM), otherwise known as Hypalon® or a Mil Spec grade of polyurethane with UV protection. It is mandatory that the fabric material has the ability to withstand, without cracking or delaminating during frequent folding, unfolding , inflation, deflation and abrasion in extreme temperatures of cold and heat. (-19 degree C /+46 degree C) The thread used to line, shape and mould all inflatable parts must be fabricated from a

high marine grade polyamide or polyester fibre, that is UV resistant and is unaffected by salt or POL substances.

Note** The fabric material provided must be capable of semi permanent, mission duration, in field operational/emergency repair by the assault boat operators. This repair must be achievable within 35 minutes without the aid of external electrical supply, tools or equipment other than those supplied as part of the boats ancillary equipment repair kit.

3.2.1.1 Material Requirement:

- a) Supply material warp and weft for tear strength
- b) Supply material warp and weft for tensile strength

3.2.2 Buoyancy Tubes: The buoyancy tubes must be subdivided having not less than five (5) compartments. The tubeset must be so arranged that if the air tight integrity of any one chamber is compromised, the intact compartments will support the fully loaded boat. The buoyancy tubes and keel must be capable of rapid inflation by means of the high-pressure inflation kit. Each compartment will be fitted with an inflation/deflation and pressure relief valves.

3.2.3 D-Ring Attachments: The buoyancy tubes must consist a minimum of ten (10) D-Ring attachments evenly spread around the tube set below the top centre line inboard for securing equipment. In order to diversify configuration during operation, two(2) D-rings must be installed forward in order to secure the fuel bladder forward and two (2) D-Rings must be installed aft in order to install a fuel bladder aft depending on the mission at hand.

3.2.4 Gas Line securing arrangement: The assault boat must have the capability to maintain and secure a flexible gas line running from forward to aft. The gas line securing arrangement must be installed along the inner lower port portion of the tube set. The gas line must be easily passed through the securing arrangement and it must be located in such a way that does not obstruct the operation and functionality of the boat for the end users e.g. (paddling, manoeuvrability in the boat). It also must not foul during roll-up floor installation.

3.2.5 Paddle Patches: Two (2) sets of paddle patches, 1 (one) port and 1 (one) stbd must be installed along the inner lower portion of the tube set. Each set of patches will be able to hold two (2) paddles each in such a way that it does not obstruct the operation and functionality of the boat for the end users.

3.2.6 Bottom and Inflatable Keel: The bottom and the inflatable keel must be constructed to provide manoeuvrability and rigidity to the boat in conjunction with the roll-up floor. The inflatable keel must be capable of rapid inflation by means of the high pressure inflation kit.

3.2.7 Inflation/deflation valves: The inflation/deflation valves must be supplied and installed by the Contractor and consist of the following: For easy access, the valves must be located on the inboard side of each compartment of the buoyancy tubes not higher than the floatation line. The position of the valves on the boat must not pose a tripping hazard and shall not impede in any way transit when stepping on the main buoyancy tube or on the deck inside the boat. The operating pressure for the tubes must be permanently stencilled at each valve location with lettering and numerals approximately 25.4 mm high in millibars and psi. All valves must be compatible with the high-pressure inflation system. The valves must have maximum protection by way of valve caps to prevent insertion of undesirable contaminants or inadvertent manipulation while employed.

3.2.8 High-pressure Inflation System (HPIS): The Contractor must supply a high-pressure inflation system composed of the following:

1. Two (2) high-pressure carbon composite cylinders, or of similar industry design as approved by the Technical Authority. The cylinders must also have inherent added protection against abrasion. The cylinders must have a minimum of 3000 psig (206 bars) working pressure. The Contractor must supply cylinders containing enough pressurized air in order to inflate the boat to its entirety with one tank. The cylinder maintenance schedule must require a hydrostatic test to be performed on an interval of not less than every five years with a minimum of 15 year life expectancy. All connection must be quick connect and require no special tools. A stowage bag (valise) must be provided for stowage of the cylinders with and internal separate durable pouch for the hoses.
2. The HPIS valves must have an integrated regulator (first stage) or yoke of similar design approved by the Technical Authority. The valve must have a minimum of 3000 psig (206 bars) working pressure. The valves must be made of metal in order to offer maximum protection against shocks. The high-pressure inflation system must be compatible with the inflation valves;
3. Two (2) 3.7 meter (12 ft) high pressure inflation hoses with each a hand held inflation nozzles with trigger valves;

3.2.9 Air Management: The air management system must be manufactured with materials having a high corrosion resistance (e.g Stainless Steel, brass) and a high resistance to damage when the boat is being folded and packed. Exterior valve components must be further coated or treated (e.g Electroplating, electro-polishing/passivating) to prevent corrosion. The air management system must

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successfully inflate the boat from a single point HP (High Pressure) inflation valve to all chambered sections. The air management system must also consist of a HP air passage hose which is embedded in the longitudinal direction at each of both lower sides of the tube set. The compressed air supply (air cylinders) must supply compressed air at a designated industry standard pressure to the HP air passage hose, respectively; an air distributor which supplies the air at the designated air pressure into the plurality of compartments.

***NOTE – FULL HP INFLATION OF THE INFLATABLE BOAT MUST OCCUR WITHIN A 5 MINUTE TIME FRAME**

3.2.10 Exterior Material Colour: The colour of the inflatable boat must be drab black (proofed fabric, Tube set, Lifelines, Transom, Roll Up Floor, bottom, Paddles, rubbing strake and valises). No reflective materials can be used.

3.2.11 Cordage: All cordage attached to the inflatable must be black in colour, be manufactured from water resistant “rot proof” synthetic fibre such as 3 strand or braided polypropylene, polyester and nylon.

3.2.12 Carrying Handles: A minimum of five (5) heavy duty carrying handles must be fitted on each side of the boat, to the horizontal centreline of the buoyancy tubes directly above the rubbing strake. They must be distributed in such a way to balance the weight of the inflatable boat as much as possible. The carrying handles must be located high enough to prevent spray from contact with water while underway. The carrying handles must be made of heavy duty nylon with PVC grips and must be ergonomic for use with gloved hands. Each carrying handle must be able to withstand a static pull of 114kg. The Contractor must install a black coated stainless steel carrying handle at the bow above the waterline and must be able to withstand a static pull of 227kg.

3.2.13 Rubbing Strake: A heavy duty rubbing strake must be fitted all around the boat at the outboard horizontal centreline of the buoyancy tubes. The strake must be D-shaped or ribbed no less than 150mm (6 in.) wide with a centre rise of no less than 12.2mm (½”). The strake must protect the side of the boat when moored alongside and must also deflect water spray away from the boat when moving through the water.

3.2.14 Wear Strips: Heavy duty coated fabric, such as PVC or an equivalent durable product as approved by the TA, must be installed as wear strips that run down the length of the inflatable keel, port and stbd bottom of the tube set for additional protection while beaching.

3.2.15 Towing Rings: Two (2) black coated stainless steel towing rings must be fitted to the forward underside of the buoyancy chambers, one (1) towing ring located on the

port side of the boat and one (1) towing ring located on the starboard side. The tow rings must be able to withstand a horizontal static pull of 680kg.

3.2.16 Transom: The transom must be fabricated of high grade marine plywood or a carbon composite material, or a material approved by the Technical Authority. It must be fitted to accommodate up to a 4 Stroke 75HP long shaft outboard motor. The transom must be an integral part of the boat. The vertical height of the transom must be between 500 mm and 550 mm at the motor location. The transom angle must provide for optimum performance of the motor utilized as recommended by the manufacturer. A non-corrosive metal mounting plate, i.e., stainless steel or anodize aluminum, must be fitted on the inboard side of the transom for the outboard motor clamps. An anodize aluminum plate, must be fitted on the outboard side for the outboard motor resting clamps. Two (2) U bolts must be fitted on the inboard side of the transom for securing the outboard motor safety chain and for the hard points as part of the lifting apparatus. Two (2) evenly spaced additional U-bolts must be installed on the rear of the transom for towing and securing purposes. A stainless steel strip must be fitted to cover the bottom edge of the transom to prevent damage during beaching.

3.2.17 Transom Drain(s): The boats must be equipped with a system to drain large amounts of water effectively and efficiently at low and high speeds and at maximum loading capacity. Residual water trapped between the absolute bottom and the rollup floor must easily be flushed out via a bottom transom drain plug on dry land with a minimal incline.

3.2.18 Roll-up Floor: The roll-up floor must be made of a durable sound absorbing, anti-corrosive material. The floor, when flat, must grip against the bow thrust board, transom, and side joints between the buoyancy tubes and the fabric bottom. There must be a quick fastening system forward to the bow thrust, aft to the transom, also, port and starboard to the underside of the buoyancy tubes. The roll-up floor must be removable when the boats are deflated. Two (2) sets of folding D rings must be installed fwd and aft on the roll up floor in order to provide a means of securing the fuel bladder.

***Note 1** A typical roll up will be comprised of aluminum or composite slats inside a durable PVC or weather and rot proof heavy duty material sheath for the floor surface.

3.2.19 Bow lifting Points: Two (2) folding lift D-rings must be installed fwd in order for the sling apparatus to attach. The points fwd and aft must be able to withstand a static pull of 680Kgs for its safe working load.

3.2.20 Metal Components: Metal parts used in the boats' construction must be of a non-corrosive material, strong and light in weight suitable for use in a marine environment, i.e., stainless steel to SAE 30316 or anodized aluminum alloy. All metal

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machined parts and edges must be suitably configured and have a round smooth finish to prevent personal injury, chaffing and puncturing of the fabric.

3.2.21 Wooden Components: Wooden parts used must be made of high grade marine wood / plywood whereas cross sectional wooden fibres are sealed and not exposed to the outside elements.

3.2.22 Lifelines: A 5/8" life line must run completely around the outer upper side of the tubeset and must be evenly fitted with D-Rings from forward to aft. The lifeline must be situated in such a way that it does not impede the functionality of the knee rail. All securing points of the lifeline must withstand a minimum static pull of 160 kg.

3.2.23 Identification Plates: The Contractor must supply identification plate(s) in both official languages of Canada in accordance with DND Standard D-02-002-001/SG-001. The identification plate(s) must be mounted on each boat on the outer upper left hand side of the transom. The plate must be of rectangular shape, minimum 76mm x 127mm (3" x 5") to a maximum of 127mm x 178mm (5" X 7"). The identification plate(s) must be fabricated from anodized aluminum, or a non removable, durable plastic glazed decal and contain, as a minimum, the following data:

- (a) BOAT, LANDING, INFLATABLE;
- (b) 5.3 M ASSAULT BOAT;
- (c) NSN 1940 21-900-2845;
- (d) OEM Serial No. and DND Hull # i.e. (17-339-01);
- (e) OEM REC MAX HP;
- (f) OEM NCAGE (Name and Location);
- (g) Contract No. *****;
- (h) YEAR AND MONTH OF MANUFACTURE;
- (i) DND CANADA MDN;
- (j) SWL of lifting points; and
- (k) SWL of sling arrangement
- (l) Weight of empty boat
- (m) Tow capacity

***NOTE 1:** (a) to (i) above must be indicated on one (1) ID plate, if sufficient space (j) to (m) can be added to same plate. If not, then an additional specification plate must be added for (j) to (m).

***NOTE 2:** The serial number must begin with the last two (2) digits in the year of manufacture i.e. (17) followed by the Royal Canadian Navy Equipment Registered Number (ERN) i.e. (339) and lastly the item fabrication in sequence i.e. (01, 02, 03 and so on) Drawings of the identification plate and specification plate (if applicable) are to be submitted for approval a minimum of 30 calendar days prior to production to the Technical Authority.

3.3 TRAINING The contractor must provide “Initial Cadre Training” (ICT) to DND trainers at CFB Gagetown, New Brunswick. The training must include operator training, maintenance training, and emergency repair and permanent repair procedures training. The training must be provided within 30 days of delivery of the first boat for up to 12 personnel.

3.3.1 Training Aids The Contractor must provide all training material required to conduct Initial Cadre training (ICT) and deliver two (2) copies of the training course outline, instructional materials, and bilingual training manuals.

4.0 ANCILLARY EQUIPMENT The following are items that are part of the ancillary equipment checklist and all of the items must accompany each inflatable boat:

4.1 Repair Kits.- An emergency and permanent repair kit must be provided with each boat. The repair kit(s) must consist of the following:

- a) 60 grit sand paper – QTY 1 sheet
- b) White grease pencil – QTY 1
- c) All leak repair tape – 1 roll
- d) Rubber rapid repair plug set, pliable hollow core, conical spiral thread
Plug 0.750 inch base, 2.250 inch oal - QTY 1
Plug, 1.500 inch base, 3.250 inch oal - QTY 1
Plug, 2.000 inch base, 4.000 inch oal - QTY 1
- e) Industrial blunt nosed Scissors-shears QTY 1
- f) Coated fabric 6” circular patches - QTY 6 black
- g) Repair instructions printed on waterproof material – QTY 1
- h) 25mm paint brush
- i) or complete in field emergency repair kit components applicable to the type of fabric material provided that will facilitate six (6) in service emergency repair incidents and comply with the requirements of para 3.2.1
- j) Complete permanent repair kit components applicable to the type of fabric material provided that will facilitate six (6) permanent repair incidents and comply with the requirements of para 3.2.1

4.1.1 Repair Kit Pouch: The Contractor must provide a sturdy, waterproof material pouch that will encompass the repair kit items. The repair kit pouch overlap cover must have two (2) adjustable nylon webbed straps with FASTEX™ clips for closing. The pouch must be portable and must have a means of being securely attached to the tube set in the inboard after starboard side. Such securing system must include adjustable straps and/or lacing system to ensure the pouch does not become ajar during operation and its placement does not interfere with end users. The design, placement and material used

must be forwarded to the Technical Authority for approval 30 days after the Contract Award.

4.2 Manual Air Pump: Two (2) durable high capacity air pumps complete with hoses, manometers and related fittings to accommodate the fitted inflation valves must be provided for each boat. The pumps must be fabricated of rugged construction and must be capable of inflating the boat to the designed operating pressure within a ten (10) minute time frame. The pump must also be able to evacuate the air from the boat chambers prior to repacking. The air pump must function at temperatures ranging from -19°C to +46°C.

4.2.1 Manual Air Pump Pouch: The Contractor must provide two (2) sturdy, waterproof material pouches that must encompass the air pumps and associated equipment. The air pump pouches overlap cover must have two (2) adjustable nylon webbed straps with FASTEX™ clips for closing. The pouches must be portable and must have a means of being securely attached to the tubeset in the lower forward starboard side and the lower after port side. Such securing system must include adjustable straps and/or lacing system to ensure the pouches do not become ajar during operation and their placement does not interfere with end users. The design, placement and material used must be forwarded to the Technical Authority for approval 30 days after the Contract Award.

4.3 Valise(s): Two (2) rugged fabric valises with a total of eight (8) carrying handles per valise. One (1) must be provided for stowing the deflated boat and roll up floor. One (1) must be provided for stowing of the ancillary equipment, and paddles with paddle bag. The handles must be distributed in such a way to balance the weight of the equipment in the valise. The carrying handles must be made from heavy duty material with durable grips and must be ergonomic for use with gloved hands. All fabrication of the valise must be that of heavy duty thread and stitching patterns. The design and material used must be forwarded to the Technical Authority for approval 30 days after the Contract Award.

4.4 Paddle Bag: A separate paddle bag must be fabricated and be capable of fitting in the ancillary valise. The design and material used must be forwarded to the Technical Authority for approval 30 days after the Contract Award.

4.5 Paddles. Twelve (12), five (5) foot floating paddles made from modern composite materials or aluminum and rugged hard plastic must be provided for each boat as part of the ancillary. During the pre-production phase, the Contractor must forward a sample to the Technical Authority for assessment. If the item is compliant, written authorization will be provide by the Contracting and Technical Authority for approval.

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4.6 Painter A painter, of braided nylon or polyester rope, 12.7 mm (1/2") in diameter and 7.62m (25 ft.) in length complete with one industrial spliced-in stainless steel swivel eye snap hook at one end and a back splice on the standing end of the rope.

4.7 Towing Bridle A towing bridle of 5/8" braided nylon or polyester rope spliced to a stainless steel ring in the centre with a stainless steel swivel snap hook industrial spliced into the end of each leg. The length of the legs must be 2.44m (8 ft.) in length.

4.8 Pressure Gauge Each boat must be supplied with a pressure gauge 0 to 690 mbar/ (0 to 10 psig) rated to measure buoyancy tube pressure. This gauge must be compatible with the fitted inflation/deflation valves system.

4.9 Lifting Sling A four (4) point lifting sling arrangement with an inherent minimum SWL capable of lifting the combined weight of the boat, plus 1 operator, full fuel load and maximum power outboard engine must be provided with each inflatable. The four point sling must have a tested pear shaped SS ring as the single lift point. The distance from the pear shaped link to the deck of the inflatable must be 1.2m to 1.5m with the bow at a 5 degree incline under a normal load condition(boat, ancillary, outboard) The sling must be fabricated from a high modulus polyethylene fibre (HMPE), AMSTEEL® BLUE or another suitable synthetic product as approved by the Technical Authority.

4.10 Knee Rail A universal knee rail constructed of durable heavy duty fabric, running down the outer port and starboard horizontal centreline of the tube set for ease of paddling for personnel must be installed. The knee rail must not impede the functionality of the rub strakes or carrying handles.

4.11 Other Ancillary: In addition to the ancillary above, each inflatable must consist of one (1) small boat bailer with lanyard containing the following;

- a) One (1) small folding Grapnel anchor with 10m synthetic line,
- b) Marine environment high visibility water proof flash light (spare batteries and bulb);
- c) Two (2) heaving lines with rescue quoits;
- d) One (1) nautical buoyant safety knife.

5.0 Deliverables: In addition to the deliverables noted previously, the Contractor must deliver the following:

5.1 Pre-production Boats: The Contractor must build two (2) pre-production boats in accordance with this TSOR complete with all parts and materials as requested within. The pre-production boats must be approved by Canada prior to the manufacture of the remaining boats. The pre-production boats and associated equipment must be built and supplied within 90 days of the Contract Award. The Contracting Authority, the Technical

Authority and the Inspection Authority must be advised at least thirty (30) days in advance of the planned tests and trials. All applicable test data documentation must be made available to Canada upon request. Pre-production and production boats must contain nil repair patches.

5.2 Pre-Production Boat Inspection: The Inspection Authority and/or the Technical Authority must inspect the pre-production boats, complete with all ancillary equipment and associated valises. The inspection will be performed at the Contractors facility. In addition to any test specified as part of the pre-production test, Canada reserves the right to conduct any and all other tests contained in this TSOR as part of the pre-production test. Failure of such additional tests must have the same effect as failure to those tests specified as pre-production tests.

5.3 Inspection / Test Failure: Failure of the pre-production boats to meet any requirement specified herein, as a result of the inspections and tests will be cause for rejection of the pre-production boats. All deficiencies must be rectified by the Contractor at no cost to Canada. The Contractor will have to provide objective evidence that all deficiencies have been rectified before Canada proceeds with the approval process of the pre-production boats. Canada may choose to conduct additional inspections and tests to confirm that all deficiencies have been rectified, at no cost to Canada. Once the pre-production boats are approved, the production of the other boats subject to this contract must commence.

5.4 Inspection Comparison: The Inspection Authority and/or the Technical Authority will select boats at random during the Contract production period to determine conformance with the TSOR.

6.0 Testing: The following tests must be conducted and recorded for each of the pre-production boats with the TA and/or IA present: At any time, Canada has the right to test any inflatable boat from this Contract from the production line.

6.1 Collar inflation Test: The Contractor must have all inflatable parts evaluated in accordance with (IAW) Appendix 1 to Annex A. These tests must be conducted after fabrication and when assembled as a full unit.

- Overpressure test
- Pressure Relief Valve (PRV) test
- Bulkhead (baffle) pressure test
- 24 Hr Air retention test

6.2 Water Tightness: The Contractor must Inflate the boat complete with floorboards to designed pressure and position the boat in water deep enough to allow the boat to be free floating when fully loaded. The Contractor must load the boat with

680kg of even weight and allow the boat to remain in the water at an even keel for one (1) hour. After one (1) hour, verification for ingress of water. Any ingress of water will constitute as a failure of the test.

6.3 Carrying Handles: The Contractor must inflate the boat complete with roll-up floor to designed pressure and load it with 680 kg of even weight. The Contractor must attach a calibrated electronic load cell to the first carrying handle utilizing a flat configured lift sling through the handle and apply a vertical static load of 114 kg (250 lbs) for a period of three (3) minutes. Following the three (3) minutes there must be no evidence of handle separation from the buoyancy tube or any evidence of cracking at the adhesion point. This procedure must be repeated for all carrying handles. The bow handle must be tested at a horizontal static pull at 159kg (350 lbs) for duration of three (3) minutes. Any evidence of distortion or mechanical failure will constitute as failure of the test.

6.4 Towing Bridle/Tow Point D-rings: The Contractor must inflate the boat complete with roll-up floor to designed pressure. The Contractor must attach the towing bridle to the forward towing points and secure the two (2) D-ring towing points located on transom to a suitable anchor point on the facility floor. The Contractor must place a calibrated electronic load cell between the towing bridle and suitable anchor point and apply a static horizontal force of 454.5 kg and maintain for a time frame of three (3) minutes. There must be no evidence of permanent distortion or mechanical failure related to the towing bridle or the transom D-rings. Any evidence of separation, distortion or mechanical failure will constitute as failure of the test.

6.5 Lifelines: The Contractor must inflate the boat complete with roll-up floor to designed pressure. Utilizing a calibrated electronic load cell the Contractor must apply a static load of 159 kg (350 lbs) at six (6) positions. Any evidence of separation, distortion or mechanical failure will constitute as failure of the test.

6.6 Four Point Lift Sling and lifting eye bolts: The lifting points must be able to withstand twice the overall weight of the boat in a light condition (Boat, motor ancillary and one (1) person). Two (2) lifting points are located on the forward side of the transom, one (1) on the port side of the tube set fwd and one (1) on the starboard side of the tube set fwd. The lifting sling arrangement must be tested IAW CFTO C-28-020-001/TB-001 In-Service Certification Requirements of Shipboard Lifting Equipment.

6.7 Test and Trial Records: The Contractor is responsible to supply all test documentation and results for each boat tested which must include as a minimum:

- a. Serial number of the boat
- b. Recorded result of all individual tests.
- c. Name and signature of Contractor Test Supervisor.
- d. Name and signature of Inspection/Technical Authority.

e. Date test/trial conducted.

After pre-production approval, the Contractor as a minimum must test all boats IAW 6.1 Collar inflation test. Canada will periodically conduct a complete test and trial regime IAW this TSOR to random boats during the production process.

One copy of each test/trial result must be supplied to the Contracting Authority and Inspection Authority and the Technical Authority.

6.8 Paddle Trial - The contractor must supply a team to unpack, assemble, inflate, operate and paddle the inflatable boat;

- a) The team must remove the inflatable boat, associated and ancillary equipment from its valise.
- b) The team must auto-inflate the pre-production boat within the time limit permitted herein,
- c) The team must then pick up the inflatable boat and walk it 25 metres to the water's edge. There will be a check for weight distribution from the handles positioning.
- d) The team will then set up the boat in the water and embark.
- e) The team will then paddle consistently and in unison for 400 metres. There will be a check for functionality and durability of the knee rail as determined by the Technical Authority.
- f) On the return leg, the team will paddle and turn 360° to port then 360° to starboard. There will be a check for ease through turns as determined by the Technical Authority.
- g) The team will paddle back to the landing to install the outboard motor.

6.9 Engine Propulsion Sea Trials: The Sea Trial must be administered on negligible waters (World Meteorological Organization or Beaufort Sea State 2 (two) or less).

- a) The Contractor must conduct a sea trial using the pre-production boats with a Contractor supplied two (2) or four (4) stroke 50 Horse Power (HP) tiller engine complete with fuel tank and fuel lines.
- b) The boat must be tested with the minimum load of one (1) operator, one (1) bowsman, all ancillary, and fuel. The boat must also be tested to the maximum load capacity as stated in 3.1 of the TSOR.
- c) The boat must be driven at full power in a straight line for a total distance of 1 nautical mile under both conditions in (a) and (b)
- d) On the return leg, under both conditions, the Contractor must conduct 10 (ten) hard to port and 10 hard to starboard turns to check for minimal cavitation, water deflection spray tendencies, ingress of water and turning performance as determined by the Technical Authority.
- e) There must be a full fwd to emergency stop procedure under both conditions to ensure less than 5 litres of water passes over the transom.

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- f) The boat must be stable throughout the test as approved by the Technical Authority.
- g) Must conduct fifteen (15) low speed beaching's at maximum loaded capacity on a gradual rough surfaced bottom (gravel/rocks/rubble) to objectively prove the wear strip strength and integrity. Wear strips must not delaminate, deteriorate or wear through to the inflatable material.
- h) While stationary in the water, the team will then deflate and re-inflate each of the main tube air chambers sequentially to confirm the requirements of para 3.2.2 are met.
- i) In a minimal load condition the Contractor will fill 75 litres (20 gallons) of water into the boat and attempt to off load the majority of the water via transom drain system while underway. The boat shall drain using the transom drain system at not less than 5 gal (18.9L) per minute. Upon return, a maximum of 5 litres of water can remain in the boat.
- j) The team will disembark, remove ancillary and all associated equipment.
- k) The team will then remove the residual water via transom drain plug with a 30° incline.
- l) Next, they will deflate, fold and pack-up all of the kit into the provided valises in such a way that everything fits, nothing is protruding from the valises.
- m) The team will then carry the bag and load it back on to the truck. There will be a durability check on the handles and overall valise to ensure there are no tears, delamination, frays, thread parting or stitch ripping.

If the trials are conducted in Sea Water, the inflatable boat, ancillary and associated equipment must be flushed with freshwater and dried.

The Contractor must provide the operator and all testing equipment. The tests and trials within this TSOR are pass/fail. The test and trial documentation will be created by the Contractor in accordance with the TSOR, it will then be sent to the Technical Authority for approval 30 days prior to the Pre-production Trial (PPT).

6.10 Outboard Engine recommendation: The Contractor must provide a list of recommended outboard engine(s) with the appropriated pitch for minimum and maximum capacities of this inflatable boat not to exceed sea state 3.

7.0 Equipment Check List Inventory Must be authenticated and a listing must be certified by the Inspection Authority/Technical Authority at the time of the PPT. All ancillary and associated equipment listed in this TSOR will be delivered with each boat.

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