



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

Quebec

K1A 0S5

Bid Fax: (819) 997-9776

LETTER OF INTEREST

LETTRE D'INTÉRÊT

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Interim Auxiliary Oiler Replenishment /Pétrolier

Ravitailleur d'escadre Intérimaire

105 Hotel de Ville

Gatineau

Quebec

K1A 0S5

Title - Sujet Emergency towing vessels	
Solicitation No. - N° de l'invitation F7017-160056/B	Date 2017-07-27
Client Reference No. - N° de référence du client F7017-160056	GETS Ref. No. - N° de réf. de SEAG PW-\$\$\$MB-003-26383
File No. - N° de dossier 003mb.F7017-160056	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-10-31	
Time Zone Fuseau horaire Eastern Daylight Saving Time EDT	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Aubin, Marc A.	Buyer Id - Id de l'acheteur 003mb
Telephone No. - N° de téléphone (819) 939-8453 ()	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



Destination Code - Code destinataire	Destination Address - Adresse de la destination	Invoice Code - Code bur.-comptable	Invoice Address - Adresse de facturation
D - 1	FISHERIES AND OCEANS/PECHES ET OCEANS CCG, STRATEGY AND SHIPBUILDING, FLEET RENEWAL PLAN 200 KENT STREET, 5W060 OTTAWA, ON K1A 0E6	I - 1	CCG, STRATEGY AND SHIPBUILDING 200 KENT STREET, 5W060 OTTAWA, ON K1A 0E6



Item Article	Description	Dest. Code Dest.	Inv. Code Fact.	Qty Qté	U. of I. U. de D.	Unit Price/Prix unitaire FOB/FAM Destination	Plant/Usine	Delivery Req. Livraison Req.	Del. Offered Liv. offerte
2	Interim Towing Capability	D - 1	I - 1	1	Each	\$		See Herein	

ETV BASELINE REQUIREMENTS

1 INTRODUCTION

This statement of requirements details the mandatory, functional and desirable requirements for two Emergency Towing Vessels (ETV's). The requirement is based upon the provision of an escort tug, salvage tug or offshore support type vessel available on immediate standby to render emergency towing services as directed using suitable towing equipment to be provided by the vessel operator.

The vessels will be provided by an entity that exhibits a demonstrable environmental/safety record and safety culture.

The vessels must be fitted and equipped for ocean and emergency towage operations in all weather conditions. The vessels must be safely operated and maneuvered to connect and effectively conduct a tow in the sea and in weather conditions that may reasonably be foreseen in offshore British Columbia waters, year round. The vessels are also expected to be able to support other CCG programs (to be determined, but at a minimum Search and Rescue and Environmental Response).

Emergency towing coverage and delivery of other CCG programs will be provided from two designated loitering areas on the outer coast of British Columbia, Canada as required by the charterer 24 hours a day, seven days a week and 365 days per year.

Unless otherwise directed by CCG, one vessel must maintain a loitering station within a "North" response area and the second vessel must maintain a loitering station in a "South" response area. The loitering and response areas are delineated in Annex A (to be determined). These areas may be refined during the term of the lease based on an ongoing risk assessment process and other factors including CCG program support, training, crewing, etc.

The vessels must be capable to respond to an incident as directed by CCG anywhere within their respective "North" and "South" areas. During an international (cross-border) search and rescue or other incident, the vessels may be required to respond within the American waters of Juan de Fuca Strait, Puget Sound, West coast of Washington State or Southeastern Alaska as directed by CCG.

Tasking authority for emergency towing and other CCG program work will rest with the CCG unless the tug is aware of immediate lifesaving when it can go directly without a tasking in accordance with SOLAS.

2 MANDATORY VESSEL AND CREW REQUIREMENTS

- a) The vessel must be certificated, operated, manned and maintained in accordance with the requirements of Canadian Flag State for SOLAS with an

– DRAFT – CCG Emergency Towing Vessel Baseline Requirements

- Unlimited Voyage certification during the lease period and subject to annual verification by CCG;
- b) The vessel must be International Safety Management (ISM) certified with a demonstrable safety culture and subject to annual verification by CCG;
 - c) The vessel owner must have a certified ISO 9000 Quality Management and an ISO 14001 Environmental Management System in place and subject to annual verification by CCG;
 - d) The vessel must be maintained in Class by a Canadian recognized classification organization and subject to annual verification by CCG;
 - e) The vessel must be repaired and maintained in Canada, as per the Buy in Canada policy;
 - f) The vessel must be manned by a master and crew with demonstrable, minimum five years, experience in ocean and emergency towing. Evidence of professional competency and experience of the proposed vessel crew must be produced to CCG prior to delivery (and upon request at any time). This must include all crewmembers having attended an emergency towing course provided through an established in-house training program or, by an institution or service provider acceptable to CCG;
 - g) The crew complement must be at least twelve consisting of a minimum of five STCW certificated officers. These would normally be the master, two deck officers and two engineering officers;
 - h) The vessel must be in possession of an inspection report in accordance with either the Common Marine Inspection Document (CMID) as published by the International Marine Contractors Association (IMCA) or, the Offshore Vessel Inspection Database (OVID) as published by the Oil Companies International Marine Forum (OCIMF) completed by an accredited surveyor no more than 30 days prior to delivery of the vessel to the charter. The report findings must be acceptable to CCG;
 - i) The vessel must be in possession of a valid Towing Vessel Approvability Certificate for a minimum rating of Unrestricted Towages (U) and entry into the Towing Vessel Approvability Scheme (TVAS) database as administered by GL Noble Denton prior to delivery of the vessel to CCG and to remain in force during the term of the lease;
 - j) The vessel must exert a minimum continuous bollard pull of no less than 120 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account;

- k) The vessel must continuously cruise (when free running) at a minimum speed of no less than 15 Knots which must be confirmed by electronic data acceptable to CCG and/or the builder's sea trial report;
- l) The vessel must possess a maximum, summer load draft of 6.0m or, the ability to operate at a draft of 6.0m as a documented condition in the vessel's stability book;
- m) The vessel must have a designated "Rescue Zone" on either side of the vessel;
- n) The vessel must be fitted with a rigid hull inflatable rescue boat, no less than 7.0m LOA with a single point launch and recovery davit;
- o) The vessel must have the endurance to operate continuously at sea for no fewer than 10 days at the documented maximum rate of fuel consumption;
- p) The vessel must operate with documented maximum fuel efficiency while loitering on-station or, at anchor (Fuel consumption rates for all modes of operation must be provided to the charterer.);
- q) The vessel must be maintained and operated in a condition that permits achieving 98% or more availability and allows the vessel to be mobilized within 30 minutes of being tasked;
- r) The vessel must be less than 15 years old at commencement of lease;
- s) The vessel must possess Maritime Labor Convention compliant accommodations for a minimum of eight additional persons (Persons may consist of mixed genders and/or, a mix of officers and crew requiring single and/or double cabins.) for the purposes of CCG crew training and the delivery of other CCG program work, and
- t) The vessel must be identified as a CCG vessel by a painted, white diagonal hull stripe with painted contrasting borders and the "Coast Guard / Garde côtière" word mark (Either painted or as decal.) on either side of the hull in a contrasting color as per the Federal Identity Program. The identification must be maintained for the duration of the lease period.

3 DESIRABLE VESSEL AND CREW CAPABILITIES

- a) The vessel should have a marine, deck crane with a working radius covering the majority of the work deck area, minimum 20 tonne SWL on main hoist. A secondary hoist of 8 tonne SWL is also desirable;

- b) The vessel should have a clear, unobstructed bulwark and (where fitted) cargo/tow rail opening (Minimum 4.0 m.) on either or, one side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment;
- c) The vessel should have a second rigid hull inflatable rescue boat, no less than 7.0m LOA with single point launch and recovery davit;
- d) The vessel should have, a designated helicopter winching area at the stern or the bow of the vessel;
- e) The vessel should have a hospital with access from the “Rescue Zone”;
- f) The vessel should have an Over-the-side handling equipment fitted or, fitted for but not with for deployment of up to light/medium work class Remotely Operated Vehicle (ROV);
- g) The vessel should have Azimuthing Stern Drive (ASD) propulsion and/or machinery redundancy through dynamic positioning (DP2) capability and corresponding class notation;
- h) The vessel should have a Class environmental (Green or Clean) notation where initiatives or measures have been undertaken on propulsion, emission and waste control systems, HVAC and hotel services, etc.;
- i) The vessel should possess of a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST);
- j) The vessel should have Oil recovery capability and possession of a Class, “Oil Recovery” notation;
- k) The vessel should possess an IMO Oil Recovery Training certification for the master and crew;
- l) The vessel should have the ability to carry and deploy packaged and/or containerized oil spill recovery equipment without interfering with the vessel’s towing capability, and
- m) The vessel age should be less than 10 years at commencement of the lease.