



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

REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION

**Proposal To: Public Works and Government
Services Canada**

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

**Proposition aux: Travaux Publics et Services
Gouvernementaux Canada**

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

Comments - Commentaires

Title - Sujet Aluminum Jet Boat	
Solicitation No. - N° de l'invitation KW629-180884/A	Date 2017-12-14
Client Reference No. - N° de référence du client KW629-180884	
GETS Reference No. - N° de référence de SEAG PW-\$XLV-166-7392	
File No. - N° de dossier XLV-7-40175 (166)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-01-24	Time Zone Fuseau horaire Pacific Standard Time PST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Castle, David G.	Buyer Id - Id de l'acheteur xlvl66
Telephone No. - N° de téléphone (250) 217-6555 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Environnement Canada See herein	

Instructions: See Herein

Instructions: Voir aux présentes

Vendor/Firm Name and Address

**Raison sociale et adresse du
fournisseur/de l'entrepreneur**

Issuing Office - Bureau de distribution

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

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

TABLE OF CONTENTS

PART 1 - GENERAL INFORMATION.....	3
1.1 SECURITY REQUIREMENTS	3
1.2 STATEMENT OF WORK.....	3
1.3 DEBRIEFINGS	3
1.4 TRADE AGREEMENTS.....	3
PART 2 - BIDDER INSTRUCTIONS.....	4
2.1 STANDARD INSTRUCTIONS, CLAUSES AND CONDITIONS	4
2.2 SUBMISSION OF BIDS.....	4
2.3 ENQUIRIES - BID SOLICITATION	4
2.4 APPLICABLE LAWS	4
PART 3 - BID PREPARATION INSTRUCTIONS.....	5
3.1 BID PREPARATION INSTRUCTIONS.....	5
3.2 SECTION I - TECHNICAL BID	5
3.3 SECTION II - FINANCIAL BID.....	7
3.4 SECTION III: CERTIFICATIONS.....	7
PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION.....	8
4.1 EVALUATION PROCEDURES	8
4.2 BASIS OF SELECTION.....	8
PART 5 - CERTIFICATIONS.....	9
5.1 CERTIFICATIONS REQUIRED WITH THE BID	9
5.2 CERTIFICATIONS PRECEDENT TO CONTRACT AWARD AND ADDITIONAL INFORMATION	9
PART 6 - RESULTING CONTRACT CLAUSES.....	10
6.1 SECURITY REQUIREMENT	10
6.2 STATEMENT OF WORK.....	10
6.3 STANDARD CLAUSES AND CONDITIONS	10
6.4 TERM OF CONTRACT	10
6.5 AUTHORITIES.....	11
6.6 PAYMENT.....	12
6.7 INVOICING INSTRUCTIONS.....	13
6.8 CERTIFICATIONS AND ADDITIONAL INFORMATION	13
6.9 WELDING CERTIFICATION – CONTRACT	14
6.10 PROJECT SCHEDULE.....	14
6.11 PROGRESS REPORTS	14
6.12 SACC MANUAL CLAUSES	15
6.13 TRADE QUALIFICATIONS	15
6.14 QUALITY MANAGEMENT SYSTEMS	15
6.15 POST CONTRACT AWARD/PRE-PRODUCTION MEETING.....	15
6.16 MANUALS	15
6.17 INSPECTION, TEST & TRIALS	15
6.18 GOVERNMENT SUPPLIED MATERIAL – NOT USED	16
6.19 INSURANCE REQUIREMENTS.....	16
6.20 APPLICABLE LAWS	18
6.21 PRIORITY OF DOCUMENTS.....	18
6.22 ACCEPTANCE	19

N° de l'invitation - Solicitation No.

KW629-180884

N° de réf. du client - Client Ref. No.

KW629-180884

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV 166

N° CCC / CCC No./ N° VME - FMS

ANNEX A - TSOR.....20

ANNEX B - QUESTION & ANSWER32

ANNEX C - INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL.....33

ANNEX D - DETAILED FINANCIAL BID PRESENTATION SHEET.....36

ANNEX E - SUBCONTRACTOR LIST38

ANNEX F - INFORMATION REQUIRED FOR THE VERIFICATION OF INTEGRITY PROVISIONS.....39

ANNEX G – BID PACKAGE CHECKLIST.....40

ANNEX “X” TO PART 3 OF THE BID SOLICITATION.....42

PART 1 - GENERAL INFORMATION

1.1 Security Requirements

There is no security requirement associated with this bid solicitation.

1.2 Statement of Work

Environment Canada – has a requirement for the supply and delivery of one (1), 5.7-5.8m, Aluminum Outboard Jet Boat with trailer in accordance with the Statement of Work at Annex A and inspection as per Annex C - Inspection/Quality Assurance /Quality Control. All deliverables must be delivered on or before May 31, 2018.

1.2.1 There exists an option to acquire two (2) additional boats with trailers.

1.3 Debriefings

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

1.4 Trade Agreements

This requirement is subject to the provisions of the Canadian Free Trade Agreement (CFTA) and the Comprehensive Economic Free Trade Agreement (CETA).

PART 2 - BIDDER INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

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

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

The 2003 (2017-04-27) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

2.1.1 SACC Manual Clauses

B3000T, 2006-06-16, Equivalent Products

A9125T, 2007-05-25, Valid Labour Agreement

2.2 Submission of Bids

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

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than **4 calendar days** before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the question(s) or may request that the Bidder do so, so that the proprietary nature of the question(s) is eliminated, and the enquiry can be answered to all bidders. Enquiries not submitted in a form that can be distributed to all bidders may not be answered by Canada.

2.4 Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in **British Columbia**.

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

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

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

- Section I: Technical Bid – Two (2) hard copies
Section II: Financial Bid – One (1) hard copy
Section III: Certifications - One (1) hard copy

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

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

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

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

To assist Canada in reaching its objectives, bidders should:

- 1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and
- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

3.2 Section I - Technical Bid

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

The Statement of requirement, Annex A, is entirely mandatory. 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.

3.2.1 Bidder's Check List and Technical Confirmation

The Bidders must submit a fully completed **Annex G - BID PACKAGE CHECKLIST** as part of their Technical Bid.

3.2.2 Inspection and Test Plan (ITP)

1. Bidders must provide with their bid the inspection plan and testing procedures that will be used to verify, test and inspect all of the components and systems on the boat from initial construction to completion. The ITP must be in accordance with **Annex C** attached to this RFP.
2. Bidders must outline the process by which they will address and solve problems or delays with the fabrication, various installations, testing and delivery of the boat.

3.2.3 Drawings and Other Documentation

The bidder must submit with their technical bid the following drawings listed below and all of the drawings and other documentation required in the quantities and formats described by the Statement of Work Annex A.

- (a) draft stability calculation;

- (b) calculated lightship weight;
- (c) general arrangement;
- (d) structural drawings showing deck plan, a centerline profile and frame station construction details;
- (e) detailed lines plan;
- (f) a drawing of the fuel supply arrangement.

3.2.4 Subcontractors

As part of their technical bid, Bidders must submit a completed **Annex E - Subcontractor List**.

3.2.5 Vessel Construction Experience

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

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

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

3.2.6 Naval Architecture and Engineering

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

3.2.7 Contractor's Quality Management System

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

3.2.8 Insurance Requirements

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

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

3.2.9 Welding Certification – Bid

1. The Contract work must be performed by a welder certified by the Canadian Welding Bureau (CWB) in accordance with the requirements of the following Canadian Standards Association (CSA) standards:

- (a) CSA W47.2 (current version), Certification for Companies for Fusion Welding of Aluminum
2. Before contract award and within two (2) calendar days of the written request by the Contracting Authority, the successful bidder must submit evidence demonstrating it or its subcontractor's certification by CWB in accordance with the CSA welding standards.

3.3 Section II - Financial Bid

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

3.3.1 Exchange Rate Fluctuation

C3011T, 2013-11-06, Exchange Rate Fluctuation

3.3.2 Financial Capability

A9033T, 2012-07-16, Financial Capability

3.3.3 Unscheduled Work

Bidders must provide the information requested in Annex D, Article D-3. The unscheduled work rates will be included in the Basis of Payment but will not form part of the bid evaluation.

3.3.4 Electronic Payment of Invoices – Bid

If you are willing to accept payment of invoices by Electronic Payment Instruments, complete Annex "X" Electronic Payment Instruments, to identify which ones are accepted.

If Annex "X" Electronic Payment Instruments is not completed, it will be considered as if Electronic Payment Instruments are not being accepted for payment of invoices.

Acceptance of Electronic Payment Instruments will not be considered as an evaluation criterion.

3.4 Section III: Certifications

Bidders must submit the certifications required under Part 5.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical and financial evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the bids.

4.1.1 Technical Evaluation

4.1.1.1 Mandatory Technical Criteria

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

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

4.1.2 Financial Evaluation

A0222T (2013-04-25), Evaluation of Price.

4.2 Basis of Selection

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

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

PART 5 - CERTIFICATIONS

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

The certifications provided by bidders to Canada are subject to verification by Canada at all times. Canada will declare a bid non-responsive, or will declare a contractor in default in carrying out any of its obligations under the Contract, if any certification made by the Bidder is found to be untrue whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information verify the Bidder's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Contracting Authority may render the bid non-responsive or constitute a default under the Contract.

5.1 Certifications Required with the Bid

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

5.1.1 Integrity Provisions - Declaration of Convicted Offences

In accordance with the Integrity Provisions of the Standard Instructions, all bidders must provide with their bid, if **applicable**, the declaration form available on the [Forms for the Integrity Regime](http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html) website (<http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html>), to be given further consideration in the procurement process.

5.2 Certifications Precedent to Contract Award and Additional Information

The certifications and additional information listed below should be submitted with the bid, but may be submitted afterwards. If any of these required certifications or additional information is not completed and submitted as requested, the Contracting Authority will inform the Bidder of a time frame within which to provide the information. Failure to provide the certifications or the additional information listed below within the time frame provided will render the bid non-responsive.

5.2.1 Integrity Provisions – Required Documentation

In accordance with the section titled Information to be provided when bidding, contracting or entering into a real procurement agreement of 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](https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html#)" list available at the bottom of the page of the [Employment and Social Development Canada \(ESDC\) - Labour's](https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html#) website (<https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html#>).

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](https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html#)" list at the time of contract award.

PART 6 - RESULTING CONTRACT CLAUSES

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

6.1 Security Requirement

There is no security requirement applicable to this Contract.

6.2 Statement of Work

EC has a requirement for the supply and delivery of one (1), 5.7-5.8m, Aluminum Jet Boat and trailer in accordance with the Statement of Work at Annex A and inspection as per Annex C - Inspection/Quality Assurance /Quality Control. All deliverables must be delivered on or before May 31, 2018.

6.2.1 Optional Goods

The Contractor grants to Canada the irrevocable option to acquire up to two (2) additional boats with trailers, as described at Annex A of the Contract under the same conditions and at the prices stated in the Basis of Payment of the Contract. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

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

6.3 Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual

(<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manua> l) issued by Public Works and Government Services Canada.

6.3.1 General Conditions

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

6.3.2 Supplemental General Conditions

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

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

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

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

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

6.4 Term of Contract

6.4.1 Delivery Date

All the deliverables must be received on or before _____.

6.4.2 Delivery Location

Water Survey Branch – c/o Morie Gracey
Terrace BC
V8G 1L2

6.4.3 Shipping Instructions - Delivered Duty Paid

1. Goods must be consigned and delivered to the destination specified in the contract: Incoterms 2000 "DDP Delivered Duty Paid" to the delivery locations listed under article 6.4.2.
2. The contractor is responsible for all delivery charges from the Contractor's facility to destination, including administration costs, insurance and risk of transport.

6.5 Authorities

6.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Dave Castle
 Supply Specialist, Acquisitions, Marine
 Public Works and Government Services Canada
 Suite 401 - 1230 Government Street, Victoria B.C. V8W 3X4
 Telephone: 250-217-6555
 E-mail address: david.castle@pwgsc-tpsgc.gc.ca

The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

6.5.2 Technical Authority

The Technical Authority for the Contract is provided upon contract award

The Technical Authority named above is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Technical Authority, however the Technical Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

6.5.3 Inspection Authority

The Inspection Authority for the Contract is provided upon contract award

The Inspection Authority is the representative of the department or agency for whom the Work is being performed under the Contract and is responsible for inspection of the Work and acceptance of the finished work. The Inspection Authority may be represented on-site by a designated inspector and any other Government of Canada inspector who may from time to time be assigned in support of the designated Inspector.

6.5.4 Contractor's Representative

Name and telephone numbers of the person responsible for:

General Enquiries:

Name: _____ Telephone Number: _____

Facsimile Number: _____ E-mail address: _____

Delivery Follow-up:

Name: _____ Telephone Number: _____

Facsimile Number: _____ E-mail address: _____

6.6 Payment

6.6.1 Basis of Payment

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid a firm price of \$ _____. Customs duties and Applicable Taxes are extra, if applicable.

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

6.6.2 Charge-out Labour Rate / Material Mark-up

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

Charge-out Labour Rate: _____

Mark-up on Materials and Sub-Contracts: 10%

6.6.3 Unscheduled Work:

a) Price Breakdown:

The Contractor must, upon request, provide a price breakdown for all unscheduled work, by specific activities with trades, person-hours, material, subcontracts and services.

b) Pro-rated Prices:

Hours and prices for unscheduled work will be based on comparable historical data applicable to similar work at the same facility, or will be determined by pro-rating the quoted work costs in the Contract when in similar areas of the vessel.

c) Payment for Unscheduled Work:

The Contractor will be paid for unscheduled work arising, as authorized by Canada. The authorized unscheduled work will be calculated as follows:

6.6.3.1 Number of hours (to be negotiated) X \$_____, being the Contractor's firm hourly charge-out labour rate which includes overhead and profit, plus net laid-down cost of materials to which will be added a mark-up of 10 percent, customs duties are included and applicable taxes are extra. The firm hourly charge-out labour rate and the material mark-up will remain firm for the term of the Contract and any subsequent amendments.

6.6.3.2 Notwithstanding definitions or usage elsewhere in this document, or in the Contractor's Cost Management System, when negotiating *Hours* for unscheduled work, PWGSC will consider only those hours of labour directly involved in the production of the subject work package. Elements of *Related Labour Costs* identified in 6.3.3.3, will not be negotiated, but will be compensated for in accordance with 6.3.3.3.

6.6.3.3 Allowance for *Related Labour Costs* such as: Management, Direct Supervision, Purchasing and Material Handling, Quality Assurance and Reporting, First Aid, Gas Free Inspecting and Reporting, and Estimating will be included as *Overhead* for the purposes of determining the *Charge-out Labour Rate* set out in clause 6.6.2

6.6.3.4 The 10% mark-up rate for materials will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowed for in the Charge-out Labour Rate. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

6.6.4 Payment for Fuels, Oils and Lubricants

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

6.6.5 Field Engineering and Supervisory Services

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

6.6.6 Limitation of Price

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

6.6.7 Method of Payment - Multiple Payment

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

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

6.6.8 Electronic Payment of Invoices – Contract

The Contractor accepts to be paid using any of the following Electronic Payment Instrument(s):

- a. Direct Deposit (Domestic and International);
- b. Electronic Data Interchange (EDI);
- c. Wire Transfer (International Only);

6.7 Invoicing Instructions

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

Invoices are to be made out and sent to:
Environment and Climate Change Canada
Water Survey Branch
201-401- Burrard St.
Vancouver, BC
V6C 3S5
ATTN: Dave Hutchinson

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

6.7.1 Warranty Holdback

A warranty holdback of 3% will be applied to the claim(s) for payment. This holdback is payable by Canada upon the expiry of the warranty holdback period of 90 days applicable to the Work. Goods and Services Tax or Harmonized Sales Tax (GST/HST), as appropriate, are to be calculated and paid on the total amount of the claim before the 3 percent holdback is applied. At the time that the holdback is released, there will be no GST/HST payable, as it was included in the previous payments.

6.7.2 Outstanding Work Holdback

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

6.8 Certifications and Additional Information**6.8.1 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.

6.9 Welding Certification – Contract

1. The Contractor must ensure that welding is performed by a welder certified by the Canadian Welding Bureau (CWB) in accordance with the requirements of the following Canadian Standards Association (CSA) standards:
 - (a) CSA W47.2 (current version), Certification for Companies for Fusion Welding of Aluminum
2. In addition, welding must be done in accordance with the requirements of the applicable drawings and specifications.
3. Before the commencement of any fabrication work, and upon request from the Inspection Authority, the Contractor must provide approved welding procedures and/or a list of welding personnel he intends to use in the performance of the Work. The list must identify the CWB welding procedure qualifications attained by each of the personnel listed and must be accompanied by a copy of each person's current CWB welding certification.

6.10 Project Schedule

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

Note: Technical Manuals will not be returned once approved.

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

6.11 Progress Reports

1. The Contractor must submit monthly reports on the progress of the Work in an electronic format to the Technical Authority and to the Contracting Authority.
2. The progress report must contain two (2) Parts:
 - (a) PART 1: The Contractor must answer the following three questions:
 - (i) is the project on schedule?
 - (ii) is the project within budget?
 - (iii) is the project free of any areas of concern in which the assistance or guidance of Canada may be required?
 Each negative response must be supported with a clarification.
 - (b) PART 2: A narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing as a minimum:
 - (i) a description of the progress of each task and of the Work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished.

(ii) reasons for any variation from the schedule.

6.12 SACC Manual Clauses

B9035C - Progress Meetings	2008-05-12
B5007C - Procedures for Design Change or Additional Work	2010-01-11
D3015C - Dangerous Goods/Hazardous Products	2007-11-30
D0018C - Delivery and Unloading	2007-11-30
C0711C - Time Verification	2008-05-12

6.13 Trade Qualifications

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

6.14 Quality Management Systems

1. The Contractor must have in place a Quality Assurance Program approved by the Inspection Authority during the performance of the Work which addresses the quality control elements below.
2. The quality control elements must include, as a minimum:
 - Quality Assurance Manual or Quality Assurance Program Descriptions
 - Inspection and Test Plan
 - Final Inspection
 - Quality Records
3. The Contractor's facilities may be audited by Canada, or its authorized representative, during the performance of the Work to ensure that the approved system is in place and in accordance with the foregoing requirement.
4. The Contractor will be required to submit completed quality assurance documentation with each claim for payment as applicable.

6.15 Post Contract Award/Pre-Production Meeting

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

6.16 Manuals

1. The Contractor must obtain and deliver to the Technical Authority for approval, all Data Books, Operating Instruction Books, Maintenance Manuals and Spare Parts Lists (including part numbers and ordering instructions) for all machinery and equipment fitted on the Vessel as required. Once approved by the TA, the Contractor must provide two (2) complete copies in accordance with and as specified in the **Annex A**,
2. Where manuals are examined by Canada, such examination does not relieve the Contractor of any responsibility under the Contract for ensuring the correctness of all details and adequacy of performance of the Vessel, nor does it obligate Canada to accept, in whole or in part, an item of Work completed in accordance with such manual, nor does it mean such an item of Work meets the requirements of the SOW.

6.17 Inspection, Test & Trials

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

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

6.18 Government Supplied Material – Not Used

6.19 Insurance Requirements

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

The Contractor is responsible for deciding if additional insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any additional insurance coverage is at the Contractor's expense, and for its own benefit and protection.

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

6.19.1 Commercial General Liability Insurance

1. The Contractor must obtain Commercial General Liability Insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$2,000,000 per accident or occurrence and in the annual aggregate.
2. The Commercial General Liability policy must include the following:
 - (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows: Canada, as represented by Public Works and Government Services Canada.
 - (b) Bodily Injury and Property Damage to third parties arising out of the operations of the Contractor.
 - (c) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Contractor and/or arising out of operations that have been completed by the Contractor.
 - (d) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character.
 - (e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
 - (f) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.
 - (g) Employees and, if applicable, Volunteers must be included as Additional Insured.
 - (h) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar program).

- (i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy.
- (j) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of policy cancellation.
- (k) If the policy is written on a claims-made basis, coverage must be in place for a period of at least 12 months after the completion or termination of the Contract.
- (l) Owners' or Contractors' Protective Liability: Covers the damages that the Contractor becomes legally obligated to pay arising out of the operations of a subcontractor.
- (m) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

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

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

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

6.19.2 Marine Liability Insurance

1. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the Marine Liability Act, S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.
2. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.
3. The Protection and Indemnity insurance policy must include the following:
 - (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada represented by Public Works and Government Services Canada.

- (b) Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Department of Fisheries and Oceans and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.
- (c) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of cancellation.
- (d) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
- (e) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

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

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Senior General Counsel, Civil Litigation Section, Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

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

6.20 Applicable Laws

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

6.21 Priority of Documents

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

1. The Articles of Agreement;
2. The Supplemental General Conditions **1028, 2010-08-16**, Ship Construction - Firm Price;
3. The General Conditions **2030, 2016-04-04**, Goods (Higher Complexity);
4. Annex A - Statement of Work;
5. Annex B, Questions and Answers;
6. Annex C – Inspection/Quality Assurance/Quality Control
7. Annex D – Detailed Financial Presentation Sheet
6. The Contractor's bid dated _____.

6.22 Acceptance

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

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

ANNEX "A"**TECHNICAL STATEMENT OF REQUIREMENTS****5.8m JET BOAT****Dec. 2017****1.0 SCOPE**

Environment Canada has a requirement for one (1) 5.7 – 5.8 Meter (18.7-19.4 ft.) all welded aluminum jet boat complete with trailer. The vessel is intended to be built based on stock small working or commercial vessel hull forms with a minimum of customization herein. This boat will be used for Environment monitoring and assessment work. This involves operations in various river conditions including extensive work in shallow braided channels and fast flowing rapids. The boat is required to be capable of operating in up to class III Swiftwater (International River Rating) and in shallow draft (i.e. less than 6 inches (0.15 m)). The boat will be trailered extensively over long distances on gravel roads and launched from all types of remote location launch ramps.

2.0 GENERAL

2.1 Vessel must be designed with an open cock pit design with stowage below the closed bow deck, commonly referred to as "Cuddy" style.

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

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

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

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

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

3.0 BIDDERS PROPOSAL

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

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

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

4.0 VESSEL PARTICULARS**4.1 Physical Characteristics:**

- A) Length: (hull only) 5.2 – 5.8 meters (maximum)
- B) Beam: (hull bottom) 2.18 – 2.29 meters

4.2 Normal Load Conditions:

- A) Crew of five persons: 500 kg
- B) Fuel tank(s) full min 120L/tank
- C) Equipment and Supplies: 200 kg.

4.3 VESSEL TONNAGE REQUIREMENTS

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

5.0 OPERATIONAL PERFORMANCE

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

- A) Maximum: (desired speed): 32 – 35 knots.
- B) Duration: maximum speed for two hours
- C) Fuel Capacity: 120 nautical miles at cruising speed with 10% fuel reserve
- D) Cruising power at (recommended RPM by engine manufacturer) for 4.0 hours
- E) Depth under keel - Operate fully in depths of 0.2 meter on plane - Basic maneuvering in depths of 0.15 meter.

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

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

- a) Average ambient air temperature range: -10 degrees C to + 30 degrees C
- b) Wave heights: 0 – 1.5 meters
- c) Winds range: 0 - 30 knots
- d) Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm.

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

6.0 CONSTRUCTION STANDARDS

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

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

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

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

6.5 Trailer – TP 13136

7.0 CONSTRUCTION PRACTICES

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

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

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

7.4 All equipment must be accessible for use, inspection, cleaning and maintenance. Measures must be taken to avoid wear and damage incident to construction, and to prevent corrosion and deterioration. Equipment must be kept protected from the environment.

8.0 ERGONOMIC DESIGN

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

9.0 MATERIALS - GENERAL

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

9.2 Any dissimilar metals must be insulated from each other.

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

9.4 Stainless steel type 316L or 316 must be used for all stainless steel. Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.

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

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

10.0 HULL CONSTRUCTION

10.1 The overall design must be a "V" type monohull. Chine(s) including reverse chine flat and strakes must be incorporated to provide as a minimum, shallow water access, enhance the directional control, and direct spray and waves away from hull.

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

10.3 Hull and hull sides must be constructed with the proper marine grade aluminum alloy. Thickness of plate must be best suited in meeting or exceeding the Operational Requirements.

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

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

10.6 Transom must have heavy duty framing to support propulsion.

10.7 For bowline and or trailer hook an eye must be incorporated into the stem. It must be able to withstand towing of a boat at planning speed in calm water in a Normal Load Condition, on an even keel without damage to the boat or bow eye.

10.8 To prevent any damage to keel area a UHMV strip with a minimum width of twenty-four inches must be arranged.

10.9 Hull bottom must be fitted with two sacrificial low iron zinc anodes. They must be attached with stainless steel bolts to welder brackets/doubler plates. Bolts must be locked in place.

11.0 DECK CONSTRUCTION AND OUTFITTING

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

11.2 Fasteners, hatches etc. must be flush mounted or recessed to eliminate any snagging or tripping hazards.

11.3 Bolted and water tight hatches / plates must be fitted to access compartments below. Hatch size must allow easy access to the fuel system and bilge pump locations for repair, removal. Each hatch must be equipped with a locking mechanism that is easy to operate. Material must be aluminum.

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

11.5 An anchor roller must be securely fitted on the bow. Four cleats must be securely fitted to side decks with two (2) forward and two (2) aft. Material must be stainless steel.

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

11.7 Side decks must be equipped with trays below the gun whales for the safe stowage of small items. Trays will extend full length on both sides and include drain holes. Material must be welded aluminum.

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

12.0 PREPARATION AND PAINTING

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

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

12.3 All walk areas including side decks, top of bow, cockpit deck, top of engine box and step at center window must have a non-skid coating applied, suited for marine use. Colour must be matte black. Non- skid tape is not acceptable.

13.0 COCKPIT ARRANGEMENT

13.1 Windows

A) All windows must be a suitable thickness of laminated safety glass best suited for marine. They must be fitted into welded aluminum frames. Windows must be water tight.

B) All windshields must be designed with three individual windows. The center window in windshield must be open with the other two front and side windows fixed in position.

Aluminum welded grab rails must be fitted along the top of windows.

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

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

13.2 Console

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

B) Console layout must be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and the easy viewing of navigation and propulsion instruments. Prior to any installation Contractor must provide a drawing of the proposed lay-out to the Tech./ Inspection Authority for review and approval.

C) The cuddy area below the bow must have a full length aluminum toe (step) rail installed to prevent items sliding into cock pit.

D) A step at the center window must be arranged.

E) Aluminum welded grab rails must be fitted on each console. Located to not interfere with the operation of equipment on console.

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

13.3 Electronics

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

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

D) Navigator - install a Marine VHF radio.

13.4 Seating

A) Seats must be of robust construction capable of safely supporting the weight of 130 kg. Minimum. The upholstery must be of marine grade materials resistant to tears, punctures and deterioration due to environmental exposure.

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

13.5 Bimini

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

14.0 ENGINE SYSTEM

14.1 Contractor must supply and install a Optimax 200 SportJet and all related engine rigging.

14.2 Sound levels shall not exceed 87 decibels (dBA), as an $L_{ex,8}$ (means 10 times the logarithm, to the base 10 of the time integral over any 24 hour period of a squared A-

weighted sound pressure divided by 8, the reference sound pressure being 20 micro pascals) at the helm while vessel is normal operating power.

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

B) Gauge package as a minimum must include tachometer, temperature, fuel, hour and volt. Ignition must be equipped with a motor kill switch and lanyard attached.

C) Controls must conform for commercial use and located for ease. The operation of one control, or steering wheel, must not inadvertently activate or deactivate any of the other controls. Control cables must be encased in protective tubing.

D) For main propulsion system, a stainless steel impellor must be supplied and installed.

E) A swim platform must be securely welded to transom to act as a guard for unit and for location of 9.9 kicker motor. Platform must be located to allow for repair, inspection or removal of jet unit. Material must be welded checker plate aluminum. Surface must be coated in a non-skid tape.

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

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

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

14.4 Engine Box

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

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

D) A sufficient amount of sound dampening material must be properly secured inside to significantly reduce engine noise. The material must be fire retardent.

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

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

G) Engine must be on motor mounts to isolate vibration.

15.0 FUEL SYSTEM

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

15.2 Fuel tank is to be hydrostatically tested, approved and bear manufacturers' name, capacity, and testing data.

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

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

15.5 Fuel fill opening must be surface mounted on side deck and clearly labeled for fuel type. Top of fuel fill must be stainless steel with a keyed lock.

15.6 Fuel tank vents must be equipped with a non-return check valve with flash screen. Flash screen must be black plastic.

16.0 PIPING / STEERING SYSTEMS

16.1 Where flexible connections are required for steering and fuel systems, suitable hose with either permanently crimped or reusable hose ends must be used. The type of material used in all valves must be best suited for their application. Choice of material must not compromise manufactures warranty.

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

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

17.0 ELECTRICAL SYSTEM - GENERAL

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

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

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

D) Boat service loads include navigation, interior and exterior lighting, electrical equipment instrumentation, bilge pumps.

17.1 Batteries

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

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

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

D) Battery box must be provided for each battery. Compartment must be arranged to provide easy access to batteries for repair and removal. Compartment must be weather tight and fitted with a suitable means of gas venting.

17.2 Cabling Installation

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

B) Cables and conductors are to be installed in PVC conduit pipes or wire races of a sufficient size to pass other wires without obstruction. The wires that are not run through wire ways are to be installed with clamps and straps spaced at least every 18 inches on horizontal runs and every 14 inches on vertical runs. Tie wraps are not acceptable. Cabling / conductors

passing through structures without watertight glands and must be protected against chafing by the use of abrasive resistant grommets.

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

18.0 NAVIGATION

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

18.2 Navigation lights must be the brand Hella model- NaviLED series lights or equal. All wiring including connectors must be waterproof.

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

18.4 A direct read compass must be mounted on dash center of steering wheel. The compass must be adjustable for deviation. The brand Ritchie Helmsman (current model) or equal.

20.0 PUMPING AND DRAINAGE

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

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

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

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

21.0 SAFETY EQUIPMENT

21.1 Safety equipment must be supplied and installed as per Transport Canada TP 14070 E (2010) for size of vessel six meters or less. Stowage /securing arrangements must be arranged for each item. All fittings must be heavy duty stainless steel and must be readily accessible.

- Lifejacket – non applicable
- 1 X Marine emergency first aid kit
- 1 X Reboarding device – light weight aluminum / easy stow ladder
- 1 X Buoyant heaving line - minimum 15 meters in length
- 1 X Watertight flashlight
- 3 X Flares – Rocket MK3 (Parachute)
- 1 X Manual propelling device (oars or paddles)
- 1 X Anchor – minimum 15 meters of chain rope or cable
- 1 X Bailer

22.0 SEA TRIALS - CONTRACTOR

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

22.2 The propulsion system must accumulate the hours sufficient as per the engine manufacture's recommended break in procedure. An authorized engine manufacturer

representative must carry out the service check. Service report must be provided to both the Technical Authority and the Contracting Authority.

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

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

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

23.0 SEA TRIALS - CANADA

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

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

23.3 As a minimum, the following trials must be conducted in Normal Loaded Condition

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

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

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

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

23.4 At the conclusion of sea trials the vessel must be thoroughly cleaned and inspected. Outboard engine cooling systems must be flushed through with fresh water. Any damage to vessel or ancillary equipment resulting from sea trials must be repaired by the Contractor to the satisfaction of Canada.

24.0 FINAL INSPECTION

24.1 Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. Vessel must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to answer any questions and if requested demonstrate the equipment operation, maintenance, accessibility and removal. The Contractor must document the results of the final inspection and submit these results to Canada. Serial numbers and other identifying information must be recorded for each boat and engine.

25.0 PACKAGING AND SHIPPING

A) The vessel must be thoroughly cleaned in its entirety including inside all hatches, all stowage boxes, consoles, cuddy etc. All aluminum shavings, filings must be removed.

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

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

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

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

F) Vessel must be covered in shrink wrap to minimize damage during shipping. Contact points must be properly padded and secured to prevent any movement or damage.

26.0 ACCEPTANCE

26.1 Upon delivery EC will thoroughly inspect vessel and trailer to confirm no damage has resulted from shipping. Any damage identified must be repaired to the satisfaction of the Inspection authority.

27.0 OPERATOR TECHNICAL MANUAL

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

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

27.1 General Information Section

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

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

27.2 Technical Information Section

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

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

27.3 Initial Spare Parts List

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

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

27.4 Preventative Maintenance List

N° de l'invitation - Sollicitation No.

KW629-180884

N° de réf. du client - Client Ref. No.

KW629-180884

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV 166

N° CCC / CCC No./ N° VME - FMS

N° de l'invitation - Solicitation No.

KW629-180884

N° de réf. du client - Client Ref. No.

KW629-180884

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV 166

N° CCC / CCC No./ N° VME - FMS

ANNEX B - QUESTION & ANSWER

Article	Statement of Work description	Bidder Questions	Canada Responses

ANNEX C - INSPECTION/QUALITY ASSURANCE/QUALITY CONTROL

1. Conduct of Inspection

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

2. Inspection Records and Reports

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

3. Inspection and Trials Process

3.1 Drawings and Purchase Orders

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

3.2 Inspection

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

3.3 Inspection Non-conformance report

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

3.4 Tests, Trials, and Demonstrations

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

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

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

ANNEX D - DETAILED FINANCIAL BID PRESENTATION SHEET

D-1 Proposed Work Location:

Contractor's Facility _____

D-2 Evaluation of Price

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

a.	Known Work – (1 boat, 1 trailer) As defined and describe per Part 6, article 6.2 and per Annex A-Statement of Work. <div style="text-align: right;">For a Firm Price of:</div>	\$ _____
b.	Delivery (1 Boat and One trailer) DDP Incoterms 2000 Destination – Terrace, BC per Part 6, article 6.4.2 and 6.4.3 <div style="text-align: right;">For a Firm Price of:</div>	\$ _____
c..	Unscheduled Work <i>Labour Cost:</i> Estimated labour hours at a firm <i>Charge-out Labor Rate</i> , including overhead and profit: 10 person hours X \$ _____ per hour for a PRICE of: See articles D-3 and D3.1 below.	\$ _____
d.	EVALUATION PRICE [a + b + c] For an EVALUATION PRICE of: (customs duties are included and applicable taxes are excluded)	\$ _____

D-3 Unscheduled Work

Unscheduled work arising, as authorized by the Minister, will be calculated in the following manner:

"Number of hours (to be negotiated) X \$ _____ your firm hourly *Charge-out Labour Rate* which includes *Overhead* and profit, plus net laid-down cost of materials to which will be added a 10% mark-up, plus Goods and Services Tax or Harmonized Sales Tax as applicable, of the total cost of material and labour.

The firm hourly *Charge-out Labour Rate* and the material mark-up will remain firm for the duration of the Contract and any subsequent amendments."

D-3.1 Notwithstanding definitions or usage elsewhere in this document, or in the Bidder's Cost Management System, when negotiating *Hours* for unscheduled work, PWGSC will consider only those hours of labour directly involved in the production of the subject work package.

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

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

D-3.3 A 10% mark-up rate will be allowed for materials and this rate will also apply to subcontracted costs. The mark-up rate includes any allowance for material and subcontract management not allowed for in the *Charge-out Labour Rate*. A separate labour component for the purchase and handling of materials or subcontract administration is not allowable.

N° de l'invitation - Solicitation No.

KW629-180884

N° de réf. du client - Client Ref. No.

KW629-180884

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV 166

N° CCC / CCC No./ N° VME - FMS

D-4 Boat Delivery Proposal

All deliverables are mandatory to be received on or before May 31, 2018.

N° de l'invitation - Solicitation No.

KW629-180884

N° de réf. du client - Client Ref. No.

KW629-180884

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV 166

N° CCC / CCC No./ N° VME - FMS

ANNEX E - SUBCONTRACTOR LIST

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

ANNEX F - INFORMATION REQUIRED FOR THE VERIFICATION OF INTEGRITY PROVISIONS

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

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

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

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

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

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

ANNEX G – BID PACKAGE CHECKLIST

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

Table G-1 Bidder's Bid Package Check List

G1.1

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

No	Part	Article	Description	Condition	Document provided
<u>Section I- Technical Bid</u>					
1		Front page	Request for Proposal document part 1 page 1 completed and signed;	Mandatory with the bid	<input type="checkbox"/>
2	3	3.2 Entirely including all sub paragraphs	Section 1 – Technical Bid	Mandatory with the bid	<input type="checkbox"/>
<u>Section II- Financial Bid</u>					
6	Annex D	All	Annex D- Detailed Financial Bid Presentation Sheet	Mandatory with the bid	<input type="checkbox"/>

G1.2 Supporting Deliverable Requirements

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

No	Part	Article	Description	Condition	Document provided
<u>Section I- Technical Bid</u>					
1	6	6.5.4	Contractor representative	48 hrs of written request	
<u>Section II- Certification</u>					
7	6	6.9	Welding certification	48 hrs of written request	<input type="checkbox"/>
8	5	5.2.1	Annex F Information required for the Verification of Integrity Provisions	48 hrs of written request	<input type="checkbox"/>
10	6	6.20	Applicable laws	48 hrs of written request	<input type="checkbox"/>

G1.3 Contract Deliverable Requirements

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

N° de l'invitation - Solicitation No.

KW629-180884

N° de réf. du client - Client Ref. No.

KW629-180884

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV 166

N° CCC / CCC No./ N° VME - FMS

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

ANNEX “X” to PART 3 OF THE BID SOLICITATION

ELECTRONIC PAYMENT INSTRUMENTS

As indicated in Part 3, clause 3.1.2, the Bidder must identify which electronic payment instruments they are willing to accept for payment of invoices.

The Bidder accepts any of the following Electronic Payment Instrument(s):

- Direct Deposit (Domestic and International);
- Electronic Data Interchange (EDI);
- Wire Transfer (International Only);