



## 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**

**Vendor/Firm Name and Address**

**Raison sociale et adresse du**

**fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**

Public Works and Government Services Canada - Pacific  
Region

401 - 1230 Government Street

Victoria, B. C.

V8W 3X4

<b>Title - Sujet</b> 5.7-5.9m Aluminum Jet Boat	
<b>Solicitation No. - N° de l'invitation</b> M8026-201876/A	<b>Date</b> 2019-07-22
<b>Client Reference No. - N° de référence du client</b> M8026-201876	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-166-7773	
<b>File No. - N° de dossier</b> XLV-9-42081 (166)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2019-08-07</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Pacific Daylight Saving Time PDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Castle, David G.	<b>Buyer Id - Id de l'acheteur</b> xlvl66
<b>Telephone No. - N° de téléphone</b> (250) 217-6555 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> Royal Canadian Mounted Police See herein	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

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## **PART 1 - GENERAL INFORMATION**

### **1.1 Introduction**

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

Part 1 General Information: provides a general description of the requirement;

Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation;

Part 3 Bid Preparation Instructions: provides Bidders with instructions on how to prepare their bid;

Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, and the basis of selection;

Part 5 Certifications and Additional Information: includes the certifications and additional information to be provided;

Part 6 Security, Financial and Other Requirements: includes specific requirements that must be addressed by Bidders; and

Part 7 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Annexes include the Statement of Work the Basis of Payment, Security Requirements, the Electronic Payment Instruments, the Insurance Requirements, any other annexes.

### **1.2 Summary**

The Royal Canadian Mounted Police has a requirement to purchase one (1) 5.7 to 5.99 m Aluminum Jet Boat with trailer built in accordance with the Technical Statement of Requirement (TSOR) - Annex "A" and Bidder Questions and Canada Responses – Annex "D" with an option to purchase up to 3 additional Aluminum Jet Boats and trailers.

The boats are to be delivered to: RCMP Compound in Whitehorse, Yk.

#### **1.2.2 Electronic bid submission**

This bid solicitation allows bidders to use the epost Connect service provided by Canada Post Corporation to transmit their bid electronically. Bidders must refer to Part 2 entitled Bidder Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation, for further information.

#### **1.2.3 Debriefings**

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

### **1.3 Trade Agreements**

"The requirement is subject to the provisions of the Canadian Free Trade Agreement (CFTA).

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

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

The 2003 (June 22, 2018) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

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

#### 2.1.2 SACC Manual Clauses

A9125T - Valid Labour Agreement

2007-05-25

B1000T - Condition of Material

2014-06-26

### 2.2 Submission of Bids

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

#### **Address:**

*Bid Receiving Public Works and Government Services Canada*

*Pacific Region*

*401-1230 Government Street*

*Victoria, BC*

*V8V 3X4*

#### **epost Connect email:**

[TPSGC.RPReceptiondessaoumissions-PRBidReceiving.PWGSC@tpsgc-pwgsc.gc.ca](mailto:TPSGC.RPReceptiondessaoumissions-PRBidReceiving.PWGSC@tpsgc-pwgsc.gc.ca)

*Bids/Offer will be not be accepted if emailed directly to this email address. This email is to initiate an ePost Connect conversation, as detailed in the Standard Instructions.*

Note: Bids will not be accepted if emailed directly to this email address. This email address is to be used to open an epost Connect conversation, as detailed in Standard Instructions 2003, or to send bids through an epost Connect message if the bidder is using its own licensing agreement for epost Connect.

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

### 2.3 Equivalent Products

1. Products that are equivalent in form, fit, function and quality to the item(s) specified in the bid solicitation will be considered where the Bidder:
  - a. designates the brand name, model and/or part number of the substitute product;
  - b. states that the substitute product is fully interchangeable with the item specified;
  - c. provides complete specifications and descriptive literature for each substitute product;
  - d. provides compliance statements that include technical specifics showing the substitute product meets all mandatory performance criteria that are specified in the bid solicitation; and
  - e. clearly identifies those areas in the specifications and descriptive literature that support the substitute product's compliance with any mandatory performance criteria.
2. Products offered as equivalent in form, fit, function and quality will not be considered if:
  - a. the bid fails to provide all the information requested to allow the Contracting Authority to fully evaluate

- the equivalency of each substitute product; or
- b. the substitute product fails to meet or exceed the mandatory performance criteria specified in the bid solicitation for that item.
3. In conducting its evaluation of the bids, Canada may, but will have no obligation to, request bidders offering a substitute product to demonstrate, at the sole cost of bidders, that the substitute product is equivalent to the item specified in the bid solicitation.

## 2.4 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than **2 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.

## 2.5 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.

## 2.6 Improvement of Requirement During Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least 5 days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

## PART 3 - BID PREPARATION INSTRUCTIONS

### 3.1 Bid Preparation Instructions

#### 3.1.1 OPTION 1: Electronic Delivery of Bids

If the Bidder chooses to submit its bid electronically, Canada requests that the Bidder submits its bid in accordance with section 08 of the 2003 standard instructions. The epost Connect system has a limit of 1GB per single message posted and a limit of 20GB per conversation.

The bid must be gathered per section and separated as follows:

Section I:	Technical Bid
Section II:	Management Bid
Section III:	Financial Bid
Section IV:	Certifications

#### 3.1.2 OPTION 2: Hard Copy Delivery of Bids

If the Bidder chooses to submit its bid in hard copies, Canada requests that the Bidder submits its bid in separately bound sections as follows:

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

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

Section I:	Technical Bid – Two (2) hard copies or one USB.
Section II:	Management Bid- Two (2) hard copies or one USB
Section III:	Financial Bid – One (1) hard copy or one USB.
Section IV:	Certifications - One (1) hard copy or one USB.

If there is a discrepancy between the wording of the soft copy on electronic media and the hard copy, the wording of the hard copy will have priority over the wording of the soft copy.

If the Bidder is simultaneously providing copies of its bid using multiple acceptable delivery methods, and if there is a discrepancy between the wording of any of these copies and the electronic copy provided through epost Connect service, the wording of the electronic copy provided through epost Connect service will have priority over the wording of the other copies.

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>).

- 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

**The Technical Statement of Requirements, Annex A, is entirely mandatory.** In their technical bid, Bidders must demonstrate their understanding of the requirements contained in the bid solicitation and explain how they

will meet these requirements. Bidders should demonstrate their capability in a thorough, concise and clear manner for carrying out the work.

The technical bid should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that Bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, Bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

The technical bid must demonstrate the vessels will be fully seaworthy, operable and fit in all regards for the purposes intended.

### **3.2.1 Bidder's Check List and Technical Confirmation**

The Bidders must review for bidding purpose the **Annex F - BID PACKAGE CHECKLIST** and provide it with the bid.

### **3.3 Section II: Management Bid**

In their management bid, Bidders must describe their capability, experience and project management team by providing all documentation as requested in the following articles,

Bidder to select one of the following options for their bid:

#### **3.3.1 OPTION 1: Vessel Construction Experience (Same Vessel built within the last 8 years)**

The bid must provide objective evidence that the bidder has proven capability in the construction of vessels of the same size, type and complexity as the vessel(s) that make up the requirement of this bid solicitation, by providing detailed information of a minimum of 2 boats built within the last 8 years. Prototype hulls will not be considered as fulfilling this requirement. The bid must include the following details for each vessel submitted as evidence of construction capability:

1. General Arrangement drawings;
2. Photographs;
3. References;
4. Builder's plates (if applicable); and
5. Hull identification numbers confirming multiple builds.

##### **3.3.1.1 Marine Drafting and Engineering Capability**

The bid must provide objective evidence in the form of a statement, signed by an authorized representative of the Bidder that the bidder has either:

- a) In-house capabilities for marine drafting and engineering or
- b) A written commitment from a supplier that will be providing marine drafting and engineering services to the Bidder for the duration of the Contract. The supplier must have marine drafting and engineering experience and capabilities on vessel construction projects similar in size, type and complexity to the subject bid solicitation.

##### **3.3.1.2 Contractor Quality Management System**

The bid must provide objective evidence that the Bidder has a Quality Assurance Program, which must be in place during the performance of the Work, and which addresses the quality control elements below.

The objective evidence may be in the form of a copy of the Bidder's Quality Assurance Manual which addresses these elements. Proof of registration with a recognized quality assurance organization whose system addresses the minimum requirements below, may be submitted for consideration.

The quality control elements must include, as a minimum:

- (a) Management Representative



- (b) Quality Assurance Manual
- (c) Quality Assurance Program
- (d) Descriptions Quality Reporting Organization Documentation
- (e) Measuring and Testing
- (f) Equipment Procurement
- (g) Inspection and Test Plan
- (h) Incoming Inspection
- (i) In-Process Inspection
- (j) Final Inspection Special Processes Quality Records
- (k) Non Conformance
- (l) Corrective Action

The Bidder's facilities may be audited by Canada, or its authorized representative, prior to award of contract to ensure that quality management system is in place in accordance with the foregoing requirement.

### 3.3.1.3 Project Schedule

1. As part of its technical bid, the Bidder must propose its preliminary project schedule, in MS Project or equivalent. The Bidder must provide a preliminary project schedule, in MS Project format or equivalent, indicating the sequence and the completion dates of project milestones, deliverables, and project tasks based on a contract award as "day 0." The project schedule should include the Bidder's work breakdown structure, the scheduling of main activities and milestone events and any potential problem areas involved in completing the Work.
2. The Bidder's schedule must also provide a target date for each of the following significant events for each boat as applicable:
  - 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 will be required to 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 will be required to 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 TSOR;
  - f. boat and trailer delivered to Canada for approval; and
  - g. the start and the end of the 12 month warranty period.

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

### 3.3.1.4 Preliminary Drawings

The following documents must be included with the Bid:

1. draft stability calculation;
2. calculated lightship weight;
3. general arrangement;
4. structural drawings showing deck plan, a centerline profile and frame station construction details;
5. detailed lines plan;
6. a drawing of the fuel supply arrangement.

### 3.3.1.5 Subcontractors

A list, in the form of the attached **Annex D** of subcontracts for labor and/or material must be included with the Bidder's Proposal, stating the name and address of each subcontractor, and a description (Make, Model No.) of the goods or services to be supplied by each.

### 3.3.2 OPTION 2: Vessel Construction Experience (Vessel constructed and built by design)

The Bidder must provide objective evidence that it has a proven capability in the construction of vessels of the size, type and complexity which is the subject of this solicitation.

The vessel is constructed, manufactured in accordance with the recommended practices and standards for the type of vessel and must be built according to rules and standards such as:

- a) the Nordic Boat Standard (for commercial vessels less than 15 m),
- b) the International Organization for Standardization (ISO),
- c) a classification society such:
  - the American Bureau of Shipping (ABS),
  - Lloyd's Register of Shipping (LRS),
  - Bureau Veritas (BV),
  - Det Norske Veritas (DNV) or
  - Germanischer Lloyd (GL).

The vessel design, construction, manifesting results must comply with the TP 1332 – Construction Standards for Small vessels latest editions and the vessel be registered under the Transport Canada Marine Safety-Small Vessel Compliance Program (SVCP). Bidder must provide a detailed description of the rules and standards utilized for their design submission and how the design will meet TP1332 related to stability, ABYC and the construction scantlings.

#### 3.3.2.1 Vessel Design

The vessel design must be provided with the bid and certified (stamped) by a marine engineering firm, qualified person or engineer confirming the design meets the above section **3.3.2 OPTION a), or b) or c)**

The design must include the following preliminary drawings:

1. draft stability calculation;
2. calculated lightship weight;
3. general arrangement;
4. structural drawings showing deck plan, a centerline profile and frame station construction details;
5. detailed lines plan;
6. a drawing of the fuel supply arrangement.

#### 3.3.2.2 Supporting calculations

The design must be supported by calculations and test documents proving the design achieves the requirements identified in Annex A of the RFP. Bidder must provide detailed calculations specific to the rules and standards utilized for the specific design submission and how the design will meet TP1332 standards related to stability, ABYC and the construction scantlings.

#### 3.3.2.3 Marine Drafting and Engineering Capability

The Bidder must provide objective evidence in their bid, in the form of a statement signed by an authorized representative, that it has either:

- a) In-house capabilities for marine drafting and engineering or
- b) Has a written commitment from a supplier to provide marine drafting and engineering services for the duration of the Contract.

The supplier must have previous marine drafting and engineering experience and capabilities from vessel construction projects similar in size, type and complexity to the subject solicitation.

#### 3.3.2.4 Contractor Quality Management System

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.

The objective evidence may be in the form of a copy of the Bidder's Quality Assurance Manual which addresses these elements. Proof of registration with a recognized quality assurance organization whose system addresses the minimum requirements below, may be submitted for consideration.

The quality control elements must include, as a minimum:

1. Quality Assurance Manual or Quality Assurance Program Descriptions
2. Inspection and Test Plan
3. Final Inspection
4. Quality Records

Bidder facilities may be audited by Canada, or its authorized representative, prior to award of contract to ensure that a system is in place in accordance with the foregoing requirement.

The Contractor will be required to submit completed quality assurance documentation with each claim for payment, as applicable.

### 3.3.2.5 Project Schedule

1. As part of its technical bid, the Bidder must propose its preliminary project schedule, in MS Project or equivalent. The Bidder must provide a preliminary project schedule, indicating the sequence and the completion dates of project milestones, deliverables, and project tasks based on a contract award as "day 0." The project schedule should include the Bidder's work breakdown structure, the scheduling of main activities and milestone events and any potential problem areas involved in completing the Work.
2. The Bidder's schedule must also provide a target date for each of the following significant events for each boat as applicable:
  - a. Design validation, maximum 20 calendar days.
  - b. hull materials delivered to Contractor and sustained construction commenced;
  - c. hull and deck completed, but not closed in to allow for full inspection of the structure and welding. The Contractor will be required to 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;
  - d. outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor will be required to 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;
  - e. technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
  - f. Contractor's tests and trial and final sea trials required by the TSOR;
  - g. boat and trailer delivered to Canada for approval; and
  - h. the start and the end of the 12 month warranty period.

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

### 3.3.2.6 Subcontractors

A list, in the form of the attached **Annex D**, of subcontracts for labor and/or material must be included with the Bidder's Proposal, stating the name and address of each subcontractor, and a description (Make, Model No.) of the goods or services to be supplied by each.

## 3.4 Section III: Financial Bid

Bidders must submit their financial bid in accordance with the **Annex E – DETAILED FINANCIAL PRESENTATION SHEET**. The total amount of Applicable Taxes must be shown separately.

### 3.4.1 Exchange Rate Fluctuation

C3011T - Exchange Rate Fluctuation

2013-11-06

### 3.4.2 Firm Price

Bidders must indicate the Bid price excluding taxes for each of the following Items in **Annex E – DETAILED FINANCIAL PRESENTATION SHEET**

### **3.4.3    Unscheduled Work**

Bidders must provide the information requested in the **Annex E – DETAILED FINANCIAL PRESENTATION SHEET**.

The unscheduled work rates will be included in and form part of the bid evaluation.

### **3.4.4    Electronic Payment of Invoices – Bid**

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

If Annex “G” 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.

### **3.5       Section IV: Certifications**

Bidders must submit the certifications required under Part 5.

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## PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

### 4.1 Evaluation Procedures

1. Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical, management and financial evaluation criteria.
2. 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, a Bidder's proposal must, to the satisfaction of Canada, meet all requirements of the Annex A - TSOR and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.1 Section I, Technical Bid.**

#### 4.1.2 Management Evaluation

##### 4.1.2.1 Mandatory Management Criteria

In order to be compliant, a Bidder's proposal must, to the satisfaction of Canada, meet all requirements and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.3 Section II – Management Bid.**

#### 4.1.3 Financial Evaluation

A0222T, Evaluation of Price – Canadian / Foreign Bidders

2014-06-26

#### 4.1.4 Mandatory Financial Criteria

In order to be compliant, a Bidder's proposal must, to the satisfaction of Canada, meet all requirements and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.4 Section III – Financial Bid.**

### 4.2 Basis of Selection

#### 4.2.1 Mandatory Technical Criteria

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 AND ADDITIONAL INFORMATION

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.

#### Refer to ANNEX - F – BID TENDER DELIVERABLE AND CHECKLIST (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.

#### 5.2.3 Additional Certifications Precedent to Contract Award

##### 5.2.3.1 Workers Compensation Certification – Letter of Good Standing

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

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

##### 5.2.3.2 Welding Certification

1. Welding must be performed by a welder certified by the Canadian Welding Bureau and in accordance with

the requirements of the following Canadian Standards Association (CSA) standards:

CSA W47.2 (current version), Certification of Companies for Fusion Welding of Aluminum 2.1

2. Before contract award and within 5 calendar days of the written request by the Contracting Authority, the successful Bidder must submit evidence demonstrating its certification by CWB in accordance with the CSA welding standards..

## **PART 6 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS**

### **6.1 Security Requirements**

There is no security requirement applicable to this contract.

### **6.2 Financial Capability**

A9033T - Financial Capability

2012-07-16

### **6.3 Insurance - Proof of Availability Prior to Contract Award**

The Bidder must provide a letter from an insurance broker or an insurance company licensed to operate in Canada stating that the Bidder, if awarded a contract as a result of the bid solicitation, can be insured in accordance with the Insurance Requirements specified in **Part 7 - Resulting Contract Clause 7.21**.

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



## **PART 7 - RESULTING CONTRACT CLAUSES**

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

### **7.1 Requirement**

The Contractor must provide one (1) Aluminum Jet Boat and trailer in accordance with the Requirement at Annex A and Annex D.

The boats are to be delivered to:  
RCMP Compound – M Division  
Whitehorse, Yk

### **7.2 Standard Clauses and Conditions**

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

#### **7.2.1 General Conditions**

2030, 2018-06-21, General Conditions - Higher Complexity - Goods, apply to and form part of the Contract.

#### **7.2.2 Supplemental General Conditions**

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

### **7.3 Security Requirements**

There is no security requirement applicable to the Contract.

### **7.4 Term of Contract**

#### **7.4.1 Period of the Contract**

The period of the contract is from date of contract award to **March 31, 2021**.

#### **7.4.2 Optional Goods**

The Contractor grants to Canada the irrevocable option to acquire up to up to three (3) additional boats with trailers, as described at Annex A of the Contract under the same conditions and at the prices stated in the Contract or negotiated by Canada. 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 at any time before the end of the contract by sending a written notice to the Contractor.

#### **7.4.3 Delivery Date**

All the deliverables must be received in by **October 31, 2019**.

#### **7.4.4 Shipping Instructions - Delivered at Destination**

Goods must be consigned and delivered to the destination specified in the contract:

Delivered Duty Paid (DDP) delivery destination per 7.4.5, Incoterms 2000 for shipments from a commercial contractor.

#### **7.4.5 Delivery Destinations**

Delivery of the requirement will be made to:

RCMP Compound,  
Whitehorse, YK

## 7.5 Authorities

### 7.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: David Castle  
Title: Supply Specialist  
Section: Marine  
Directorate: Acquisitions  
Public Services and Procurement Canada  
Address: 1201 Government Street, Victoria, BC  
Telephone: 250-217-6555  
E-mail: david.castle@pwgsc.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.

### 7.5.2 Technical Authority

The Technical Authority for the Contract is:

[The Technical authority will be determined at Contract award.](#)

Name: TBD  
Title: TBD  
Organization: TBD  
Address: TBD  
Telephone: TBD  
Facsimile: TBD  
E-mail: TBD

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

### 7.5.3 Inspection Authority

The Inspection Authority for the Contract is:

[The Inspection authority will be determined at Contract award.](#)

Name: TBD  
Title: TBD  
Organization: TBD  
Address: TBD  
Telephone: TBD  
Facsimile: TBD  
E-mail: TBD

The Inspection 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 inspection of the Work and acceptance of the finished work. The Inspection Authority may be represented on-site by a designated inspector and any other Government of Canada inspector who may from time to time be assigned in support of the designated Inspector.

**7.5.4 Contractor's Representative**

Name and telephone numbers of the person responsible for production:

*The Contractor's representatives will be determined at Contract award.*

Name: TBD  
 Telephone: TBD  
 Facsimile: TBD  
 E-mail: TBD

Name and telephone numbers of the person responsible for delivery:

Name: TBD  
 Telephone: TBD  
 Facsimile: TBD  
 E-mail: TBD

**7.6 Payment****7.6.1 Basis of Payment**

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid a firm price of \$ \_\_\_\_\_. (insert the amount at contract award). 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.

**7.6.2 Payment for Fuels, Oils and Lubricants**

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

**7.6.3 Field Engineering and Supervisory Services**

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

**7.6.4 Limitation of Price**

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

**7.6.5 Milestone Payment -Subject to Holdback**

1. Canada will make milestone payments in accordance with the Schedule of Milestones detailed in the Contract and the payment provisions of the Contract, up to **90** percent of the amount claimed and approved by Canada if:
  - a) an accurate and complete claim for payment using form [PWGSC-TPSGC 1111](#), Claim for Progress Payment, and any other document required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
  - b) the total amount for all milestone payments paid by Canada does not exceed **90** percent of the total amount to be paid under the Contract;
  - c) all the certificates appearing on form [PWGSC-TPSGC 1111](#) have been signed by the respective authorized representatives;
  - d) all work associated with the milestone and as applicable any deliverable required have been completed and accepted by Canada.
2. The balance of the amount payable will be paid in accordance with the payment provisions of the Contract upon completion and delivery of the item if the Work has been accepted by Canada and a final claim for the payment is submitted.

**7.6.6 Schedule of Milestones**

The schedule of milestones **for each vessel** for which payments will be made in accordance with the Contract is as follows:

Milestone No:	Description and Deliverable (s)	Firm Amount (\$)
<b>A</b>	Hull materials delivered to Contractor and sustained construction commenced	50% of the Firm Unit Price ( TBD at contract award
<b>B</b>	Boat, trailer and technical manuals delivered at destination and accepted by Canada	47% of the Firm Unit Price ( TBD at contract award
<b>C</b>	End of the 12 month warranty period only.	3% of the Firm Unit Price ( TBD at contract award

The milestones shown above must be included and identified in all production schedules.

**Milestone A:** A payment no earlier than upon the material delivery being at the Contractor manufacturing facility with material price support provided to the Contracting Authority and the commencement of sustained construction.

**Milestone B:** A payment after the completion of delivery at destination and the acceptance of the boat, trailer and manual by Canada.

**Milestone C:** A payment for completion of the twelve month warranty period only.

- Twelve (12) months for the boat propelling machinery and auxiliaries, fittings and equipment of all kinds (excluding Government Supplied Material).
- Twelve (12) months for the vessel hull and welding of the total twenty four months vessel hull and welding warranty. Remaining (12) months of the vessel hull and welding warranty, no holdback will be retained.

## 7.7 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 applicable to the Work. Applicable Taxes will be calculated on this outstanding work holdback amount and paid at the time that the warranty holdback is released.

### 7.7.1 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.

## 7.8 Invoicing Instructions - Progress Payment Claim - Supporting Documentation required

- The Contractor must submit a claim for payment using form [PWGSC-TPSGC 1111](#), Claim for Progress Payment.  
Each claim must show:
  - all information required on form [PWGSC-TPSGC 1111](#);
  - all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
  - a list of all expenses;
  - the description and value of the milestone claimed as detailed in the Contract.

Each claim must be supported by:

- a copy of the invoices, receipts, vouchers for all direct expenses, travel and living expenses;
- a copy of the monthly progress report.

2. Applicable Taxes must be calculated on the total amount of the claim before the holdback is applied. At the time the holdback is claimed, there will be no Applicable Taxes payable as it was claimed and payable under the previous claims for progress payments.
3. The Contractor must prepare and certify one original and two (2) copies of the claim on form [PWGSC-TPSGC 1111](#), and forward it to the Technical Authority identified under the section entitled "Authorities" of the Contract for appropriate certification after inspection and acceptance of the Work takes place. The Technical Authority will then forward the original and two (2) copies of the claim to the Contracting Authority for certification and onward submission to the Payment Office for the remaining certification and payment action.
4. The Contractor must not submit claims until all work identified in the claim is completed.

## 7.9 Electronic Payment of Invoices – Contract

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

1. Direct Deposit (Domestic and International);
2. Electronic Data Interchange (EDI);
3. Wire Transfer (International Only);

## 7.10 Work Acceptance

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

1. The Contractor must complete the above form in 3 copies, which will be distributed by the Inspection Authority as follows:
  - a. original to the Contracting Authority;
  - b. one copy to the Technical Authority;
  - c. one copy to the Contractor.

## 7.11 Procedures for Design Change/Deviations

The Contractor must follow these procedures for any proposed design change/deviation to contract specifications.

The Contractor must complete Part 1 of form [PWGSC-TPSGC 9038 \(PDF 241 KB\)](#) - ([Help on File Formats](#)), Design Change/Deviation, and forward 2 copies to the Technical Authority and 1 copy to the Contracting Authority.

## 7.12 Certifications and Additional Information

### 7.12.1 Compliance

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

## 7.14 Welding - 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 of Companies for Fusion Welding of Aluminum 2.1.
2. In addition, welding must be done in accordance with the requirements of the applicable drawings and specifications.

3. Before the commencement of any fabrication work, and upon request from the Inspection Authority, the Contractor must provide approved welding procedures and/or a list of welding personnel he intends to use in the performance of the Work. The list must identify the CWB welding procedure qualifications attained by each of the personnel listed and must be accompanied by a copy of each person's current CWB welding certification.

### 7.15 Workers Compensation

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

### 7.16 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.

### 7.17 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in \_\_\_\_\_ (Insert the name of the province or territory as specified by the Bidder in its bid, if applicable.)

### 7.18 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.

- (i) the Articles of Agreement;
- (ii) the supplemental general conditions 1028, 2010-08-16, Ship Construction Firm Price;
- (iii) the general conditions 2030, 2018-06-21, Goods (Higher Complexity);
- (iv) Annex A, Technical Statement of Requirement (TSOR)
- (v) Annex B, Basis of Payment
- (vi) Annex C, Bidder Questions and Canada Responses;
- (vii) Annex D, Subcontractors; AND
- (viii) the Contractor's bid dated \_\_\_\_\_.

### 7.19 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

### 7.20 Post Contract Award/Pre-Production Meeting

Within **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. Travel and living expenses for Canada's representatives will be arranged and paid for by the Canada.

### 7.21 Project Schedule

1. The Contractor must provide an updated detailed project schedule in MS Project format or equivalent to the Contracting Authority and the Technical Authority **5 days after award of Contract**.
2. 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 TSOR;
- f) boat and trailer delivered to Canada for approval;

Note: Technical Manuals will not be returned once approved.

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

## 7.22 Progress Report

1. The Contractor must submit monthly reports on the progress of the Work in an electronic format to the Technical Authority and to the Contracting Authority.
2. The progress report must contain 2 Parts:
  - PART 1: The Contractor must answer the following three questions:
    - is the project on schedule?
    - is the project within budget?
    - is the project free of any areas of concern in which the assistance or guidance of Canada may be required?

Each negative response must be supported with an explanation.

- PART 2: A narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing at a minimum:
  - 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.
  - an explanation of any variation from the schedule.

## 7.23 Progress Meeting

Progress meetings, chaired by the Contracting Authority, will take place at the Contractor's facility as and when required, generally once a month. Interim meetings may also be scheduled. Contractor's attendees at these meetings will, as a minimum, be its Contract (Project) Manager, Production Manager (Superintendent) and Quality Assurance Manager. Progress meetings will generally incorporate technical meetings to be chaired by the Technical Authority.

## 7.24 Progress Review Meetings

Progress review meeting shall encompass total project status as of the review date. The Contractor, at a minimum, must report on the following:

- (a) Progress to date;
- (b) Variation from planned progress and the corrective action to be taken during the next reporting period;
- (c) A general explanation of foreseeable problems and proposed solutions, including an assessment of their impact on the contract in terms of schedule, technical performance and risk. The proposed solution should include the effort involved and the consequences to the schedule (Risk Register);
- (d) Proposed changes to the schedule;



- (e) Progress on action items, problems or special issues;
- (f) Deliverables submitted prior to PRM;
- (g) Milestones (technical and financial);
- (h) Activities planned for the next reporting period;
- (i) Status of any change notifications and requests;
- (j) Any changes to the PMP; and
- (k) Other business as mutually agreed to by CANADA and the Contractor.

## 7.25 SACC Manual clauses

A1009C – Worksite Access,	2008-05-12
B9028C – Access to Facilities and Equipment,	2007-05-25
D0018C – Delivery and Unloading,	2007-11-30
D2000C – Marking,	2007-11-30
D2001C – Labelling,	2007-11-30
D9002C – Incomplete Assemblies,	2007-11-30
H4500C – Lien - Section 427 of the Bank Act,	2010-01-11

## 7.26 Manuals

1. No later than 14 calendar days prior to delivery of each boat, 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 will provide 2 complete copies in accordance with and as specified in the TSOR.
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 part or in whole, an item of Work completed in accordance with such manual, nor does it mean such an item of Work meets the requirements of the TSOR.

## 7.27 Insurance Requirements

1. The Contractor must comply with the insurance requirements specified in **Articles 7.27.1 and 7.27.2** 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.
2. 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.
3. The Contractor must forward to the Contracting Authority within **10 working 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.

### 7.27.1 General Commercial Insurance

1. The Contractor must obtain Commercial General Liability Insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$2,000,000 per accident or occurrence and in the annual aggregate.
2. The Commercial General Liability policy must include the following:
  - a. Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows: Canada, as represented by Public Works and Government Services Canada.
  - b. Bodily Injury and Property Damage to third parties arising out of the operations of the Contractor.



- c. **Products and Completed Operations:** Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Contractor and/or arising out of operations that have been completed by the Contractor.
- d. **Personal Injury:** While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character.
- e. **Cross Liability/Separation of Insureds:** Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
- f. **Blanket Contractual Liability:** The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.
- g. **Employees and, if applicable, Volunteers** must be included as Additional Insured.
- h. **Employers' Liability** (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar program)
- i. **Broad Form Property Damage including Completed Operations:** Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy.
- j. **Notice of Cancellation:** The Contractor will provide the Contracting Authority thirty (30) days prior written notice of policy cancellation or any changes to the insurance policy.
- 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. **Non-Owned Automobile Liability -** Coverage for suits against the Contractor resulting from the use of hired or non-owned vehicles.
- n. **Litigation Rights:** Pursuant to subsection 5(d) of the [Department of Justice Act](#), S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

**For the province of Quebec, send to:**

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

**For other provinces and territories, send to:**

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

A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal

of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

#### **7.27.2 Marine Liability Insurance**

1. The Contractor must obtain protection and indemnity 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 subject to an additional contravention, 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 RCMP 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 Contractor will provide the Contracting Authority thirty (30) days prior written notice of policy cancellation or any changes to the insurance policy.
  - d. Cross liability and 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](#), R.S.C. 1985, 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.

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**7.28 Inspection and Acceptance**

The Technical Authority is the Inspection Authority. All reports, deliverable items, documents, goods and all services rendered under the Contract are subject to inspection by the Inspection Authority or representative. Should any report, document, good or service not be in accordance with the requirements of the Statement of Work and to the satisfaction of the Inspection Authority, as submitted, the Inspection Authority will have the right to reject it or require its correction at the sole expense of the Contractor before recommending payment.

**7.29 Acceptance**

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

**ANNEX – A - TECHNICAL STATEMENT OF REQUIREMENTS (CONTRACT)**

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## **1.0 SCOPE**

The Royal Canadian Mounted Police (RCMP) has a requirement for one (1) all welded aluminum 5.0 to 5.2 meter 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. Each jet boat shall be supporting the various policing operations such as patrol, transport of personnel, search and rescue within the isolated and semi- isolated Detachments thru out Alberta, Saskatchewan and Manitoba. Small lakes, adjoining river systems and shallow braided channels are some of the waterways the boats will be operating on. They will be shore based, launched and recovered by trailer, often in areas without docks or proper ramps.

## **2.0 GENERAL**

- 2.1 The one (1) 5.0 to 5.2 meter jet boat must be designed with a step deck and walk thru windshield with a drop bow.
- 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 Jet boat 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 production models.

## **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) Electrical wiring Diagram
  - D) Fuel Tank location, including filling and venting arrangements
  - E) Bilge Pump locations and arrangement
  - F) Lines plan

## **4.0 VESSEL PARTICULARS**

### **4.1 Physical Characteristics:**

- A) Length: (hull only) 5.0 – 5.2 meters (maximum)

- B) Beam: (hull bottom) 1.8 – 2.14 meters

#### 4.2 Normal Load Conditions:

- A) Crew of four (4) persons: 520 kg.  
 B) Fuel tank(s) pressed full  
 C) Equipment and supplies: 125 kg.

### 5.0 VESSEL TONNAGE REQUIREMENTS

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

### 6.0 OPERATIONAL PERFORMANCE

- 6.1 Performance must be for conditions of no wind, in fresh water in Normal Load Condition and complement. The jet boat(s) is to have a service life of a minimum of fifteen years operating between 100 and 300 hours per year.
- A) Maximum: (desired speed): 32 – 40 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) Slow speed operation (approx.1500 RPM) for 4.0 hours
- 6.2 Depth under keel - 5.2 Meter: Operate fully in depths of 0.2 meter on plane  
 Basic maneuvering in depths of 0.3 meters off plane
- 6.3 All structures and components (hull, console, seating etc.) must be of sufficient strength to withstand, the lateral and vertical impact- loading when in a Normal Load Condition and or a Maximum Load Condition that equates to the conditions of the operational profile.
- 6.4 The Maximum Load Condition must be calculated for both jet boat designs to determine the maximum number of persons and weight allowable for each of the design categories identified in the Transport Canada "Small Craft Stability" Standard ISO12217-1. Maximum Load Condition(s) must be clearly identified on "Builders" plate.
- 6.5 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 - 3.0 meters  
 C) Winds range: 0 - 30 knots  
 D) Operate in freezing spray or freezing rain with accumulations of up to 6.0 mm.
- 6.6 The jet boat must remain stable while being operated at varying speeds thru out the above environmental conditions.

### 7.0 CONSTRUCTION STANDARDS

- 7.1 The jet boat must be constructed and comply with the following standards:
- 7.2 Transport Canada TP 1332 "Construction Standards for Small Jet boats" and American Bureau and Yacht Council (ABYC) where applicable. (Current issue)
- 7.3 Canadian Standards Association C22.2 NO.183.2-M1983 (R1999) "Standards for D.C. Electrical Installations"

- 7.4 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.
- 7.5 Safety Equipment - TP 14070 "Small Vessel Safety Guide
- 7.6 Trailer – TP 13136

## **8.0 CONSTRUCTION PRACTICES**

- 8.1 All materials and equipment must be stored, installed and tested in accordance with the Manufacturer's guidelines, recommendations and requirements.
- 8.2 All rough edges and sharp angled corners must be rounded smooth and ergonomically fitted.
- 8.3 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.
- 8.4 All equipment must be accessible for use, inspection, cleaning and maintenance. Measures must be taken to avoid wear and damage incident to construction, and to prevent corrosion and deterioration. Equipment subject to freezing must be kept drained, except during sea trials. Equipment must be kept clean and protected from the environment.

## **9.0 ERGONOMIC DESIGN**

- 9.1 The design of the jet boat must incorporate accessibility, visibility, readability, crew efficiency and comfort for a range of physiques from approx. "5 ft. to 6 '4" in height, wearing cold weather clothing and equipment.
- 9.2 Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practical, inside console(s). Stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands.

## **10.0 MATERIALS - GENERAL**

- 10.1 All materials must be corrosion resistant and suitable for use as detailed in the Environmental Conditions. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation.
- 10.2 Any dissimilar metals must be insulated from each other.
- 10.3 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.
- 10.4 Stainless steel type 316L or 316 must be used for all stainless steel applications.
- 10.5 Any fasteners directly threaded into aluminum alloys must be coated and threaded into the appropriate thickness of aluminum.
- 10.6 Aluminum or stainless steel washers or backing plates must be used as appropriate.
- 10.7 Where nuts can become inaccessible after assembly of the jet boat, nuts must be captured to allow reassembly and prevent backing off. Unless otherwise specified, self-locking nut must be installed to prevent loosening of fasteners due to shock and vibration.

**11.0 HULL CONSTRUCTION**

- 11.1 Hull design must be a V style mono hull with a reverse chine flat extending to stem.
- 11.2 Hull design must incorporate lifting strakes to allow for shallow water accessibility.
- 11.3 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.
- 11.4 Hull shape must not impede water flow to the propulsion unit and must direct spray and waves away from onboard personnel.
- 11.5 Every effort must be made to control the weight of the boat to facilitate handling in emergency beaching situations.
- 11.6 Hull must be transversely framed with longitudinal stringers extending full depth from hull bottom to the deck.
- 11.7 The welding must be continuous for hull, deck and transom including areas subject to corrosion, vibration and the areas subject to impact.
- 11.8 Hull bottom and chine plate must be constructed of 3/16" thick plate and minimum 1/8" thick side plate.
- 11.9 Hull bottom must be reinforced with a 3/8" thick delta pad keel.
- 11.10 UHMW sheathing must be applied using a water tight method to both hull bottom and chine plate excluding delta pad keel.
- 11.11 Transom must have heavy duty framing to support propulsion.
- 11.12 A heavy duty tow eye must be incorporated into the construction of the stem for the bowline and or trailer hook to attach to the bow. It must be able to tow boat at planning speed in calm water in a Normal Load Condition, on an even keel without damage to the boat. Tow eye must not protrude from the line of the stem.
- 11.13 Hull bottom must be fitted with sacrificial low iron zinc anodes. They must be bolted with stainless steel bolts to welder brackets/doubler plates. Bolts must be locked in place.

**12.0 DECK CONSTRUCTION AND OUTFITTING**

- 12.1 The deck and the hull must be constructed of similar materials.
- 12.2 The deck must be self- draining by use of non-return freeing ports or elephant trunks installed at transom. They must be designed for quick and effective drainage of all deck area when jet boat is at slow speed or stationary.
- 12.3 Dogged weather tight hatches must be fitted on center line to gain access to compartments below.
- 12.4 A self-draining and lockable anchor locker must be installed into bow. The size must allow for the stowage and easy removal of anchor, cable and other equipment. Cover must be weather proof, coated with non-skid and fitted with gasket. Material must be welded aluminum.
- 12.5 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.



- 12.6 An anchor roller must be securely fitted on the bow. Six aluminum cleats must be welded to side decks. Two forward, two mid ship and two (2) aft.
- 12.7 A minimum of five 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 forward, two midship and two aft.
- 12.8 Side decks must be equipped with trays below for the safe stowage of small items. Trays will extend full length on both sides. Material must be welded aluminum.
- 12.9 Each transom corner must have a safety rail with a minimum of three posts mounted into sockets. Rail must extend three feet forward and three feet aft around transom. A cable gate must be provided and attached by pelican hooks to outer post on each side of transom. Rail material must be 3/4" aluminum pipe. Each post must be equipped with a locking pin for quick release.
- 12.10 Outside of transom must be equipped with securing eyes for trailer tie downs.
- 12.11 The center of the transom must have a welded aluminum tow post fitted in a socket mounted to deck. The post must be removable from socket by a locking pin. The post/ socket pin holes must be drilled transversally to accommodate pin.

### **13.0 PREPARATION AND PAINTING**

- 13.1 Prior to painting all sharp edges must be ergonomically rounded, grinding marks, magic marker, pencil marks and welding smoke all must be removed. Every effort must be made to ensure hull exterior is smooth in touch and appearance.
- 13.2 Hull to waterline must be prepared, primed and painted in such a way to insure long lasting adhesion and no paint blisters. Marine quality paint must be used. A minimum of two top coats must be applied with a 4 to 5 millimeter thickness per coating. Color must be white.
- 13.3 Hull interior including consoles, stowage boxes, window frames interior / exterior, bow area, guard rails, transom rails, and swim grid must be painted with the brand "Zolatone" coating. Color must be Granite Grey. No Exception.
- 13.4 Walk areas on side decks and bow area must have a durable commercial grade non-skid coating applied. Color must be matte black.
- 13.5 Cockpit deck, deck inside cuddy, top of engine box must be covered in a durable commercial non-skid coating. It must be suited for marine use. Color must be matte black.

### **14.0 COCKPIT ARRANGEMENT**

#### **14.1 Windows**

- A) All windows must be ¼ inch thick safety glass. They must be fitted into welded aluminum frames. The windows must be properly sealed to ensure they are 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 wiper washer system must be included. A switch to activate them independently must be installed at helm.

#### 14.2 Consoles

- A) All consoles must be constructed of welded aluminum with helm located on starboard side and navigator on port side
- B) Console layout must be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and easy viewing of navigation and propulsion instruments.
- C) Consoles for the helm and navigator positions must be separate with adequate space between to directly access center window. Windshield area and space between consoles must be sealed. A suitable size step and stowage for small items must be fitted in space. Stowage must be fitted with a plastic cover similar to glove box. Non- skid tape must be applied on step(s) and dash at center window.
- D) Aluminum welded grab rails must be fitted on each console.
- E) A twelve volt accessory power point must be installed on port and starboard dash.
- F) A lockable glove box with two keys must be installed at navigator position on the port side.

#### 14.3 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) Supply and install at Navigator (port) console - Marine VHF radio - Best suited.
- C) Supply and install at helm - GPS/ Chart Plotter/ Depth Sounder - Standard Horizon model - including Black Box - or equivalent with C-Maps Max Lakes Canada (current for Alberta, Saskatchewan and Manitoba).

#### 14.4 Seating

- A) Seats must be made of marine quality materials and resistant to tears, punctures and deterioration due to environmental exposure. The upholstery on each seat must be of a UV resistant material. Seats must be designed to support a person of a 130 kg.
- B) Stowage boxes must be constructed of welded aluminum, hinged, fitted with gasket and equipped with a heavy- duty snap tight hasps and padlocks. Upholstered cushions with two inch foam inside must be fitted on top and attached with snaps. Size must allow for the stowage of life jackets and other smaller items. Location must be aft both port and starboard with walk around access on each side of box where practical.

- C) 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.

#### 14.5 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. Color of bimini material must be blue.
- B) Travel cover must be provided in same color and material.

### 15.0 JET PROPULSION SYSTEM

- A) Contractor must supply and install complete jet propulsion system to meet the maximum speed requirement. Supply and install 9.9 manual outboard (kicker).
- B) Trim tabs must be fitted on transom port and starboard. They must be capable of adjustment by hand.

#### 15.1 Installation

- A) Each engine 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. They must be sized and installed so they are readily visible. Gauges must be digital where applicable.
- C) Ignition must be equipped with a motor kill switch and lanyard attached.
- D) An adjustable dimmer switch must be installed to service all dash lighting.
- E) Compass light must have separate control.
- F) Controls must conform for commercial use and located in such a way that the operation of one control, or steering wheel, does not inadvertently activate or deactivate any of the other controls. Control cables must be encased in protective tubing.
- G) A stainless steel impellor shall be supplied and installed for each jet.
- H) A swim grid must be fitted above jet unit to act as a guard for unit and for mounting of 9.9 kicker motor. Grid must be easily removed for repair, inspection or removal of jet unit. Material must be welded aluminum. Surface must be coated in a non-skid material. Non-skid tape is acceptable. Color must be matte black.
- I) Outboard (kicker) motor must be mounted on a suitable size swivel bracket designed to safely carry weight of motor. Bracket must be capable of locking motor in operating position and resting position (horizontal). A quick release mechanism must be included.

- J) As a minimum the installation of the controls, lubrication, fuel systems, battery connections must be verified by the engine authorized representative.
- K) Engines and components must not be used, nor trials performed on the engines that would in any way void the manufacturer's warranty.
- L) All components of the propulsion system must be warranted by the original equipment Manufacturer for the standard term.

## 15.2 Engine Compartment

- A) The 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 height must be flush to deck with top to serve as a work area.
- C) Box must be designed to open forward and hinged to allow for box to remain in an open position and close securely. Proper gasket seal must be fitted around the entire engine box.
- D) Interior must be fitted with best suited fire retardant sound dampening material fitted inside.
- 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.

## 15.3 Sound Reduction

- A) Every effort must be made to achieve sound levels of 85 decibels (db) at helm while vessel is operating at cruise 4000 rpm.
- B) Transom and hull sides within the transom area must be fitted with sound insulated plywood panels.
- C) 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.
- D) Motor mounts must be supplied and installed for vibration isolation.

## **16.0 FUEL SYSTEMS**

- 16.1 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)
- 16.2 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 clearly labelled in English.
- 16.3 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.
- 16.4 Filler pipe openings are to be surface mounted on the side deck and clearly labelled for fuel type.
- 16.5 Fuel tank vents must be equipped with a non-return check valve with flash screen.

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**17.0 PIPING / STEERING SYSTEMS**

- 17.1 Where flexible connections are required for steering and fuel systems, suitable hose with either permanently crimped or reusable hose ends must be used. Fittings and clamps must be stainless steel.
- 17.2 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.
- 17.3 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.

**18.0 ELECTRICAL SYSTEM**

- 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) A 12 volt circuit breaker panel with breakers for each accessory with an additional two spare for additional equipment including Police radio to be installed after delivery. Sufficient electrical connections must be provided. All circuit breakers are to be clearly identified in English. The panel must have a digital amp meter to indicate voltage, draw, and charge remaining.
- C) Twelve volt DC distribution system must be provided to power the engine starting and boat service loads. Starting battery must be used for engine service loads only.
- D) Boat service loads include:
  - i. Navigation, interior and exterior lighting
  - ii. Electrical equipment
  - iii. Instrumentation
  - iv. Bilge pumps

### 18.1 Batteries

- A) Batteries must be of marine quality 12 volt Deep-Cycle maintenance free equipped with rollover caps and have the capacity to service engines and ancillary jet boat loads.
- 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 compartment must be designed to provide easy access to batteries for repair and removal. Compartment must be weather tight and fitted with a suitable means of gas venting.

### 18.2 Cabling Installation

- A) Cables for all power and lighting must be ample size for their particular service.
- B) Cables must be grouped into wiring harnesses where possible. They must be color coded and routed below deck, or under side decks hidden. If below deck or in foamed spaces, Cabling must be through PVC conduit pipe or equal.
- C) 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.
- D) All conduits must be equipped with a guiding thread to allow for additional wiring at a later date.

## **19.0 NAVIGATION**

- 19.1 All navigation lights must display the arc and range of visibility as defined in the Canada Shipping Act, Collision Regulation (COLREGS).
- 19.2 Navigation lighting fixtures must be of such a design as to resist the effects of vibration and moisture and must be provided with adequate protection from damage which may occur when lying alongside a jet boat or a pier. The brand "Hella" model NaviLED series lights or equal. All wiring including connectors must be waterproof.
- 19.3 Navigation lights must be permanently fitted to the side window corners.
- 19.4 Non-white (red or green) lighting must be wired together on a separate breaker of the 12 volt DC electrical system.
- 19.5 An all-round mast light must be mounted with switch installed at helm.
- 19.6 An electric horn must be mounted. It must be operated by a spring-loaded switch located at helm. The "Signaltone" model RB-85 electric horn or equal.
- 19.7 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 Model H75 or equal

**20.0 PUMPING AND DRAINAGE**

- 20.1 As a minimum two 12 V DC bilge pumps with 1500 gph capacity each must be installed below deck 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 based on size of vessel as per Transport Canada TP 14070 "Small Jet boat Safety Guide". Stowage /securing arrangements must be arranged for each item. All fittings must be heavy duty stainless steel. All items must be readily accessible.

**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 be operated as per the engine manufacture's recommendations to accumulate the hours sufficient for the initial engine service check. An authorized engine manufacturer representative must carry out the service check. Service report must be provided to both the Technical Authority and the Contracting Authority.
- 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 trials to be performed.
- 22.4 Prior to sea trials the complete jet boat 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 delivery of jet boat.
- 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 the 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 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 -The jet boat 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 boat must be thoroughly cleaned and inspected. Outboard engine cooling systems must be flushed through with fresh water.
- 23.5 The Contractor must repair any damage to the jet boat or ancillary equipment resulting from sea trials, to the satisfaction of Canada.
- 23.6 The Contractor must maintain records of testing for each boat for a minimum of two years. A copy of the completed Tests and Trials sheets must be included in the operator technical Manual for each boat.

## **24.0 TRAILER**

- 24.1 The trailer must be hot –dipped galvanized all welded construction designed to support the weight of the loaded vessel from stem to transom plus 5% percent reserve. The loaded weight includes full fuel, accessories plus an additional carrying capacity of 200 lbs.**
- 24.2 The trailer must be capable of withstanding frequent use and long journeys often off road, over rough terrain in remote areas.**
- 24.3 Trailer must be fitted with bunks and properly adjusted to support vessel. The axle and yoke must be adjusted to provide the correct tongue weight.**
- 24.4 Tandem with 15"/ 5 bolt wheels with disc brakes, axle bearing protection, grease nipple, an equivalent spare on a mounting bracket with lug wrench. The tires must be sized for the rated capacity of the trailer.**
- 24.5 Brake, turn signal lighting with 4- prong wiring connector with 4–prong wiring adaptor**
- 24.6 Surge jurisdiction compliant brake system**



- 24.7 Manual single speed bow winch with winch webbing strap, bow chock, high lift swivel tongue jack with wheel (2000 Lb. capacity)**
- 24.8 Two trailer guides must be fitted to back of trailer. Height must be a minimum of four (4) feet made of white PVC.**
- 24.9 The trailer must be roadworthy and certified street legal for the roads in Yukon, Alberta, Saskatchewan and Manitoba.**
- 24.10 Hitch to fit 2 in ball. Heavy duty "stand on" galvanized steel fenders.**
- 24.11 Rear of trailer must have two anchor points to secure jet boat aft. Two ratchet tie down straps with hooks.**
- 24.12 Two galvanized safety chains complete with shackles of suitable size and rating to secure jet boat to trailer forward.**

## **25.0 FINAL INSPECTION**

- 25.1 Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. The boat must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and Installation. 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

## **26.0 PACKAGING AND SHIPPING**

- 26.1 Prior to shipping, the boat must be cleaned throughout, preserved and covered as follows:
  - A) Interior must be cleaned thoroughly including inside all hatches, all stowage boxes, consoles, cuddy.
  - B) Bilges must be dry and free of oil and debris, and the fuel tanks must be drained if required.
  - C) The propulsion system must be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that 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) During shipping and storage the jet boat must be properly padded and secured to prevent movement or damage.

## **27.0 ACCEPTANCE**

- 27.1 Upon delivery, RCMP will inspect jet boat and trailer to confirm there has been no damage resulting from shipping. Contractor must repair any damage to the satisfaction of the RCMP.

## **28.0 OPERATOR TECHNICAL MANUAL**

The Contractor upon delivery of the jet boat must provide two USB's 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 limited to sections such as the following:

### **28.1 General Information,**

### **28.2 Technical Information**

### **28.3 Initial Spare Parts List**

### **28.4 Preventive Maintenance List.**

#### **28.1) 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.

#### **28.2) 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.

#### **28.3) 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: System and any special engine tools
- Electrical: fuses, light bulbs
- Boat Structures and Fittings: Miscellaneous commonly used fasteners.

#### **28.4) Preventative Maintenance List**

**ANNEX - B – BASIS OF PAYMENT – Do not fill out – use Annex E****B-1 Proposed Work Location:**

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

**B-2 Contract Price**

The price is in Canadian dollars, customs duties are included and applicable taxes are extra Incoterms 2000 - DDP to destination.

Item	Description	Quantities	Firm Unit Price
a.	<b>Known Work –( one boat)</b> As per Part 7, article 7.1 and Annex A - Technical Statement of Requirement and Annex D - Bidders Questions and Canada`s Responses	1	\$ _____
b.	<b>Known Work –(one trailer)</b> As per Part 7, article 7.1 and Annex A - Technical Statement of Requirement and Annex D - Bidders Questions and Canada`s Responses	1	\$ _____
c.	<b>Shipping and Delivery (1 Boat and One trailer)</b> Incoterms 2000 DDP to destination Destination Whitehorse, YK per Part 7, article 7.4.4 and 7.4.5	1	\$ _____
d.	<b>PRICE [a + b + c ]</b>  For a Firm PRICE of:		\$ _____

**B-3 Charge-out Rate / Material Mark-up / Options**

For the performance of the Work as a result of approved additional Work including Design or Engineering Change, or change in the scope of Work, the Contractor shall be paid the firm hourly charge-out rate of:

\$ \_\_\_\_\_ per hour, Applicable taxes extra,

This rate is to be a blended rate for all classes of labour, engineering and foreperson and includes all overheads, supervision and profit.

The firm hourly charge-out labour rate will remain firm for the term of the Contract and any subsequent amendments.

**Overtime**

Overtime shall not be paid unless authorized in writing by the Contracting Authority and for authorized additional Work only.

The Overtime Rates are as follows:

Time and One-Half Rate: \$ \_\_\_\_\_ / per person hour

Double Time Rate: \$ \_\_\_\_\_ / per person hour

Overtime shall be calculated and paid as follows:

Time and One-Half: "Time and One-Half Rate" x Charge Out Rate

Double Time: "Double Time Rate" x Charge Out Rate

**B-4 Material for Additional Work including Design or Engineering Change:**

For the performance of the Work to procure additional Material as a result of approved additional Work including Design Change or change in the scope of Work, the Contractor shall be paid the Direct Material Cost as defined in Contract Cost Principles 1031-2 plus a firm mark-up of 10% GST/HST extra, as applicable. Other than the 10% mark-up, no additional charges relating to material procurement, insurance, handling, store keeping and activities of this nature, or any other charge whatsoever, will be accepted as part of the additional Work prices.

The material mark-up 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. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

The material mark-up rate will remain firm for the term of the Contract and any subsequent amendments.

**B-5 Price for additional - Optional boats and trailers:**

1. if additional funding becomes available, RCMP may choose to exercise the option to purchase up to 2 additional boats and trailers built in accordance with the TSOR, **Annex "A" Technical Statement of Requirements ( Contract) and Annex "C" – Bidders Questions and Canada Responses.(Contract)**
2. Canada reserves the right to negotiate the priced option.

The price is in Canadian dollars, customs duties are included and applicable taxes are extra

Item	Description	Unit	Price unit	Extended Firm Price
a.	<b>Known Work – additional (boat)</b> As per Part 7, article 7.4.2 and Annex A - Technical Statement of Requirement and Annex D - Bidders Questions and Canada's Responses. <b>Shipping and Delivery Incoterms 2000 DDP to destination excluded</b>	3	\$ _____	\$ _____ 1
b.	<b>Known Work –additional (trailer)</b> As per Part 7, article 7.4.2 and Annex A - Technical Statement of Requirement and Annex D - Bidders Questions and Canada's Responses.. Shipping and Delivery Incoterms 2000 DDP to destination excluded	3	\$ _____	\$ _____
c.	<b>PRICE [a + b ]</b>  For a Firm PRICE of:			\$ _____

**B-6 Charge-out Rate / Material Mark-up / Options**

For the performance of the Work as a result of approved additional Work including Design or Engineering Change, or change in the scope of Work, the Contractor shall be paid the firm hourly charge-out rate of:

\$ \_\_\_\_\_ per hour, Applicable taxes extra,

This rate is be a blended rate for all classes of labour, engineering and foreperson and includes all overheads, supervision and profit.

The firm hourly charge-out labour rate will remain firm for the term of the Contract and any subsequent amendments.

**Overtime**

Overtime shall not be paid unless authorized in writing by the Contracting Authority and for authorized additional Work only.

The Overtime Rates are as follows:

Time and One-Half Rate: \$ \_\_\_\_\_ / per person hour

Double Time Rate: \$ \_\_\_\_\_ / per person hour

Overtime shall be calculated and paid as follows:

Time and One-Half: "Time and One-Half Rate" x Charge Out Rate

Double Time: "Double Time Rate" x Charge Out Rate

**B-7 Material for Additional Work including Design or Engineering Change / Options**

For the performance of the Work to procure additional Material as a result of approved additional Work including Design Change or change in the scope of Work, the Contractor shall be paid the Direct Material Cost as defined in Contract Cost Principles 1031-2 plus a firm mark-up of 10% GST/HST extra, as applicable. Other than the 10% mark-up, no additional charges relating to material procurement, insurance, handling, store keeping and activities of this nature, or any other charge whatsoever, will be accepted as part of the additional Work prices.

The material mark-up 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. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

The material mark-up rate will remain firm for the term of the Contract and any subsequent amendments.

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## ANNEX – C - BIDDER QUESTIONS AND CANADA RESPONSES (BID)

Reference	Reference description	Bidder Questions	Canada's Responses

Completed and updated during the solicitation process.

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## ANNEX - D - SUBCONTRACTOR LIST (BID)

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

**ANNEX - E - DETAILED FINANCIAL BID PRESENTATION SHEET (BID)**

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

Item	Description	Quantities	Extended Firm Price
a.	<b>Known Work –(one boat)</b> As per Part 7, article 7.2 and Annex A - Technical Statement of Requirement and Annex D - Bidders Questions and Canada's Responses	1	\$ _____
b.	<b>Known Work –(one trailer)</b> As per Part 7, article 7.2 and Annex A - Technical Statement of Requirement and Annex D - Bidders Questions and Canada's Responses	1	\$ _____
c.	<b>Shipping and Delivery (Boat and trailer)</b> Incoterms 2000 DDP to destination Destination Whitehorse, YK. per Part 7, article 7.4.4 and 7.4.5	1	\$ _____
d	<b>Unscheduled Work (for evaluation)</b> <i>Labour Cost:</i> Estimated labour hours at a firm <i>Charge-out Labor Rate</i> , including overhead and profit: 50 person hours X \$ _____ per hour for a PRICE of: See articles E-1 below.	50	\$ _____
e.	<b>EVALUATION PRICE</b> [a + b + c + d ]  For an EVALUATION PRICE of: (customs duties are included and applicable taxes are excluded)		\$ _____

**E-1 Charge-out Rate / Material Mark-up / Options**

For the performance of the Work as a result of approved additional Work including Design or Engineering Change, or change in the scope of Work, the Contractor shall be paid the firm hourly charge-out rate of:

\$ \_\_\_\_\_ per hour, GST/HST extra,

This rate shall be a blended rate for all classes of labor, engineering and foreperson and shall include all overheads, supervision, overhead profit.

The firm hourly charge-out labour rate will remain firm for the term of the Contract and any subsequent amendments.

**E-2 Overtime**

Overtime shall not be paid unless authorized in writing by the Contracting Authority and for authorized additional Work only.

The Overtime Rates are as follows:

Time and One-Half Rate: \$ \_\_\_\_\_ / per person hour

Double Time Rate: \$ \_\_\_\_\_ / per person hour

Overtime shall be calculated and paid as follows:

Time and One-Half: "Time and One-Half Rate" x Charge Out Rate

Double Time: "Double Time Rate" x Charge Out Rate

**E-3 Material for Additional Work including Design or Engineering Change:**



For the performance of the Work to procure additional Material as a result of approved additional Work including Design Change or change in the scope of Work, the Contractor shall be paid the Direct Material Cost as defined in Contract Cost Principles 1031-2 plus a firm mark-up of 10% GST/HST extra, as applicable. Other than the 10% mark-up, no additional charges relating to material procurement, insurance, handling, store keeping and activities of this nature, or any other charge whatsoever, will be accepted as part of the additional Work prices.

The material mark-up 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. The Contractor will not be entitled to a separate labour component for the purchase and handling of materials or subcontract administration.

The material mark-up rate will remain firm for the term of the Contract and any subsequent amendments.

#### **E-4 Price for additional boats and trailers:**

- a. if additional funding becomes available, RCMP may choose to exercise the option to purchase up to 3 additional boats and trailers built in accordance with the TSOR, **Annex "A" Technical Statement of Requirements ( Contract) and Annex "C" – Bidders Questions and Canada Responses.**(Contract)
- b. Canada reserves the right to negotiate the priced option.
- c. for the supply of 1 additional boat and 1 trailer (GST/HST and transportation charge excluded): A firm price of \$\_\_\_\_\_ (CAD)
- d. for the supply of 2 additional boat and 2 trailers (GST/HST and transportation charge excluded): A firm price of \$\_\_\_\_\_ (CAD)
- e. for the supply of 3 additional boat and 3 trailers (GST/HST and transportation charge excluded): A firm price of \$\_\_\_\_\_ (CAD)

#### **E-5 Optional items**

- a) If additional funding becomes available, Canada may choose to exercise the option, in whole or in part, to purchase up to **3 additional boats & trailers** built in accordance with the Annex "A" and Annex "D".
- b) The price quoted for the option must be firm, remain valid and open for acceptance by Canada for one 1 year after the delivery of the initial vessel. The option proposed must be in accordance with the terms and conditions of this bid solicitation.
- c) The proposed optional items will not form part of the Evaluation for the award of a contract in response to this RFP.
- d) Only the option proposed by the successful bidder may be considered by Canada.
- e) The option, if incorporated into the Contract, in whole or in part, may or may not be exercised at the sole discretion of Canada.
- f) Canada reserves the right to negotiate the priced option.

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**ANNEX - F – BID TENDER DELIVERABLE AND CHECKLIST (BID)**

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

**Table F-1 Bidder's Bid Package Check List****F1.1**

Regardless of requirements specified elsewhere in this bid solicitation and its associated Technical Statement of Requirements, the following are the documents that must be submitted with the bid by the solicitation closing date and time. The bid must be compliant on each item to be considered responsive:

**M:** Mandatory with the bid.

**48 Hrs:** Must be provided within **48 hours** of the written request.

**5 or 10days:** Must be provided within **5 or 10 working days** of the written request.

No.	Solicitation Reference	Solicitation Reference	Description	Period	Document provided
	Front Page	Front Page	<b><u>Request for Proposal</u></b> document part 1 page 1 completed and signed;	<b>M</b>	<input type="checkbox"/>
	Part 3	3.2	Section I- Technical Bid	<b>M</b>	<input type="checkbox"/>
	Part 3	3.3	Section II – Management Bid Option 1 or Option 2	<b>M</b>	<input type="checkbox"/>
	Part 3	3.4	Section III - Financial Bid - Annex D- Detailed Financial Bid Presentation Sheet	<b>M</b>	<input type="checkbox"/>
	Part 3	3.3.13	Project Schedule	<b>M</b>	<input type="checkbox"/>
	Annex F	Annex F	Bid Package Checklist	<b>M</b>	<input type="checkbox"/>
				<b>M</b>	<input type="checkbox"/>
	Part 2	2.4	Applicable laws	<b>48 hrs.</b>	<input type="checkbox"/>
	Part 3	3.3.6 or 3.3.14	Subcontractors	<b>48 hrs.</b>	<input type="checkbox"/>
	Part 3	3.3.3 or 3.3.12	Contractor quality Management Plan	<b>48 hrs.</b>	<input type="checkbox"/>
	Part 7	7.5.3	Contractor representative	<b>48 hrs.</b>	<input type="checkbox"/>
	Part 6	6.3	Insurance requirement	<b>48 hrs.</b>	<input type="checkbox"/>
	Part 5	5.2.3.1	Worker Compensation Certificate	<b>48 hrs.</b>	<input type="checkbox"/>
	Part 5	5.2.3.2	Welding certification - Bid	<b>48 hrs.</b>	<input type="checkbox"/>

**F1.2 Contract Deliverable Requirements**

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

No	Contract	Article	Description	Period after contract award	Document provided
<b><u>Other documentation after contract award ( Reminder)</u></b>					
1	Part 7	7.15	Project Schedule	5 days	
3	Part 7	7.21	Insurance certificate	10 days	

## **ANNEX - G - to PART 3 OF THE BID SOLICITATION (BID)**

### **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);

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