



## RETURN BIDS TO:

## RETOURNER LES SOUMISSIONS À:

Réception des soumissions - TPSGC / Bid Receiving  
- PWGSC

1550, Avenue d'Estimauville  
1550, D'Estimauville Avenue  
Quebec  
Quebec  
G1J 0C7

## 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

TPSGC/PWGSC  
1550 Avenue d'Estimauville  
Québec  
Québec  
G1J 0C7

<b>Title - Sujet</b> Inflatable Workboat	
<b>Solicitation No. - N° de l'invitation</b> 5P212-190442/B	<b>Date</b> 2020-03-18
<b>Client Reference No. - N° de référence du client</b> 5P212-190442	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$QCV-009-17898	
<b>File No. - N° de dossier</b> QCV-9-42169 (009)	<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 2020-05-05</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Heure Avancée de l'Est HAE
<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> Jean, Elisabeth	<b>Buyer Id - Id de l'acheteur</b> qcv009
<b>Telephone No. - N° de téléphone</b> (418) 654-8847 ( )	<b>FAX No. - N° de FAX</b> (418) 648-2209
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> PARCS CANADA Parc marin du Saguenay- Saint-Laurent 182 rue de l'Eglise TADOUSSAC Québec G0T2A0 Canada	

Instructions: See Herein

Instructions: Voir aux présentes

<b>Delivery Required - Livraison exigée</b> Voir doc.	<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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**THIS BID SOLICITATION CANCELS AND SUPERSEDES PREVIOUS BID SOLICITATION NUMBER 5P212-190442/A DATED 28-01-2020 WITH A CLOSING OF 12-02-2020 AT 2:00PM. A DEBRIEFING OR FEEDBACK SESSION WILL BE PROVIDED UPON REQUEST TO BIDDERS/OFFERORS/ SUPPLIERS WHO BID ON THE PREVIOUS SOLICITATION.**

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## **PART 1 - GENERAL INFORMATION**

### **1.1 Security Requirements**

This procurement does not include security requirements

### **1.2 Requirement**

The requirement is detailed under Article 6.2 of the resulting contract clauses.

### **1.3 Debriefings**

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

### **1.4 Epost Connect service**

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.

## PART 2 - BIDDER INSTRUCTIONS

### 2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the [Standard Acquisition Clauses and Conditions Manual](https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) (<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](#) (2019-03-04) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

#### 2.1.1 SACC Manual Clauses

B1000T (2014-06-26) Condition of Material – Bid

### 2.2 Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated in the bid solicitation:

Public Works and Governmental services Canada (PWGSC)  
1550, Avenue d'Estimauville  
Québec (Québec) G1J 0C7

Note: For bidders choosing to submit using epost Connect for bids closing at the Bid Receiving Unit in the Quebec region the email address is:

[TPSGC.RQReceptionSoumissions-QRSupplyTendersReception.PWGSC@tpsgc-pwgsc.gc.ca](mailto:TPSGC.RQReceptionSoumissions-QRSupplyTendersReception.PWGSC@tpsgc-pwgsc.gc.ca)

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.

Facsimile number: 418 648-2209

### 2.3 Enquiries - Bid Solicitation.

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

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

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## **2.4 Applicable Laws**

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

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

## PART 3 - BID PREPARATION INSTRUCTIONS

### 3.1 Bid Preparation Instructions

- 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: Financial Bid  
Section III: Certifications

- 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:

Section I: Technical Bid (1 hard copy)  
Section II: Financial Bid (1 hard copy)  
Section III: Certifications (1 hard 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 hard copy of their bid:

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

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process [Policy on Green Procurement](https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=32573) (<https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=32573>). To assist Canada in reaching its objectives, bidders should:

- 1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fiber 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.

#### Section I: Technical Bid

In their technical bid, Bidders must demonstrate and explain how they will meet the mandatory technical criteria mentioned at article 4.1.1.1 of this document.

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## **Section II: Financial Bid**

Bidders must submit their financial bid in accordance with the Basis of Payment.

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

If you are willing to accept payment of invoices by Electronic Payment Instruments, complete Annex 1” Electronic Payment Instruments, to identify which ones are accepted.

If Annex “1” 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.

### **3.1.2 Exchange Rate Fluctuation**

C3011T (2013-11-06) Exchange Rate Fluctuation

### **3.1.3 SACC Manual Clauses**

## **Section III: Certifications**

Bidders must submit the certifications and additional information required under Part 5.



## **PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION**

### **4.1 Evaluation Procedures**

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

#### **4.1.1 Technical Evaluation**

##### **4.1.1.1 Mandatory Technical Criteria**

The bidder should include with its proposal:

##### **1. The Table of technical compliance below duty filled-in:**

The supplied equipment must meet or better all of the requirements defined below. Equipment not meeting all the following Mandatory Requirements will be considered non-responsive.

Bidder must provide with their proposal technical literature/brochures, operating manuals, written documentation (such as a description of equipment components and capabilities) etc., to demonstrate compliance with each area of the criteria stated below at time of bid closing. Proposal evaluation will be based upon the information supplied with the bid only. Failure to demonstrate compliance with any area of the criteria will render your proposal non-responsive and no further consideration will be given.

The Bidder should indicate, for each of the mandatory criteria, whether or not the proposed product complies with it by checking the appropriate box. The bidder should also indicate the exact location of the reference documents, including the title of the documents, as well as the page and paragraph numbers.

Please note that compliance must be demonstrated and that if an offeror only states "comply" without any further detail, this is not considered as a demonstration compliance. A full description of the performance and capabilities of the equipment must be provided.

Although bidders must propose products meeting all mandatory specifications and components outlined in Annex "A"; at the bid closing date, bids will be evaluated on following preselected mandatory specifications and components:

**(See Table on next page)**

TABLE OF TECHNICAL COMPLIANCE				
Mandatory Technical Specifications :		COMPLIANCE	NON-COMPLIANCE	Bidder's Specifications (should indicate the reference to the technical documentation of the proposed equipment or indicate the exact information)
S1	The workboat must be a maximum of two years of manufacture.			
S2	The workboat must be between 6.0 and 6.5 meters in length (excluding engines).			
S3	The work boat must be inflatable with a rigid fiberglass hull and a "T" top.			
S4	The work boat must be able to be propelled by a 150-HP Yamaha left engine.			
S5	The workboat must be a production model that is certified in Canada and in accordance with the current Transport Canada Marine Safety Branch (TCMSB) Marine Safety Publication TP 1332 "Construction Standards for Small Vessels".			

#### 4.1.2 Financial Evaluation

The price of the bid will be evaluated in Canadian dollars, Applicable Taxes excluded, FOB destination, Canadian customs duties and excise taxes included.

#### 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.

## PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION

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

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

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

### 5.1 Certifications Required with the Bid

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

#### 5.1.1 Integrity Provisions - Declaration of Convicted Offences

In accordance with the 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 property 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" 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/canada/esdc/labour's) 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" list at the time of contract award.

## **PART 6 - RESULTING CONTRACT CLAUSES**

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

### **6.1 Security Requirements**

There is no security requirement applicable to the Contract.

### **6.2 Requirement**

The requirement is detailed at Annex A of the contract.

### **6.3 Standard Clauses and Conditions**

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

#### **6.3.1 General Conditions**

[2010A](#) (2018-06-21), General Conditions - Goods (Medium Complexity), apply to and form part of the Contract.

### **6.4 Term of Contract**

#### **6.4.1 Period of the Contract**

The period of the contract is from issuance to eighteen (18) months after contract award.

#### **6.4.2 Delivery Date**

All the deliverables must be received no later than 28 weeks after contract award

#### **6.4.3 Delivery Points**

Delivery of the requirement will be made to:

Parc marin du Saguenay Saint-Laurent  
182 rue de l'Église, Tadoussac (Québec)  
Canada, G0T 2A0

## 6.5 Authorities

### 6.5.1 Contracting Authority

The Contracting Authority for the Contract is: *(will be completed at contract award)*

Name: Elisabeth Jean  
Title: Intern Officer  
Public Works and Government Services Canada  
Acquisitions Branch  
Directorate: Québec Region  
Address: 1150 d'Estimauville, Québec (QC) G1J 0C7

Telephone: 418 649-2742  
E-mail address: Elisabeth.Jean@pwgsc-tpsgc.gc.ca

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

### 6.5.2 Project Authority

The Project Authority for the Contract is: *(will be completed at contract award)*

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Address: \_\_\_\_\_

Telephone: \_\_\_\_\_  
Facsimile: \_\_\_\_\_  
E-mail address: \_\_\_\_\_

The Project Authority 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 Project Authority, however the Project Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

### 6.5.3 Contractor's Representative *(will be completed at contract award)*

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Address: \_\_\_\_\_

Telephone: \_\_\_\_\_  
Facsimile: \_\_\_\_\_  
E-mail address: \_\_\_\_\_

## 6.6 Payment

### 6.6.1 Basis of Payment – Firm Lot Price

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid a firm lot price as specified in Annex B-Basis of payment for a cost of \$ \_\_\_\_\_ (insert the amount at contract award). Customs duties are included and Applicable Taxes are extra.

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

### 6.6.2 Single Payment

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

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

### 6.6.3 Electronic Payment of Invoices – Contract *(will be completed at contract award)*

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

- a. Visa Acquisition Card;
- b. MasterCard Acquisition Card;
- c. Direct Deposit (Domestic and International);
- d. Electronic Data Interchange (EDI);
- e. Wire Transfer (International Only).

## 6.7 Invoicing Instructions

The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.

Invoices must be distributed as follows:

- a. The original and one (1) copy must be forwarded to the address shown on page 1 of the Contract for certification and payment.
- b. One (1) copy must be forwarded to the Contracting Authority identified under the section entitled "Authorities" of the Contract.

## 6.8 Certifications and Additional Information

### 6.8.1 Compliance

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

### 6.9 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in \_\_\_\_\_ (*will be completed at contract award*)

### 6.10 Priority of Documents

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

- (a) the Articles of Agreement;
- (b) the general conditions 2010A (2018-06-21);
- (c) Annex A, Statement of Work;
- (d) Annex B, Basis of Payment;
- (e) the Contractor's bid dated \_\_\_\_\_, (*will be completed at contract award*)

### 6.11 SACC Manual Clauses

<u>G1005C</u>	2013-11-06	Insurance – No specific requirement
<u>B7500C</u>	2006-06-16	Excess Goods
<u>D9002C</u>	2007-11-30	Incomplete Assemblies
<u>A9068C</u>	2010-01-11	Government Site Regulations
<u>B1501C</u>	2018-06-21	Electrical Equipment
<u>D0018C</u>	2010-01-11	Delivery and Unloading
<u>B1000T</u>	2014-06-26	Condition of material

### 6.12 Inspection and Acceptance

The Project 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.

## **ANNEX A –STATEMENT OF REQUIREMENT**

### **1.0 OVERVIEW**

Parks Canada buys, manages and operates small vessels in support of its programs and missions. The primary purpose of this vessel will be for coastal navigation (maximum 6 nautical miles from shore) in Saint-Lawrence River and Saguenay Fjord in connection with scientific research projects, as well as for law enforcement and search and auxiliary rescue operations. The vessel will be operated out of Tadoussac inside the boundary of the marine park.

### **1.1 REQUIREMENTS**

- 1.1.1 The Contractor must supply one (1) inflatable workboat with no more than two years old of manufacturing date and with a rigid fibreglass hull. It must be a production model certified in Canada, and in accordance with the current Transport Canada Marine Safety Branch (TCMSB) Marine Safety Publication TP 1332 "Construction Standards for Small Vessels" (hereinafter referred to as TCMSB TP 1332).
- 1.1.2 The boat will be propelled by one (1) single left 150HP Yamaha four-stroke outboard motor. This motor will be supplied and delivered to the contractor by Parks Canada and will have to be installed by the contractor. The motors will be delivered after the contract has been awarded and delivery cost will be borne by the contractor. The motor is at Tadoussac, Parc marin du Saguenay Saint-Laurent, Tadoussac Quebec, Canada, G0T 2A0.
- 1.1.3 The contractor will have to acquire, supply and install controls, gauges and dials compatible with the motors.
- 1.1.4 The Contractor must supply one (1) new axle galvanized trailer compatible with the boat. It must be fitted with a winch, wheel brakes, LED lights, and securing straps. The trailer must comply with the standards of the province of Quebec. Canada will take responsibility for registering it after delivery.

### **2.0 DESIGN AND CONSTRUCTION REQUIREMENTS**

The hull, bridge and console must be made of fibreglass. The frame of the T-top must be made of marine-grade aluminum or stainless steel.

### **2.1 ERGONOMIC DESIGN**

- 2.1.1 Hazardous operating conditions must be avoided by providing guards for all electrical, mechanical and thermal hazards; and providing guards or covers for any controls that might be activated by accidental contact with personnel.
- 2.1.2 The fibreglass floor must have a non-slip pattern.
- 2.1.3 The vessel must accommodate personnel between 5 feet 2 inches and 6 feet 4 inches in height while wearing cold-weather clothing and equipment, in accordance with ASTM F1166-07 Standard Practice for Human Engineering Design for Marine Systems, Equipment, and Facilities.
- 2.1.4 A leaning-post type seat must be provided behind the console and a bench with stowage compartment in front of the console must be solidly fastened to the floor.



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## VIBRATIONS

### 2.2 MATERIALS

- 2.2.1 All materials must be corrosion-resistant and suitable for use in a saltwater environment as detailed in the Operational Requirements. All materials normally subject to sunlight must be UV-resistant. Galvanized materials are unacceptable, except for the trailer.
- 2.2.2 Dissimilar metals: Direct contact of electrolytically dissimilar metals is not permitted. Electrolytic corrosion must be prevented by insulating dissimilar materials from one another with gaskets, washers, sleeves, or bushings of suitable insulating material.
- 2.2.3 The T-top frame must be made of aluminum alloys suitable for commercial saltwater marine use, such as 5083/86 or 5052 or 6063-T54 alloys, or of stainless steel.
- 2.2.4 Stainless Steel: Except as noted, stainless steel 316L or 316 grade must be used for all stainless steel applications. The 316L grade alloy must be used in all welded components.
- 2.2.5 Fasteners and fittings must be stainless steel. Bolts used in all fittings must be 316 grade stainless steel.
- 2.2.6 Where flexible connections are required for steering and fuel systems, suitable hoses with permanently crimped, and detachable reusable type fittings must be used.

### 2.3 FASTENERS

- 2.3.1 All fasteners must be of corrosion-resistant materials.
- 2.3.2 Self-locking fasteners must be used to prevent them from loosening under vibration.
- 2.3.3 Cadmium-plated parts and fasteners, including washers, must not be used.
- 2.3.4 Direct attachment of alloys containing copper to aluminum is not permitted, with the exception of bonding strips.
- 2.3.5 Fasteners must not be screwed directly into fibreglass. Where necessary and following approval by Canada, use marine-grade aluminum or stainless steel washers or backing plates. Bolts passing through the fibreglass sandwich must be recessed with solid fittings to prevent water migrating into the fibreglass core.
- 2.3.6 Where nuts will become inaccessible after assembly, they must be captured or anchored to allow reassembly and prevent backing off. Unless otherwise specified, self-locking nuts must be installed to prevent loosening of fasteners due to shock and vibration.
- 2.3.7 Fasteners in deck traffic areas must be flush-mounted to eliminate tripping and snagging hazards.

### 2.4 STANDARDS

- 2.4.1 The vessel to be supplied must be fabricated in accordance with the current TCMSB TP 1332 "Construction Standards for Small Vessels" and with the requirements of the American Boat & Yacht Council (ABYC).
- 2.4.2 CSA C22.2 No 183.2-M1983 (R1999) – Standards for DC Electrical Installations on Boats and ABYC "E" Electrical Standards.
- 2.4.3 Electrical systems on the vessel must be in accordance with TCMSB TP 1332 Section 8, "Electrical Systems."

### **3.0 OPERATIONAL REQUIREMENTS**

Requirements are as follows.

#### **3.1 CRUISING SPEED**

The Contractor must indicate to us the anticipated speed in knots under normal load conditions with no wind, no waves during testing.

#### **3.2 BEACHING**

3.2.1 The boat must be capable of beaching on soft ground (sand, earth or clay) at a maximum speed of 3 knots without damaging the hull. The hull must include beaching strips.

#### **3.3 LAUNCHING, RECOVERY AND TRANSPORTATION**

The vessel must be readily road-transportable on a boat trailer, must be able to be launched and recovered using the trailer.

#### **3.4 MAINTENANCE**

The vessel must be designed and constructed for ease of maintenance and repair, long life, and be easily serviceable by reputable commercial facilities, suppliers and manufacturers.

### **4.0 PHYSICAL CHARACTERISTICS**

#### **4.1 VESSEL PARTICULARS**

- 4.1.1 Overall length – between 6 to 6.5 meters (excluding motors)
- 4.1.2 Overall breadth – 2.5 meters maximum inflated
- 4.1.3 Depth – At least 0.76 meters
- 4.1.4 Maximum draft to propellers – 1 meter (under normal load conditions)
- 4.1.5 Shape of hull – V-hull
- 4.1.6 Vessel style – Rigid Hull Inflatable Boat with fibreglass hull
- 4.1.7 Propulsion – 150hp Yamaha four-stroke outboard motors supplied by Canada
- 4.1.8 Normal load conditions:
  - 4.1.8.1 Four crew members with equipment = 440 kg
  - 4.1.8.2 Fuel = At least 250 litres in one or two fuel tanks
  - 4.1.8.3 Equipment and supplies: 200 kg
- 4.1.9 Overall height when on trailer for transportation – must not exceed 2.9 metres (including roof).

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## **5.0 VESSEL CONFIGURATION**

### **5.1 GENERAL CONFIGURATION**

Rigid Hull Inflatable Boat including console and T-top roof. The colour of the hull must be pale grey, the deck must be pale grey, the inflatable collar must be dark grey and the T-Top roof must be white. These colors must be submitted for approval by Canada.

### **5.2 HULL**

- 5.2.1 Single V-hulled vessel.
- 5.2.2 The shape of the hull must not impede the flow of water to propulsion apparatus and must protect personnel on board from spray and waves.

### **5.3 FLOATS**

- 5.3.1 Floats must be Hypalon, neoprene, polyurethane or equivalent. Floats must not be made of polyvinyl chloride (PVC).
- 5.3.2 Surfaces used for embarking must be covered with protective strips.
- 5.3.3 A lacing cuff and safety grab lines must be installed on both sides of the fender.

### **5.4 DECK OUTFIT**

- 5.4.1 The scuppers on the deck must be sized to allow sufficient drainage of the exposed deck surfaces, in accordance with TCMSB TP-1332.

### **5.5 CONSOLE AND ROOF**

The central console must be equipped with a windshield and a T-top to provide protection from the elements for crew and equipment.

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## **6.0 OUTFIT - GENERAL**

The console must include the dashboard.

### **6.1 CONSOLE**

The steering console must be located centrally and must be compatible with the power of the motors.

6.1.1 The steering console must be equipped with the appropriate indicators, to suit the components of the propulsion system. At a minimum, the following indicators must be installed on the console:

- a) Fuel gauge
- b) One tachometer per motor
- c) One voltmeter per motor
- d) Temperature gauge per motor
- e) Oil pressure gauge per motor
- f) A tilt/trim indicator for each motor
- g) Electrical panel
- h) Battery selector switch

6.1.2 The throttle controls must be positioned on the starboard side of the console.

6.1.3 The console must be sufficiently large to house a VHF radio, a Parks Canada radio, a siren control unit and a multifunction display. The top of the console must be angled at 30 to 45 degrees for the comfort of the pilot and to accommodate the steering wheel, motor controls, switchboard, lighting system and indicators. (see Section 11.0)

6.1.4 The following alarms must be installed: low pressure alarm, motor overheat alarm (per motor), bilge high water alarm and bilge fuel vapour alarm, if required.

6.1.5 Two (2) 12 V cigarette lighter type electrical sockets, one on each side of the top of the console.

### **6.2 STEERING SYSTEMS**

Steering systems must be remote-hydraulic with self-contained oil reservoir, and replaceable seals on the rams, with a maximum of four (4) turns from hard over to hard over. Specific propulsion systems may have their own requirements for steering which must be adhered to.

6.2.1 All hydraulic steering hoses must be installed to avoid any physical damage, pinching or friction-wearing.

6.2.2 Hydraulic hoses must be of sufficient length and diameter to prevent pulsing. They must also be suited to installation in a marine environment and have stainless steel fittings.

6.2.3 The connection between the steering wheel and the console must be robust enough to eliminate fore and aft and lateral movement of the wheel/steering shaft mechanism.

- 6.2.4 The steering wheel must be stainless steel and must be rubber or plastic covered. The steering wheel must be stiff enough that during rough water operations there is no flexing of the wheel, and the wheel should be padded to provide a comfortable non-slip surface for the operator to grip.

### **6.3 OPERATOR'S SEAT**

The operator's seat must be equipped with one (1) leaning-post type seat (at least 1 m wide).

### **6.4 WINDSHIELD**

A translucent windshield made of Lexan or marine-grade equivalent on the console must be capable of protecting two persons seated behind the console. A protective film must prevent wear and scratching by the windshield wiper.

### **6.5 WINDSHIELD WIPER**

A windshield wiper/washer system must be installed on the windshield. Windshield wipers must cover a minimum of 60% of the windshield surface.

### **6.6 HANDHOLDS**

Handholds must be installed, at the minimum, in the following locations:

- 6.6.1 Two (2) on the dash within reach of the operator and the navigator positions.
- 6.6.2 Two (2) behind the operator seat.

### **6.7 MOORING CLEATS**

- 6.6.1 Two (2) mooring cleats must be installed on the transom of the vessel.
- 6.6.2 The cleats must be fabricated in aluminum or stainless steel and fitted with a reinforcement plate for extra sturdiness.

### **6.8 TOWING POSTS**

Towing bollards must be affixed fore (680 kg tow capacity) and aft (1,134 kg tow capacity) on the craft.

- 6.8.1 A cruciform towing bollard with motor guards must be fitted aft and extend approximately 0.3 m above the motors.
- 6.8.2 A cruciform towing post with an anchor storage compartment must be fitted fore.

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## 6.9 STOWAGE

- 6.9.1 Stowage compartments for small pieces of equipment must be installed under the seats, under the console, on the deck under the upper part of the bulwark and wherever possible, to maximize stowage space.
- 6.9.2 The larger stowage compartments must be lockable.
- 6.9.3 Trays and clamps for stowing oars, pike poles, etc. must be fitted along the inner sides, under the top of bulwarks.

## 6.10 CABLE CONDUITS

Cable conduits must be installed to carry electrical cables mounted internally. They must be fitted with easily removable covers and be of sufficient size to accommodate additional wiring for future installations. The contractor must provide cable conduits and races for the equipment supplied by Parks Canada described in this document.

- 6.10.1 Cables must be bundled wherever possible. All cable bundles must run through protective conduits. Where this is not possible, the cables and conductors must be attached with strain relief supports such as straps or brackets, spaced at a minimum at 0.45 m intervals for horizontal runs and 0.35 m intervals for vertical runs.
- 6.10.2 Cables and conductors that pass through sealed joints, decks, bulkheads or any other exposed surface must be installed so as to maintain the watertightness of the structure. Cable entries into sealed enclosures must be fitted with appropriately sized marine-use cable glands.
- 6.10.3 Cables and conductors passing through structures that are not fitted with marine-use cable glands must be protected from frictional wear by abrasion-resistant grommets.
- 6.10.4 Where possible, avoid passing cables through foam-filled spaces. If they must, pass them through PVC piping. The piping must be installed so as to prevent water from collecting.

## 7.0 HULL

All components and structures (hull, deck, seats, etc.) must be strong enough to withstand the horizontal and vertical impact loading associated with the operational requirements of the craft while under normal load conditions.

- 7.0.1 A bow eye must be installed on the bow of the craft for towing purposes.
- 7.0.2 Two (2) eyelets must be fitted to the transom for securing the craft to the trailer.

## **8.0 EMERGENCY AND SAFETY EQUIPMENT**

The following items must be provided with appropriate stowage and securing accessories. All Contractor-supplied fittings must be in heavy-duty, corrosion-resistant 316 grade stainless steel.

All items must be readily accessible (the foot pump and the repair kits must be stowed in a stowage locker).

- a) Two (2) oars with stowage brackets
- b) One (1) fire extinguishers (Class 10 ABC, marine-grade) with mounting brackets installed on board
- c) One (1) detachable ladder
- d) One (1) radar reflector
- e) One (1) man-overboard lifesaver buoy with mounting bracket
- f) One (1) boathook with mounting bracket

## **9.0 SYSTEMS – GENERAL**

### **9.1 PROPULSION SYSTEM**

The outboard motor, 150 HP Yamaha four-stroke outboards, will be supplied by Canada. The Contractor must install the motors, and supply and install the motor controls. The Contractor must install, attach and use the motors in accordance with the manufacturer's instructions. The Contractor must supply and install the accessories and equipment approved by the motor manufacturer. Do not use equipment or accessories with or perform tests on the motors that could in any way nullify the manufacturer's warranties. The propellers will be counter-rotating (Unclockwise).

### **9.2 PROPELLERS**

- a) Supply and install one (1) stainless steel propellers for left 150HP Yamaha four-stroke outboard. Propellers must be properly sized. (19-ML 13 ¾ in)
- b) Supply spare stainless steel propellers in a protective chest.

### **9.3 CONTROLS**

9.3.1 The Propulsion control system installation must include a motor control located on the starboard side of the helm console. The controls must conform to the motor manufacturer's recommendations and must not interfere with any of the other controls.

9.3.2 The motor package must incorporate a lanyard style automatic shutdown feature (kill switch) for the motors, to be mounted near the ignition switch.

## **9.4 VERIFICATION OF INSTALLATION**

Installation of motors, drive units, controls, lubrication and fuel systems, manometers and battery connections are to be verified by an authorized technician. Engines are to be started by an authorized technician, who shall write a brief report and submit a copy upon delivery.

## **9.5 ENGINE BREAK-IN**

The Contractor must adhere to the manufacturer's break-in procedures. Engine break-in can be done at the same time as the sea trials.

## **9.6 PROTECTION OF CONTROLS**

All control cables, electrical wiring for the engines and the steering hydraulic hoses are to be installed in UV-resistant plastic pipes (looms) or equivalent. Pipes are to be installed so that no cable is immersed in water.

## **9.7 FUEL SYSTEM**

The complete fuel system must be supplied, installed, labelled and tested in accordance with Section 7 of TCMSB TP 1332 and ABYC specifications.

- a) The fuel system must include one (1) Racor filter/separator per motor with transparent bowl, suitable for fuel supply to the gas-powered outboard motors.
- b) All fuel valves must be readily accessible and labelled as per TCMSB TP 1332.
- c) The locking fuel filler must be located in an accessible, watertight ventilated compartment designed to capture fuel from overfilling or blow back and prevent it from entering the vessel, as per TCMSB TP 1332.
- d) The fuel tank must be equipped with an anti-siphon valve on each suction.
- e) Fuel tank vent pipes are to be equipped with a non-return check valve.

## **9.8 FUEL TANK**

- a) The vessel must be equipped with one (1) or two (2) fuel tanks with baffles, if needed.
- b) Total capacity must be at least two hundred and fifty (250) litres.
- c) Each fuel tank must undergo a hydrostatic test or air test at 3.0 lb/in<sup>2</sup> and be labelled in accordance with TCMSB TP-1332.
- d) Each fuel tank must be fitted with a fuel gauge and an indicator for the operator located on the dash of the console.
- e) The fuel tanks must be fitted with anti-siphon valves installed at each suction if the flow meets manufacturer's requirements
- f) If the vessel is equipped with two (2) fuel tanks, they must be fitted with interconnect valves so that the motor can draw fuel from either tank. The valves must be clearly marked.



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## 10.0 ELECTRICAL SYSTEM

The electrical system, components and installation must meet the CSA C22.2 N° 183.2-M1983 (R1999) standard, DC Electrical Installations on Boats, and the TCMSB TP-1332 and/or the ABYC "E" standards to which the present document refers. All electrical equipment and materials must be installed according to the manufacturer's specifications. Electrical equipment that must be watertight (e.g., the switchboard on the console) will be deemed acceptable if it meets IP66 standards. It must include a breaker panel with at least ten (10) circuits. The Contractor must ensure that the breaker panel can be expanded 10% or house at least two (2) spare breakers (whichever option provides more capacity).

A 12 V DC distribution system must be provided to power motor start-up and vessel service loads. The system must include the following:

- a) Navigation lights
- b) Interior lighting
- c) Navigation equipment
- d) Instruments
- e) Bilge pumps
- f) Electronic systems
- g) Communication systems

All electrical equipment must be installed so as to function without causing interference to other equipment or the magnetic compass.

All electrical equipment must be readily accessible for maintenance.

Two (2) marine-grade 12 V electrical outlets must be installed on or near the operator console.

### 10.1 BATTERIES, SWITCHES AND CHARGERS:

- 10.1.1 The vessel is to be equipped with a system of three (3) M30MF-type deep-cycle batteries, with a selector switch and connected in accordance with the motor manufacturer's technical specifications.
- 10.1.2 Batteries must be marine-grade glass mat or gel-type maintenance-free to eliminate leakage, and a minimum 800 deep-cycle cranking amps.
- 10.1.3 Battery switches must be recessed to prevent snagging or accidental switching.
- 10.1.4 Battery compartments must be watertight and fitted with a suitable means of gas venting, if required.

### 10.2 LIGHTS

- a) The console backlighting control must be fitted with a marine-grade dimmer to be able to reduce the brightness of the motor indicators and other indicators, independently of the compass lighting.
- b) A light must also be installed on the roof of the T-top.
- c) The boat must be equipped with a blue-coloured marine strobe light (law enforcement) with 360° visibility but not obstructing the boat operator or navigation lights.
- d) Navigation lights must conform to CSA Collision Regulations.
- e) Navigation lights must be permanently attached and watertight.
- f) The lamps in the navigation lights must be designed to resist vibration and humidity, and must be protected from damage while lying alongside another vessel or a wharf.
- g) Navigation lights must be mounted so as not to impede the view of the operator.

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- h) A non-white light source must be connected to the 12 V DC electrical system on its own circuit breaker. The all-around mast and anchor light must be located on the roof. Two dash switches must be supplied and labelled as follows: Nav 1 (masthead and anchor) and Nav 2 (sidelights).

### **10.3 PUMP AND DRAINAGE**

- a) A bilge pump with 1,000 gallons per hour (gph) capacity must be fitted in each watertight division as well as a manual diaphragm type bilge pump. The bilge pump must be located so that it can draw from the lowest point of the hull. Piping is to direct the bilge pump discharge directly overboard. The electric bilge pump must have a control for automatic activation when water is present in the bilge. The electric bilge pump control switch must be located on the operator console, with settings for 'On', 'Off' and 'Automatic' operation. An indicator light must be installed at the console and must activate when the bilge pump is operating. Bilge pumps must be wired directly to the battery, so that they are always in readiness, as per TCMSB TP 1332 requirements.
- b) Rapid drain freeing ports must be located at the stern of the vessel.
- c) Hull drainage: a non-corrosive threaded plug must be provided at the lowest point to drain the hull when the vessel is out of the water.

### **10.4 MAGNETIC COMPASS**

The Contractor must provide and install a magnetic compass, mounted in the operator console. A non-white (red or green) light source must be connected to the 12 V DC electrical system, and fitted with its own waterproof marine-grade dimmer switch. Compass must be adjustable for deviation.

## **11.0 ELECTRONIC AND NAVIGATIONAL EQUIPMENT**

The Contractor must provide space and connectivity for the following equipment. Note that these components will be supplied and installed by Canada. All antennas must be mounted on the roof and fitted with retractable connections for overland transportation. All cable entries must pass through watertight cable glands. Here is the list of equipment that will be supplied and installed by Canada:

- a) A Motorola radio and its antenna.
- b) Motorola radio compatible speaker with external power supply
- c) RD418 HD digital Raymarine radar (20.5 X 9.7 in) compatible with an Axiom pro multifunction screen (358 X 223 X 65 mm) (14.1 X 9.17 X 2.56 in), one pro RVX chirp 1 KW sonder and a RV bronze probe compatible with the hull angle, wide range GPS antenna.
- d) One Raymarine Ray 53 VHF radio (6.13 X 3.5 in) witch allows selective digital calling (DSC). The VHF radio must be connected to the GPS system using an NMEA connection for DSCs or its equivalent to be performed
- e) One external powered speaker for the Raymarine A80542 radio.
- f) Shakespeare antenna VHF / AIS Galaxi 5396.
- g) Siren system (Code 3 model V-Con 3672L4that will also be used as a fog horn.

## **12.0 NON-SLIP SURFACE**

Surface finish of the entire weather-exposed decking and tops of bulwarks must be non-skid and non-slip.

## **13.0 TESTS AND TRIALS**

The Contractor must inspect and test the following items, at a minimum, for adherence to Contract requirements and proper operation (proper operation means that the equipment can be started, operated, connected together and demonstrated to function in a normal fashion, as applicable). All discrepancies must be corrected prior to delivery. The required inspections and tests are minimums and are not intended to supplant any monitoring, examinations, inspections or tests normally employed by the Contractor to assure the quality of the vessel. Inspections and trials are to address, in particular, the following elements:

- a) Weight
- b) Construction quality
- c) Propulsion motor, including starting
- d) Propulsion controls
- e) Steering system
- f) Fuel system
- g) Electrical system
- h) Electronics

### 13.1 SEA TRIALS – GENERAL

Sea trials are to be made in Tadoussac as soon as weather conditions are favorable and the boat is available.

Sea trials must be conducted by the Contractor to demonstrate that the vessel and its equipment conform to the requirements as stated in the Contract. All expenses incidental to the trials, including fuel, are to be borne by the Contractor unless otherwise specified. The Contractor's personnel must operate the vessel during sea trials.

**Steering Gear:** Tests must be conducted on the steering gear to demonstrate the efficacy of the steering system under normal operating conditions.

At the conclusion of sea trials, the vessel must be thoroughly cleaned and inspected. Outboard engine cooling systems must be flushed through with fresh water. The Contractor must repair, to the satisfaction of Canada, any damage to the vessel or its equipment resulting from sea trials.

For the purpose of the trials, normal load conditions are understood to be the base vessel, all normal equipment, a full tank of fuel, and any other item or load specified in the Vessel Particulars (see Section 4.1). Any surplus fuel will be charged to the buyer.

The Contractor must record and document all stability calculations and trial results (as per TCMSB TP1332) and make them available as set out in Section 14.3, Technical Publications.

## 14.0 DOCUMENTATION

All documentation must be provided in both official languages (French and English).

### 14.1 IDENTIFICATION PLATE

Identification Plate(s) are to be affixed in accordance with TCMSB TP-1332

### 14.2 TECHNICAL PUBLICATIONS

The Contractor must provide, upon delivery of the vessel, complete sets of technical publications for the equipment supplied.

### 14.3 ADDITIONAL DELIVERABLE DOCUMENTS

The following additional documents must be provided with each set of manuals delivered:

- a) A Tonnage Registration Certificate in accordance with the TP 13430 standard (<http://www.tc.gc.ca/eng/marinesafety/svcp-gt-3948.htm>).
- b) Registration with the Small Vessel Compliance Program, found at: <http://www.tc.gc.ca/eng/marinesafety/svcp-menu-3633.htm>.

## **15.0 SHIPPING AND DELIVERY**

Prior to shipping, the boat must be cleaned and protected in accordance with this section.

- a. Prior to shipping, the boat must be secured on the trailer (Items 2 & 3 of the Basis of payment), cleaned, fitted with appropriate protection.
- b. The boat must be delivered to the following address at the cost of the Contractor: Parc marin du Saguenay Saint-Laurent 182 rue de l'Église, Tadoussac, Québec, Canada, G0T 2A0

## **16.0 TRAINING**

During sea trials in Tadoussac, the contractor must provide training in french on all the equipment and all components to operate the new boat.

## **17.0 GOVERNMENT-SUPPLIED MATERIALS**

One (1) single left 150 HP Yamaha four-stroke outboard motors (without gauges, dials, controls, or control or steering cables).

The digital format Parks Canada logo for boat identification.

All equipment mentioned in section 11. Electronic and Navigational Equipment

## ANNEX B - BASIS OF PAYMENT

**Note: Bidders must indicate the following items, their unit bid price, excluding taxes.**

Item	Description	Quantity	Firm Unit Price (CAD\$)
1	<b>Manuals</b> in accordance with Annex A – Technical statement of Requirement	1	\$
2	<b>RHIB/IB</b> in accordance with Annex A – Technical statement of Requirement	1	\$
3	<b>Trailer</b> in accordance with Annex A – Technical statement of Requirement	1	\$
4	<b>Sea Trial</b> in accordance with Annex A – Technical statement of Requirement	1	\$
5	<b>Training</b> in accordance with Annex A – Technical statement of Requirement	1	\$
6	<b>Delivery and unloading</b> of all the deliverables to the address mentioned at section <i>1.2 Summary</i> .	Included	
Total Firm Price (excluding taxes, in CAD)			\$

Solicitation No. - N° de l'invitation  
5P212-190442/B  
Client Ref. No. - N° de réf. du client  
5P212-190442

Amd. No. - N° de la modif.  
File No. - N° du dossier  
QCV-9-42169

Buyer ID - Id de l'acheteur  
QCV009  
CCC No./N° CCC - FMS No./N° VME

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## **ANNEX “1” to PART 3 OF THE BID SOLICITATION**

### ***ELECTRONIC PAYMENT INSTRUMENTS***

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

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