



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

**Bid Receiving Public Works and Government  
Services Canada/Réception des soumissions  
Travaux publics et Services gouvernementaux  
Canada**

See herein for bid submission  
instructions/

Voir la présente pour les  
instructions sur la présentation  
d'une soumission

NA  
British Columbia

**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**

<b>Title - Sujet</b> Aluminum Jet Boats	
<b>Solicitation No. - N° de l'invitation</b> F1045-200084/A	<b>Date</b> 2020-09-14
<b>Client Reference No. - N° de référence du client</b> F1045-200084	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-591-8046	
<b>File No. - N° de dossier</b> XLV-0-43069 (591)	<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 2020-10-16</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> Zwarich, Eric	<b>Buyer Id - Id de l'acheteur</b> xlv591
<b>Telephone No. - N° de téléphone</b> (250) 661-2347 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> Fisheries and Oceans Canada See herein	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

**Vendor/Firm Name and Address**

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

**Issuing Office - Bureau de distribution**

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

<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/ 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.

### **1.2 Summary**

The Department of Fisheries and Oceans Canada has a requirement to purchase two (2) 6.09 to 6.2m aluminium hull, walk-around Centre Console, Jet Runabouts and trailers 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 additional jet boats and trailers between contract award and March 31, 2024.

The boats are to be delivered to:

Fisheries and Oceans Canada

985 McGill Place

Kamloops, BC

V2C 6X6

The two boats with trailers and technical documentation must be delivered on or before July 31, 2021.

#### **1.2.2 ePost Connect**

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**

This procurement is subject to the following trade agreements:

- Canada Free Trade Agreement (CFTA);
- Canada-Korea Free Trade Agreement;
- Canada-Ukraine Free Trade Agreement;
- Canada-Peru Free Trade Agreement;
- Canada-Panama Free Trade Agreement;
- Canada-Honduras Free Trade Agreement; and
- Canada-Columbia Free Trade Agreement.

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## PART 2 - BIDDER INSTRUCTIONS

### 2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the *Standard Acquisition Clauses and Conditions Manual* (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada. Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The 2003 (2020-05-28) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

#### 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:

#### PWGSC Pacific Region Bid Receiving Unit

Only bids submitted using epost Connect service will be accepted.

The Bidder must send an email requesting to open an epost Connect conversation to the following address:

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

It is the Bidder's responsibility to ensure the request for opening an epost Connect conversation is sent to the email address above at least six days before the solicitation closing date.

Bids transmitted by facsimile or hardcopy to PWGSC will not be accepted.

### 2.3 Equivalent Products

- 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:
  - designates the brand name, model and/or part number of the substitute product;
  - states that the substitute product is fully interchangeable with the item specified;
  - provides complete specifications and descriptive literature for each substitute product;
  - provides compliance statements that include technical specifics showing the substitute product meets all mandatory performance criteria that are specified in the bid solicitation; and
  - clearly identifies those areas in the specifications and descriptive literature that support the substitute product's compliance with any mandatory performance criteria.
- Products offered as equivalent in form, fit, function and quality will not be considered if:
  - the bid fails to provide all the information requested to allow the Contracting Authority to fully evaluate the equivalency of each substitute product; or
  - the substitute product fails to meet or exceed the mandatory performance criteria specified in the bid solicitation for that item.
- 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 7 calendar days before the bid closing date. Enquiries received after that time may not be answered.

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

## **2.5 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 7 calendar days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

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## PART 3 - BID PREPARATION INSTRUCTIONS

### 3.1 Bid Preparation Instructions

The Bidder must submit its bid electronically 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
- Section IV: Additional Information

Bids transmitted by facsimile or hardcopy will not be accepted.

### 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.

## **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".

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## 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:

N° de l'invitation - Solicitation No.

F1045-200084/A

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

F1045-200018

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV591

N° CCC / CCC No./ N° VME - FMS

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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 Department of Fisheries and Oceans Canada has a requirement to purchase two (2) 6.09 to 6.2m aluminium hull, walk-around Centre Console, Jet Runabouts and trailers 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 additional jet boats and trailers between contract award and March 31, 2024.

The boats are to be delivered to:  
Fisheries and Oceans Canada  
985 McGill Place  
Kamloops, BC  
V2C 6X6

### **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>) issued by Public Works and Government Services Canada.

#### **7.2.1 General Conditions**

2030, (2020-05-28), 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.

1031-2, (2012-07-16), Contract Cost Principles, 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, 2024 inclusive.

#### **7.4.2 Optional Goods**

The Contractor grants to Canada the irrevocable option to acquire up to up to two (2) additional boat with trailer, 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 expiry of the Contract by sending a written notice to the Contractor.

#### **7.4.3 Delivery Date**

Known Work – 2 Jet boats and Trailers in accordance with Annex A:

The two boats with trailers and technical documentation must be delivered on or before July 31, 2021.

#### **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:

Fisheries and Oceans Canada  
985 McGill Place  
Kamloops, BC  
V2C 6X6

#### **7.5 Authorities**

##### **7.5.1 Contracting Authority**

The Contracting Authority for the Contract is:

##### **Eric Zwarich**

Supply Team Leader, Acquisitions Marine, Procurement Branch / Pacific Region

Public Services and Procurement Canada / Government of Canada

[Eric.Zwarich@pwgsc-tpsgc.gc.ca](mailto:Eric.Zwarich@pwgsc-tpsgc.gc.ca) / Cel: 250-661-2347

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

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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	32% of the Firm Unit Price ( TBD at contract award)
<b>B</b>	Boat, trailer and technical manuals delivered at destination and accepted by Canada	65% 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 of 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. a copy of the invoices, receipts, vouchers for all direct expenses, travel and living expenses;
  - b. 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.

### 7.13 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.

#### 7.14 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.

#### 7.15 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.

#### 7.16 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.)

#### 7.17 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, (2020-05-28), 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 \_\_\_\_\_.

#### 7.18 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

#### 7.19 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.

#### 7.20 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.

#### 7.21 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.

#### 7.22 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.

#### 7.23 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.

#### 7.24 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

#### 7.25 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.

#### 7.26 Insurance Requirements

1. The Contractor must comply with the insurance requirements specified in **Articles 7.26.1** and **7.26.2** 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.

##### 7.26.1 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.

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- 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.

### 7.26.2 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 DFO 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.

### **7.27 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.

### **7.28 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.

N° de l'invitation - Solicitation No.

F1045-200084/A

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

F1045-200018

N° de la modif - Amd. No.

File No. - N° du dossier

Id de l'acheteur - Buyer ID

XLV591

N° CCC / CCC No./ N° VME - FMS

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

\*\* Technical Statement of Requirements begin on the next page and consists of 23 pages\*\*

# **F1045-090067 ANNEX “A” - STATEMENT OF WORK**

## **ALUMINIUM HULL, WALKAROUND CENTRE CONSOLE, JET RUNABOUT**

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## **ABBREVIATIONS**

ABYC	American Boat and Yacht Council
AC	Alternating Current
ASTM	American Society for Testing and Materials
CFM	Contractor Furnished Material
CSA	Canadian Shipping Act
CSA	Canadian Standards Association
COLREGS	Collision Regulations
DC	Direct Current
GPS	Global Positioning System
GSM	Government Supplied material
ISO	International Organization for Standardization
PVC	Polyvinylchloride
UV	Ultraviolet
VHF	Very High Frequency

## **LIST OF REFERENCE DOCUMENTS**

<b>REFERENCE</b>	<b>TITLE</b>
ASTM F1166	Standard Practice for Human Engineering Design for Marine Systems, Equipment and Facilities
TP1332	Construction Standards for Small Boats
TP 14070	Small Commercial Vessel Safety Guide
ISO 12217-3 and	Small Craft – Stability and Buoyancy Assessment Categorization
<i>Canadian Shipping Act</i>	Small Vessel Regulations
<i>Canadian Shipping Act</i>	Collision Regulations (COLREGS)
ABYC	American Boat and Yacht Council Standards
Canadian Standards Association C22.2 No. 183.2-M1983 (R1999)	Standards for DC Electrical Installations on Boats

**Aluminium Hull, Walkaround Centre Console Jet Runabout**

**CONTRACTOR PRACTICES AND STANDARDS**

- 1.0 **General Information:** This vessel is intended to be buildable based on stock small working or commercial vessel hull forms with a minimum of customization as indicated herein. The vessel configuration is for a Centre Console Jet Runabout or Launch.
- 1.1 The Vessel Particulars and Outfitting & Equipment details must be applied in combination with the Contractor Practices and Standards, which provides general information on a wide range of construction practices, standards, vessel shipping and packaging, etc. The Vessel Particulars cover the next layer of vessel description and physical construction and arrangement. Then the Outfitting and Equipment details cover the vessel equipment such as electronics, specified electronic and engine options that might change more frequently by customer preference and product development.

<p><b>1.2 USE OF SPECIFICATION for Bid;</b> Bidder to mark (X) each BOLD header signifying <u>required</u> compliance with the written specification. The bidder must agree to comply with specification even if offering an option.</p>	<p><b>X</b></p>
<p><b>1.3</b> Make notation (See note 1,2,3, etc.) for bidders’ optional proposals that can be collected on page(s) at the end of the Proposal Annex “A” Technical Specification.</p>	<p><b>X</b> (e.g. see Note 1)</p>
<p><b>2.0 Role and Functions</b></p>	
<p><b>2.1 Use of small craft within DFO</b> DFO buys, manages and operates numerous small craft in support of its Departmental programs and other missions. The requirement is for an Centre-Console Walkaround Launch in the approximately <b>6.09-6.2 meter range excluding swim grid (20 ft.) excluding swim grid</b>). The vessel will be deployed to various functions and will be configured to meet the duty function of the vessel.</p>	
<p><b>2.2 Mission Statement</b></p> <p>This boat will be used for Stock Assessment work. This involves operations in various river conditions including extensive work in shallow braided channels and fast flowing rapids. The boat is required to be capable of operating in up to class III Swiftwater (International River Rating) and in shallow draft (i.e. less than 8 inches).</p> <p>The boat will be trailered extensively over long distances on gravel roads and launched from all types of remote location launch ramps.</p>	
<p><b>3.0 Design &amp; Construction Practices</b></p>	
<p><b>3.1 Ergonomic Design – General</b> Hazardous operating conditions must be prevented by arranging machinery and equipment in a safe manner; providing guards for all electrical, mechanical and thermal hazards to personnel; and providing guards or covers for any controls that might accidentally be activated by contact of personnel. Human engineering factors considered in design must include accessibility, visibility, readability, crew efficiency and comfort for a range of physiques for individuals from approx. 5 ft. to 6 ft. 4 inches in height, wearing cold weather clothing and equipment which must be accessible for use, inspection, cleaning and maintenance per ASTM F1166-88.</p>	

<p><b>3.2 Vibration</b></p> <ol style="list-style-type: none"> <li>1. The boat and all components must be free of local vibration that could endanger boat personnel, damage boat structure, machinery or systems, or interfere with the operation or maintenance of boat machinery or systems.</li> <li>2. Mounts for movable components, including items moved for stowage, towing or transport must be provided with resilient material as necessary to prevent rattling.</li> <li>3. Loosening of fasteners under vibration must be prevented by the use of self-locking fasteners, as applicable.</li> </ol>	
<p><b>3.3 Equipment Protection</b></p> <p>The Contractor is responsible for the care of all equipment. All parts, especially those having working surfaces or passages intended for lubricating oil, must be kept clean and protected during manufacture, storage, assembly and after installation. Equipment must at all times be protected against dust, moisture or foreign matter and must not be subject to rapid temperature changes or extremes in temperature.</p>	
<p><b>3.4 Site Hygiene</b></p> <p>During construction, all chips, shavings, refuse, dirt and water must be removed at the completion of the work shift or sooner. The Contractor must ensure measures are taken to avoid wear and damage incident to construction, and to prevent corrosion or other deterioration. Equipment subject to freezing must be kept drained, except during test and trials. Equipment must be kept clean and protected from the environment prior to installation.</p>	
<p><b>3.5 Facilities (applicable to GRP only)</b></p> <p>The Contractor must have a shop capable of maintaining temperature and humidity. It should be capable of maintaining temperature between 16°C and 25°C. It should be capable of maintaining relative humidity below 70 percent.</p>	
<p><b>4.0 Warranty Service and Parts</b></p>	
<p><b>4.1 Components and Equipment Support</b></p> <p>All components and all mechanical, auxiliary, electronic and electrical equipment installed on the boat must be supportable by parts and service in Canada within 30 days. All components and equipment must be current production models.</p>	
<p><b>4.2 Spare Parts</b></p> <p>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 within all boats supplied.</p>	
<p><b>4.3 Parts and Service Depot(s)</b></p> <p>Contractor's parts depots must be capable of efficiently supplying all British Columbia with spare parts for all components of the vessel and warranty service for all components of the vessel. It is recognized that many equipment items will have their own manufacturer's warranty cards for owner registration. Contractors must have a factory authorized service representative capable of call back response in all regions of Canada within <b>48</b> hours of receiving a service call.</p>	
<p><b>5.0 Documentation</b></p>	
<p><b>5.1 Technical Publications General</b></p> <ol style="list-style-type: none"> <li>1. The Contractor must provide, upon delivery of the vessel, one (1) copy per vessel produced, plus one for the regional client department TA: of a comprehensive owner/operator manual that provides a physical and functional description of the craft, its machinery and equipment, as well as delivery testing and sea-trial performance documentation.</li> <li>2. The manual should include but not be limited to sections such as: General Information, Technical Information, and an Initial Spare Parts List.</li> </ol>	

<p><b>5.2 General Information Section</b></p> <ol style="list-style-type: none"> <li>1. 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:</li> <li>2. Operating procedures;</li> <li>3. Basic operating characteristics (such as temperatures, pressures, flow rates, etc.)</li> <li>4. Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step</li> <li>5. Recommended planned maintenance.</li> <li>6. Complete troubleshooting procedures.</li> </ol>	
<p><b>5.3 Technical Information Section</b></p> <ol style="list-style-type: none"> <li>1. The technical manual should 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).</li> <li>2. The list must include the name, part number and serial number if applicable of the parts, items or components and must indicate the supplier (name, address, phone number, email address) of this part, equipment or component and in which part of the specification the item appears.</li> <li>3. Hull; including hull data, TEST and TRIAL results, serial or manufacturers numbers, and equipment warranty cards.</li> <li>4. Engine(s) and equipment: including engine and propulsion serial numbers</li> <li>5. Electronics, (if applicable): including model and serial numbers.</li> <li>6. Regulatory and Stability information: as required per TP 1332, which references ISO12217-1, which further references ISO 6185-3 for RIBs.</li> </ol>	
<p><b>5.4 Initial Spare Parts List</b></p> <ol style="list-style-type: none"> <li>1. The Technical manual must also include a list of recommended initial onboard spare parts to be stocked for the craft. At a minimum this list must include the following items (as applicable):</li> <li>2. Propulsion: Propeller, filters, water pump impeller, starting battery, throttle and shift cables, any special engine tools.</li> <li>3. Electrical: fuses, light bulbs, electrical panel breakers;</li> <li>4. Boat Structures and Fittings: Miscellaneous commonly used fasteners.</li> </ol>	
<p><b>6.0 Quality Assurance</b> The basic reference to ISO compliance is as per the contract document</p>	
<p><b>7.0 Test &amp; Trials:</b></p>	
<p>The Contractor must inspect and test the following items, as a minimum, for adherence to the 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 controls, examinations, inspections or tests normally employed by the Contractor to assure the quality of the boat:</p> <ol style="list-style-type: none"> <li>1. Weight</li> <li>2. Construction Quality</li> <li>3. Lifting Gear</li> <li>4. Propulsion Engines including Starting and Controls</li> <li>5. Steering System</li> <li>6. Fuel System</li> <li>7. Electrical System</li> <li>8. Electronics</li> </ol>	

<p><b>7.1 Sea Trials – General</b></p>	
<p>Public Works and Government Services Canada, Inspection Authority, must be notified no less than 24 hours prior to sea trials. The Inspection Authority reserves the right to witness or decline attendance at sea trials. Absence of the Inspection Authority at sea trials does not relieve the Contractor of its responsibility to conduct and record sea trials. Sea trial results must be forwarded to the Inspection Authority prior to delivery of the vessel. The Inspection Authority will inform the Technical Authority of trials so they may attend.</p>	
<p><b>7.2</b> Sea trials must be conducted by the Contractor to demonstrate the boat and its equipment conform to the requirements as stated in the Contract and the Performance Requirements. All expenses incident to the trials must be borne by the Contractor, including fuel, unless otherwise specified. A crew provided by the Contractor must operate the vessel during sea trials. Residual fuel, if not drained for shipping, must be delivered in its tank with the boat.</p> <ol style="list-style-type: none"> <li>1. All Sea Trial instrumentation and equipment must be furnished and operated by the Contractor. Trial instrumentation, where applicable, must not replace the boat’s instruments (e.g., engine tachometer, pressure gauges, thermometers). The Contractor must furnish all necessary hardware and fittings and must install the measuring devices. After satisfactory completion of the trials, all instrumentation must be removed and all systems restored. The Contractor must provide calibration data certifying the accuracy of the instrumentation for the tests.</li> <li>2. The Contractor is required to run the vessel during builders trials until the engine(s) have accumulated the operation hours sufficient for the initial engine service by the engine supplier, and to have the manufacturers’ service agent perform the service and provide an initial service report.</li> </ol>	
<p><b>7.3</b> The Contractor must submit a Test and Trials plan, including a description of all of the acceptance trials to be performed. The vessel must operate in the Normal Loaded Condition. As a minimum, the following trials must be conducted:</p> <ol style="list-style-type: none"> <li>1. 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. The use of GPS data (averaged) is acceptable.</li> <li>2. Endurance Trial - 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. Fuel consumption can be calculated using manufacturers’ data.</li> <li>3. Astern Propulsion - The vessel must be operated and manoeuvred using astern propulsion to establish the astern performance. During the backing performance tests the throttles must be set to provide approximately 1/3 of the rated engine horsepower.</li> <li>4. Steering Gear - Tests must be conducted on the steering gear to demonstrate the adequacy of the steering system under all operations. Manoeuvring tests must be performed to ensure that the boat meets the stated Basic Performance requirements, per Section 11. Manoeuvring trials must be conducted in the Normal Operating Condition.</li> <li>5. Lifting Gear Load Test - Vessel and bridle or lift frame may be tested at 150% of normal load condition, as specified in the Vessel Particulars; to lift and hold without deformation of the lift points or associated hull. Lift points to be recessed flush with deck, and certified for load.</li> <li>6. Stern Towing Arrangement - Testing bollard pull to design capacity in a direct astern load.</li> </ol>	

<p>At the conclusion of sea trials each boat must be thoroughly cleaned and inspected. Outboard engine cooling systems must be flushed through with fresh water. The Contractor must repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of the Inspection Authority.</p> <p>For the purpose of the trials, Normal Loaded Condition must be considered to be the basic boat, fitted with all normal equipment, full fuel, with complement and loads per Vessel Particulars, Section 10.</p>	
<p><b>7.4 Final Inspection and Acceptance (PWGSC Acceptance Document) for delivery;</b> 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 the Inspection Authority; a copy of the trial results must be shipped with the deliverables for each boat, per 7.6 / 7.7.</p>	
<p><b>7.5 Stability</b> examination per TP1332 for vessels over 6M in length.</p>	
<p><b>7.6 Trial Records</b> - The Contractor must maintain records of testing for each boat for a minimum of two years. The Contractor must prepare a trials check sheet that certifies that each test has been completed. The check sheet must indicate the actual weight of the boat in Light Condition, per section 10. The check sheet must also indicate the Normal Loaded weight and the date for the 150% load lifting gear test, if required. This check sheet must be included with the deliverables of each vessel.</p>	
<p><b>7.7 Standard Deliverables with each completed vessel, one manual per vessel plus one for the client department TA:</b></p> <ol style="list-style-type: none"> <li>1. A detailed operator manual must be provided for equipment, and systems, per Sec 5.</li> <li>2. Sea Trial results, and shop testing sheets, including fuel tank test report, per Sec 8.8.6.</li> <li>3. Acceptance Certificates, and compliance sheets or certificates distributed with equipment i.e. life saving appliances, lifting appliances, engine test reports, calibration certificates, navlight certificates, fire suppression material certificates, flotation foam rating sheets (if any). The initial inspection of the vessel(s) after delivery, by TCMS or Departmental Regional self-inspector, will establish TP 1332 compliance. (SVIMP self inspection checklist)</li> <li>4. Stability information</li> </ol>	
<p><b>8.0 Fabrication</b></p>	
<p><b>8.1 General;</b> Unless stated otherwise, all components, equipment and material must be Contractor supplied.</p>	
<p><b>8.2 Structural Integrity;</b> All structures and components (hull, deck, console, seating, etc.) must be of sufficient strength to withstand, when in a Maximum Load condition per <b>builders' plate</b>, the lateral and vertical impact-loading that equates to the conditions of the operational profile and mission requirements.</p>	
<p><b>8.3 Materials – General</b></p>	
<ol style="list-style-type: none"> <li>1 Environmental Exposure All materials must be corrosion resistant and suitable for use in a salt-water environment as detailed in the Environmental Conditions portion of the Performance Requirements. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation.</li> <li>2 Dissimilar Metals Direct contact of electrolytically dissimilar metals is not allowed. Electrolytic corrosion must be prevented by insulating dissimilar materials from each other with gaskets, washers, sleeves, or bushings of suitable insulating material.</li> </ol>	

<p>3 Aluminium Aluminium alloy types 5086, and dual rated 5086/5083 H116/321 must be used for plate; aluminium alloy 6061-T6 (anodized grade), suitable for type 5356 filler alloy, must be used for extruded shapes and welded tubing and pipe. Transverse bulkheads or lightened plate frames may use type 5052 to facilitate braked tabs. Specialized use of type 6061 T6 plate in fresh water for high strength delta pads is allowed. Non-hull structural items of trim and outfit such as hatch frames, castings, consoles, and hardware items may be of other aluminium alloys suitable for commercial saltwater marine use such as type 5052 or 6063.</p> <p>4 Stainless Steel: Stainless steel type 316L or 316 must be used for all stainless steel applications except as noted. Alloy 316L must be used in any welded underwater components.</p> <p>5 FRP and Resins - for FRP components, if any</p> <ol style="list-style-type: none"> <li>Minimum laminating material specification must include gel coats and skin-out of isothalic resins with a barrier coat wash of the skin-out prior to main laminate and coring materials, which can be laid in GP resins. No DCPD resins are to be used.</li> <li>Fibre materials to be standard mat / rovings, or 'stitch' combined materials, some of which may use Carbon or Kevlar strands. NO 'chopper' materials to be used.</li> <li>Coring materials to be vacuum bagged and to be designed for usage in these specified vessels. Suitable core materials such as 'Termanto', 'Klege-cell', and 'Core-cell' are acceptable and Balsa, plywood, and non-structural foam materials must not be used.</li> </ol>	
<p><b>8.3.6 Fasteners</b></p> <ol style="list-style-type: none"> <li>All fasteners must be of corrosion resistant materials.</li> <li>Cadmium plated parts and fasteners, including washers, must not be used.</li> <li>Direct attachment of alloys containing copper to aluminium is not permitted except for an electrical bonding strap.</li> <li>No fasteners must be directly threaded into aluminium alloys, except with adequate bolt or insert sizes, minimum ¼ inch diameter, tapped into a suitable alloy type such as 6061, with the use of thread adhesive type material. Aluminium or Stainless steel washers or backing plates must be used as appropriate.</li> <li>Where nuts become inaccessible after assembly of the vessel, nuts must be captured 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.</li> <li>Fasteners in deck traffic areas must be flush-mounted to eliminate tripping and snagging hazards.</li> </ol>	
<p><b>8.4 Construction Procedures:</b> Hulls must be fabricated as per the requirements quoted in Construction Standards and Requirements in Vessel Particulars.</p>	
<p><b>8.5 Main Hull and Appendages;</b> Hull Form and flotation.</p> <ol style="list-style-type: none"> <li>Hull shape must not impede water flow to the propulsion units and must direct spray and waves away from onboard personnel.</li> <li>Watertight and Tank Bulkheads: The hull design must be such that a sufficient number of watertight compartments, including hull compartments and low smoke and flame spread flotation foam, or fire retardant flotation, or flotation devices, will allow for adequate stability and positive buoyancy in a flooded condition. See references to vessel certification, re: TP 1332 / ISO testing.</li> </ol>	
<p><b>8.5.1 Stowage</b> Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practicable, inside console(s). All exterior stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands.</p>	

<b>8.5.2 Painting and Preservation</b>	
<ol style="list-style-type: none"> <li>1. Fibreglass components must have a coloured gel-coat finish on all exterior surfaces. Gelcoat to be applied at 20-22 mil thicknesses. Finish colour(s) as per Vessel Particulars.</li> <li>2. Prior to delivery the Contractor must ensure that all non-painted exposed aluminium is free of cosmetic blemishes, including all construction marks, scratches, gouges and stains.</li> </ol>	
<b>8.6 Propulsion</b>	
<p>The vessel must be powered by a gasoline inboard <b>Kodiak 6.2L DI engine and Hamilton 212 jet pump or equivalent, supplied by the Contractor.</b> This motor and jet combination are ideal due to the power to weight ratio for this boat size and their compatibility with each other make them a preferred choice. and See Outfitting section 18;</p>	
<b>8.6.1 Warranty</b> - All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term, sourced by Contractor.	
<b>8.6.2 Propellers / Impellers</b> Unless otherwise specified, propellers or impeller(s) must be <b>stainless steel.</b> Contractor must inform the Technical Authority of appropriate impeller configuration to meet the Performance Requirements as determined by the Manufacturer for the Contractor developed design check. Impellers must be Contractor supplied	
<b>8.7 Steering Systems</b> Steering system must be as propulsion system builder required alternate steering arrangement per Section 19.	
<b>8.8 Electrical System</b> <ol style="list-style-type: none"> <li>1. The electrical system design, component selection and installation must be in accordance with Canadian Standards Association C22.2 NO. 183.2-M1983 (R1999) “Standards for D.C. Electrical Installations on Boats”, or ABYC ‘E’ as referenced by TP1332. All electrical equipment and hardware must be installed in accordance with the manufacturer's specifications. AC systems will be called up in sec. 17, Outfitting.</li> <li>2. 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.</li> </ol>	
<b>8.8.1 Twelve (12) volt DC distribution system must be provided to power the engine starting and boat service loads including:</b> <ol style="list-style-type: none"> <li>1. Navigation, interior, and exterior lighting</li> <li>2. Electrical equipment</li> <li>3. Instrumentation</li> <li>4. Bilge Pumps</li> </ol>	
<b>8.8.2 Batteries &amp; Switches</b> <ol style="list-style-type: none"> <li>1. Dual (two) marine grade batteries must be supplied, 12 V, deep cycle maintenance free. Some engine packages may require larger capacity for injection systems, see Sec.17, Outfitting.</li> <li>2. Battery switch must be Certification Agency, (CE, CSA, USCG, etc.) approved and must be mounted to prevent snagging or accidental switching.</li> <li>3. Battery compartment must be weathertight and fitted with a suitable means of gas venting, even for sealed batteries.</li> </ol>	
<b>8.8.3 Power Distribution</b> - Cables for all electrical distribution must be ample in size for the particular service, of marine grade tinned boat cable.	
<b>8.8.4 Cabling Installation</b> <ol style="list-style-type: none"> <li>1. Cables must be grouped into wiring harnesses wherever possible. All wiring harnesses must be routed below deck. All below deck cabling must be through conduit pipe.</li> </ol>	

<ol style="list-style-type: none"> <li>2. Cabling / conductors passing through watertight boundaries, decks, bulkheads or other exposed surfaces must be installed to maintain watertight integrity of the structure. Cable entry into watertight enclosures must be through watertight marine glands of suitable size. All electrical equipment must be readily accessible for performing maintenance.</li> <li>3. Cables and conductors must be supported with clamps or straps at least every 18 inches on horizontal runs and every 14 inches on vertical runs.</li> <li>4. Cabling / conductors passing through structures without watertight glands, must be protected against chafing by the use of abrasive resistant grommets.</li> <li>5. Routing cables through foamed spaces must be avoided wherever possible. Cables that must be routed through foamed spaces must be run in PVC conduit pipe. The pipe must be arranged in a manner that prevents water from becoming entrapped in the pipe.</li> </ol>	
<p><b>8.8.5 Control and Monitoring Systems: Gauges and Indicators: Dimensions and Mounting</b></p> <ol style="list-style-type: none"> <li>1. Unless otherwise specified, gauges must be analogue-style, or Engine Manufacturers' digital equipment. Gauges must be sized and installed so they are readily visible by the operator while operating the boat.</li> <li>2. Propulsion control system must conform to engine manufacturer's recommendations for commercial use.</li> <li>3. The Operator's position must be fitted with a lanyard style emergency shut down switch which is attached to the operator and must shut down the engine if the lanyard is pulled from the switch, as well as the following; <ol style="list-style-type: none"> <li>a. Bilge Pump operation/ indication for each compartment so equipped</li> <li>b. High water alarm for the engine installation space, which could be the 'pod' for outboards.</li> <li>c. Engine space heat rise for inboard installation, with required fire system alarm panel.</li> <li>d. Allowance for at least one additional input, if a single integrated alarm panel used.</li> </ol> </li> </ol>	
<p><b>8.8.6 Piping Systems</b></p> <ol style="list-style-type: none"> <li>1. Flexible Connections; where flexible connections are required for steering and fuel systems, suitable hose with permanently crimped, detachable reusable type fittings must be used.</li> <li>2. Fuel Tanks must be hydrostatically tested, or air tested to 3.0 p.s.i. and be labelled per the requirements of TP1332.</li> <li>3. Fittings and clamps must be stainless steel. Bolts used in all fittings must be Type 316 stainless steel.</li> <li>4. Each watertight Hull compartment is to have its own 12V DC bilge pump, plumbed to discharge overboard from the compartment, per section 16.7. On Jet propulsion packages a port and starboard pump is required.</li> </ol>	
<p><b>8.8.7 Navigation Equipment (COLREGS)</b></p> <ol style="list-style-type: none"> <li>1. Navigation lighting fixtures must be LED and of such a design as to resist the effects of vibration and moisture and must be provided with adequate protection from damage.</li> <li>2. Particular COLREGS rules to note (vessels under 12 M.); Rules 22, 23, and Annex 1, rules 2, 9, and 10. (Note though that the lights should be installed parallel to the "Normal Load" waterline which often may not be parallel to the deck.)</li> <li>3. The navigation lights must be mounted so as not to interfere with vision of the operator.</li> <li>4. The navigation lights must be permanently mounted.</li> <li>5. The Contractor must supply and install an electric horn that meets the requirements of the Collision Regulations, Rule 32 is met with a standard small vessel 'horn' audible</li> </ol>	

<p>0.5 NM. The horn must be installed on the vessel exterior with the ‘horn’ facing forward.</p>	
<p><b>9.0 <u>Packaging and Shipping and Trailer to be provided with the boat</u></b> The Contractor will be responsible for delivering the vessel to Kamloops, B.C. All delivery costs and arrangements will be paid by the Contractor.</p>	
<p><b>9.1</b> Boat Trailer: a tandem axle trailer with electric brakes to be supplied with the boat</p>	
<p><b>9.2</b> Prior to shipping, the boat must be cleaned throughout, preserved and covered (shrink wrap), and chocked as required, in accordance with this section.</p>	
<p><b>9.3</b> Bilges must be dry and free of oil and debris and the fuel tanks must be drained.</p>	
<p><b>9.4</b> 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.</p>	
<p><b>9.5</b> The battery must be disconnected</p>	
<p><b>9.6</b> 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.</p>	
<p><b>9.7</b> Lengthy shipping arrangements must protect the boat hull from deformation from road irregularities producing, due to repeated bouncing, dents in hulls.</p>	
<p><b>9.8</b> Towed Delivery on the boats’ trailer: - in local short haul trips in non-freezing weather, only the cleaning and covering provisions may be required, with the approval of the Inspection Authority.</p>	

<b><u>VESSEL PARTICULARS</u></b>	
<b><u>10.0 Vessel Particulars: approx. 6.09 meter (20 Feet) length and 2.6 meter (103 inch) width Aluminium Jet Boat</u></b>	
<p>Fisheries and Oceans Canada requires a vessel fitted with an inboard 4-stroke gasoline powered Jet drive for use in all rivers in the Interior of British Columbia. This vessel must meet all TP 1332 construction standards for Non Recreational (Commercial) vessels under 6.2 meters. Total vessel length (T.O.L.) must not exceed length 22 feet (Including swim grid). Every effort must be made to control the weight of the vessel to facilitate handling in beaching situations. The framing schedule may be lighter, and / or topside hull plating may use embossed strakes to increase stiffening. <b>The vessels maximum weight empty will be less than 1340 kg (3000lbs).</b></p>	
<ol style="list-style-type: none"> <li>1. Note: See section 16 for greater construction detail.</li> <li>2. Length (hull) must be approximately 20 feet (excluding jet-guard/swim grid) and must not exceed 22ft if jet grid is welded integral with hull.</li> <li>3. Hull bottom to be ¼” thickness x 6.0 ft to a max 6.5 ft beam with exception to an intake tunnel/jet guard which can be 3/8” thickness for that portion. Tunnel portion no less than 60”length x 22” width. The transom area should be a minimum hull thickness of ¼”</li> <li>4. Minimum hull side height from chine: 30 inches</li> <li>5. Hull bottom and chine plating to be minimum 1/4 inch plate.</li> <li>6. Main chine to have a reverse angle, and run to the stem.</li> <li>7. A minimum of 6 full-length (bottom) stringers is required, not including bar keel forward integrated with delta pad stiffener (s) on centerline.</li> <li>8. Hull bottom to have 3/8 inch reinforced delta keel pad.</li> <li>9. Sides must be constructed of minimum 1/8 inch plate.</li> <li>10. A full width jet guard is required, its minimum length to cover the jet equipment and incorporate jet drive unit protection. This can be constructed as part of the swim grid.</li> <li>11. Jet intake skid plate is required with an easy clean system such as a stomp grate to clear debris from the intake area (see illustrations)</li> <li>12. A ½” thick UHMW with reverse chine coverage sheathing is required on the hull bottom (excluding intake area) attached using a welded washer system. No holes are to be drilled through the hull for attachment.</li> <li>13. Hull to be a constant dead rise of approximately 10<sup>0</sup> - 14<sup>0</sup> (degrees), some increase allowed forward, depending on manufacturers’ recommendations.</li> </ol> <p><b><u>NOTE:</u></b> Equipment selected at time of contract should include the following:</p> <ol style="list-style-type: none"> <li>a. <b>Removable tow post (see pictures at the end of specs).</b></li> <li>b. <b>Console windshield.</b></li> <li>c. <b>Boat trailer (tandem axle with electric brakes and boat loading guides)</b></li> <li>d. <b>Windlass bow mounted winch and anchor</b></li> <li>e. <b>Depth sounder GPS combo</b></li> <li>f. <b>High pressure wash down pump</b></li> </ol>	
<p><b>10.1 Normal Load conditions:</b> (Light loaded vessel is complete vessel; no fuel, load, or personnel)</p> <ul style="list-style-type: none"> <li>- Crew of 2 (but min. capacity of 5) = 500 kg</li> <li>- Fuel = 180-225 litres in one or two tank(s), (180 kg)</li> </ul>	

- Equipment & supplies	= 200 kg	
10.2 Vessel Tonnage Requirements: NOT USED		
<b>11.0 Operational Performance</b>		
<ol style="list-style-type: none"> <li>1. Unless otherwise stated, performance must be for conditions of zero sea state and no wind, in fresh water with Normal Load and complement. The craft must be designed and constructed for ease of maintenance and repair, long life, and to be easily supportable by local commercial facilities and suppliers. The craft is expected to have a service life of at least 10 years, with an expected usage of between 100 and 200 hours per year.</li> <li>2. Maximum desired speed of 30 –40 knots in Normal Load condition.</li> </ol>		
<b>11.1 Beaching</b>		
<ol style="list-style-type: none"> <li>1. Capable of beaching on soft (sand, earth or clay) surfaces at a speed of up to 5 knots without damage to the hull.</li> <li>2. Capable of beaching on hard (stone or concrete) surfaces at speeds of up to 3 knots without damage to the hull.</li> </ol>		
<b>11.2 Depth under Keel</b>		
<ol style="list-style-type: none"> <li>1. Operate fully in depths of 0.2 meters on plane.</li> <li>2. Basic manoeuvring in depths of 0.40 meters off plane</li> </ol>		
<b>12.0 Environmental Conditions:</b> Capable of 24 hr. operations in these conditions;		
<ol style="list-style-type: none"> <li>1. Average ambient air temperature range: -5°C to + 30°C</li> <li>2. Average water temperature: 0°C to +20°C.</li> <li>3. Wave heights of 0 ft.- 4 ft.</li> <li>4. Wind speeds up to 30 knots</li> </ol>		
<b>13.0 Walkaround Vessel Configuration</b>		
<b>13.1 General Arrangement:</b>		
<ol style="list-style-type: none"> <li>1. There must be an open forward deck accessed by walk-around of the single person centre console.</li> <li>2. There must be a simple centre console with seat and handrail. The console should contain a storage area underneath the controls (see photos). The boat operator should be able to operate the boat from either a standing or seated position. windshield (total height with windshield approximately 55 inches). There should be grab rails welded to the sides of the centre console adjacent to the windshield for passengers to hold (see photos)</li> <li>3. The aft cockpit running from console to transom will have only the seat (and possible incorporated fuel tank) and centreline engine box at the transom.</li> <li>4. The engine box is to be flush with the transom top, and must be capable of use as a working deck with a non-skid surface. It must also be hinged for easy access.</li> <li>5. A bow locker is required for miscellaneous stowage.</li> <li>6. The bow area under the windlass must be accessible and be large enough to hold the 250' chain/rope for the windlass mounted directly above it.</li> </ol>		
<b>13.2 General Deck Arrangement – Centre Console Vessel</b>		
<ol style="list-style-type: none"> <li>1. There must be at least 5 tie up points along the side deck / transom. 1 forward, 2 mid ship, 2 aft, with an anchoring bit /cleat fitted on the bow of the vessel.</li> <li>2. There should be strategically placed grab handles for passengers. Locations to be specified upon the award of the contract depending on the boat configuration</li> <li>3. There is to be a removable tow post fitted near the center of the motor box and ahead of the thrust point of the craft (generally as shown by the pictures and information at the end of the specification) that will be used for fisheries trials. The tow post is to be rated for approx. 1,200 lb. (550 kg.).</li> <li>4. Vessel must be outfitted with navigation lighting</li> </ol>		

<ol style="list-style-type: none"> <li>5. Vessel must be fitted with aluminium protective pipe ‘swimgrid’, which extends above the jet unit. This guard must be fabricated so as to easily facilitate the removal of the jet leg.</li> <li>6. Vessel must be equipped with securing eyes fitted to the outside of the transom used for trailer tie downs, and a tow eye forward, used for trailer loading per 16.6</li> </ol>	
<b>13.3 Hoisting rings:</b> Not Required	
<b>13.4 Towing (see optional items)</b>	
13.5 Not Used	
<b>13.6 Cockpit and Layout</b>	
<ol style="list-style-type: none"> <li>1. The cockpit is to be open with a walk-around single person-centre console and open forward deck.</li> <li>2. Single person, stand-up, or sit down centre console with gauge package and space as available to port for other installations, minimum walk around deck space outboard from console to be approx 15”(inches) each side of console.</li> <li>3. The engine box is to be flush with the transom top and be of adequate construction to be a suitable working deck. The engine is to be isolated and the port and starboard spaces useable for storage.</li> <li>4. Deck space aft of cockpit to be fitted with a removable tow post to be installed into deck ahead of engine box, see detail in attached photos.</li> </ol>	
<b>13.7 Seating:</b> May include a seat with fuel tank incorporated under.	
<b>13.8 Console:</b> <ol style="list-style-type: none"> <li>1. The dash layout is to be arranged in an ergonomic manner, to provide easy access to controls, electrical panels and easy viewing of navigation and propulsion instruments. The console is to be robustly constructed to eliminate flex from operators holding points, and equipped with a steering system specified for the motor.</li> <li>2. A ‘cigarette lighter’ power point is to be installed on the port dash.</li> <li>3. The operator’s console is to be located centrally and equipped with all appropriate gauges as recommended by the propulsion system manufacturer, as listed in ‘Outfitting’.</li> <li>4. The throttle/gear control is to be located on the starboard side of the console.</li> </ol>	
<b>14.0 Construction Standards</b>	
<ol style="list-style-type: none"> <li>1. Transport Canada Marine Safety Regulation TP 1332 “Construction Standards for Small Vessels”, which incorporate references to <b>ABYC</b> standards for equipment such as fuel tanks and fuel systems, as well as tank space ventilation, and ISO standards for stability, loading capacity, etc. as delegated to ISO 12217-1. <a href="http://www.tc.gc.ca/MarineSafety/Directorate/TP/tp1332/tp1332e.htm">http://www.tc.gc.ca/MarineSafety/Directorate/TP/tp1332/tp1332e.htm</a></li> <li>2. Canadian Standards Association C22.2 NO. 183.2-M1983 (R1999) “Standards for D.C. Electrical Installations on Boats <b>and ABYC ‘E’ electrical standards.</b>”</li> </ol>	
<b>15.0 Construction Requirements</b>	
<ol style="list-style-type: none"> <li>1. Unless stated otherwise all components, equipment and material must be Contractor supplied.</li> <li>2. Structural Strength: All structural and related components (hull, deck, console, seating, etc.) must be of sufficient strength to withstand lateral and vertical impact loads associated with the operational requirements.</li> <li>3. Launching: Vessel must be capable of being launched, recovered and transported by trailers and / or other vessels as indicated in this specification.</li> </ol>	
<b>16.0 Hull and Deck: Construction and Finish</b>	

<p><b>16.1 Hull and Deck</b> Are to be transversely framed and longitudinally stringered, using aluminium alloys as referenced in section 8.3-3. Mil Certificates are required for all aluminium used in the fabrication.</p>	
<p><b>16.2 The hull</b> must be approximately 10 - 14 degree deadrise “V” style monohull with a reverse chine, “delta pad” and hull bottom to be clad with UHM plastic installed to be watertight.</p> <ol style="list-style-type: none"> <li>1. Vessel to have a fully welded hull / deck shell and swim grid. Framing welds must be continuous in areas subject to vibration in the vicinity of machinery bedplates and bow areas subject to impact.</li> <li>2. The hull is to have a minimum 3/8 inch thick ‘delta pad’ keel with interior vertical stiffener on the centerline, from the stem bar of minimum 3/8 inch thick plate to the transom. The hull should also have a 3/8” x 60” x 22” intake tunnel.</li> <li>3. The hull and decks must be transversely framed and longitudinally stringered, with minimum 1/4 inch bottom and chine plating and minimum 1/8 inch side plating.</li> <li>4. The boat must have a flat area level with the gunnels at the bow to provide a working platform for gaffing and observation at low speeds. The flat area should be the width of the boat and extend back a minimum of 3-4 feet and be covered with a non-skid surface such as Linex or Ultra Decking (see illustrations).</li> </ol>	
<p><b>16.3 Deck:</b> The deck is to have a non-skid surface treatment such as Linex or ultra decking.</p>	
<p><b>16.4 Windows</b> N/A</p>	
<p><b>16.5 Stowage</b></p>	
<ol style="list-style-type: none"> <li>1. Reserved for deck storage boxes, if required.</li> <li>2. Arrangements must be provided for safe, secure and accessible stowage of an anchor and cable, and other equipment in bow / anchor locker</li> </ol>	
<p><b>16.6 Bow Eye, and Tie Downs:</b></p>	
<ol style="list-style-type: none"> <li>1. <b>Bow Eye:</b> A system is to be designed and incorporated into the construction of the stem that allows for the bowline and or trailering hook to be attached to the bow and which must not protrude from the line of the stem. The fitting must be of a non-corrosive material and of sufficient strength to allow for towing the vessel at a speed of 20 knots in calm water in the normal loaded condition, on an even keel, without damaging the vessel or causing chafing of the towline.</li> <li>2. <b>Tie Downs:</b> Port and Starboard trailering tie down points to be incorporated in transom.</li> </ol>	
<p><b>16.7 Pumping and Drainage: Electric and Manual pumps</b></p> <ol style="list-style-type: none"> <li>1. Dual (2) electric bilge pumps (either side of the jet) with 1500 gph capacity must be fitted in the main watertight division as well as a fixed manual operated bilge pump of the diaphragm type. The bilge pumps must be located so that they take suction from the lowest points of the hull. Smooth bore piping must be installed which will allow the bilge pump to discharge directly overboard above the loaded waterline. Discharge non-return valves are required.</li> <li>2. An automatic control must be fitted that turns on the electric bilge pump when water is present in the bilge. (An Ultra JR Float Switch meets this requirement, as well as integrated caged switches in the base of pumps.) The electric bilge pump control switch must be located on the operator’s console, with settings for ‘on’, ‘off’, and ‘automatic’ operation. An indicator light must be provided at the control that lights when the bilge pump is operating.</li> <li>3. Hull drainage: A non-corrosive threaded plug must be provided in the lowest point to drain the hull when out of the water.</li> </ol>	
<p><b>16.8 Reserved</b></p>	
<p><b>17.0 <u>Outfitting and Equipment</u></b></p>	

<b>17.1 Lifesaving Emergency Equipment</b>	
<b>Not Required.</b> All Safety equipment will be supplied and installed by Fisheries and Oceans (Gov't Supplied Material). Storage trays required in hull side.	
<b>17.2 Electrical System</b>	
<ol style="list-style-type: none"> <li>1. The electrical system must be completely weatherproofed and easily accessible, incorporating a waterproof faced breaker panel with a minimum of 10 circuits fitted, and an additional panel <b>if</b> required for the services specified herein, to meet the requirements of TP 1332. Access to electrical panel spaces must be via weathertight hatches or doors.</li> <li>2. Twelve (12) volt DC distribution system must be provided to power the engine starting and boat service loads.</li> <li>3. All circuit breakers must be clearly identified.</li> </ol>	
<b>17.2.1 Batteries</b>	
<ol style="list-style-type: none"> <li>a. The boat is to be equipped with two (2) deep-cycle 12V marine battery with a selector on/off switch and connected in accordance with the motor manufacturer's technical specifications.</li> <li>b. Additional battery needs to be noted as below:</li> <li>c. The battery must be of marine quality equipped with rollover caps and a capacity to adequately service engines and ancillary vessel loads</li> </ol>	
<b>17.2.2 Wipers:</b> Not Required	
<b>17.3 Utility Lighting – None Required</b>	
<b>17.4 Navigation Equipment</b>	
<ol style="list-style-type: none"> <li>1. The Contractor must supply and install an electric horn that meets the requirements of TP 14070. The horn must be operated by a momentary switch located on the operators' console. The "Signaltone" model RB-85 electric horn, or Ongaro horn meets this requirement.</li> <li>2. All navigation lights must display the arc and range of visibility as defined in the Canada Shipping Act, Collision Regulations. (COLREGS) <a href="http://www.tc.gc.ca/Actsregs/csa-lmmc/csa14.html">http://www.tc.gc.ca/Actsregs/csa-lmmc/csa14.html</a> Navigation lights must be permanently fitted to the cabin window corners and / or fixed or folding antenna aft with protected wiring and must be waterproof.</li> <li>3. The fixtures must be of such a design as to resist the effects of vibration and must be provided with adequate protection from damage that may occur when lying alongside a vessel or a pier. (The Hella NaviLED Series of lights, including the NaviLED 360 all-round light, and NaviLED sidelights meet this requirement.)</li> <li>4. Non-white (red or green) lighting must be wired together on a separate breaker of the 12-volt DC electrical system. Masthead 'all around' light showing clear above the windshields is acceptable, and side lights, one M. below mast light, on windshield sides. Two switches to be provided, labelled: Nav 1 (masthead / anchor light) and Nav 2 (sidelights)</li> </ol>	
<b>18.0 Propulsion</b>	
<ol style="list-style-type: none"> <li>1. The boat is to be powered by a <b>Kodiak 6.2L DI engine with a Hamilton 212 jet pump (with sand trap) or equivalent</b> to be supplied and installed by the Contractor. This motor and jet combination is ideal for a boat this size due to their compatibility (with each other) and their excellent power to weight ratio. All ancillary engine equipment will be contractor supplied and installed. The engine to include flushing port and engine compartment to be sound insulated. Jet drive intake must include a grate clean out system and sand trap.</li> </ol>	

<ol style="list-style-type: none"> <li>2. Engine compartment will be equipped with a suitable “blower” fan and vents to remove any vapours or fumes from the closed engine compartment. The blower will have a helm mounted switch to activate the system.</li> <li>3. The engine compartment will have a fire extinguisher access port in case of a fire in the closed compartment.</li> <li>4. Motor should be mounted in accordance with manufacturer’s recommendations. Installations of the engine(s), controls, lubrication and fuel systems, battery connections, etc. must be verified by an authorized engine mfg. representative.</li> <li>5. The combined engine control is to be supplied and installed at the time of construction according to the engine manufacturer’s specifications. The installation is to use all best quality motor control cables, electrical harnesses, and gauge panel from the motor manufacturer. The control is to be equipped with a motor kill switch.</li> </ol>	
<p><b>18.1 Propulsion Control</b></p>	
<p>Manufacturer to have installed any of the following equipment included in the manufacturers’ standard and optional gauge package for the specified engine, <b>as well</b> as a stainless steel impeller for the specified performance.</p> <ol style="list-style-type: none"> <li>1. Tachometer for engine.</li> <li>2. Water temperature gauge, Oil Pressure gauge, Fuel Gauge.</li> <li>3. Controls, mounted at starboard side of console, and cables.</li> <li>4. Ignition harness (mounted so that the key cannot collect water).</li> <li>5. Hour meter for engine.</li> </ol>	
<p><b>18.2 Fuel Systems</b></p>	
<ol style="list-style-type: none"> <li>1. Fuel systems must meet with all requirements of TP 1332 “Construction Standards for Small Vessels”, which reference the ABYC standards.</li> <li>2. The vessel must be fitted with fuel tank(s), with baffles, to be fitted either center mounted in floor for balance or above floor mounted sternward both sides of engine to provide proper balance. Fuel tank(s) capacity should be a combined min. of 160-225 litres. Tanks must be hydrostatically tested, or air tested to 3.0 p.s.i. and bear manufacturers’ name, capacity, and testing data. A certified rotomoulded plastic tank is acceptable. Fuel system to comply at the minimum with the most current American Boat and Yacht Council Standards, (ABYC)</li> <li>3. Arrangements must be provided for the fuel tank and associated lines, vent, fill, and on / off selector manifold, to be fitted to the boat.</li> <li>4. All tanks must be equipped with a demand anti-syphon valve installed on the supply fitting at the tank, depending on engine mfg. approval of the demand valve flow rate.</li> <li>5. Fuel lines from the inboard shutoff valve or manifold to be protected against chafing and wear. The fuel shutoff “maintenance” valve to be located outside of engine compartment per TP 1332 Construction standards for small vessels, reference to ABYC standards.</li> <li>6. A fuel / water separator filter is to be mounted “in-line” to the engine with easy access to drain the metallic sediment bowl, a RACOR 320 series, or eq.</li> <li>7. All valves and fittings for the fuel system must be of stainless steel or other non-corrosive metals suitably isolated from the aluminium structure.</li> <li>8. Filler pipe openings must be surface mounted on the side deck, and labelled for fuel type.</li> <li>9. Fuel tank vents must be equipped with a non-return check valve with flash screen.</li> <li>10. Oil tank, if any, to be installed according to the manufacturer’s instructions. Oil tank installed on board is to include remote filling pipes, and an oil level gauge.</li> </ol>	
<p><b>19.0 Steering</b></p>	

- |  |  |
|--|--|
| <ol style="list-style-type: none"><li>1. Steering systems must be as recommended by Jet manufacturer for this engine with a maximum of 1 wheel turn from hard over to hard over (270 degrees from lock to lock)</li><li>2. The wheel / console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.</li><li>3. The Steering wheel must be stainless steel and be rubber or plastic covered.</li></ol> |  |
|--|--|

**Required Additional Equipment:**

1. Removable tow post (see specs and photos)
2. Console windshield
3. Boat trailer (galvanized tandem axle with electric brakes and boat loading guides)
4. Bow mounted Windlass winch with 40lb “Fraser” type anchor (2 heavy duty tines per side) and 250’ chain/rope combo with helm controls.
5. Jabsco 70 psi high pressure wash down pump (hot shot series) or equivalent, high pressure pump with outlet and hose supplied
6. Helm mounted depth sounder/GPS combo

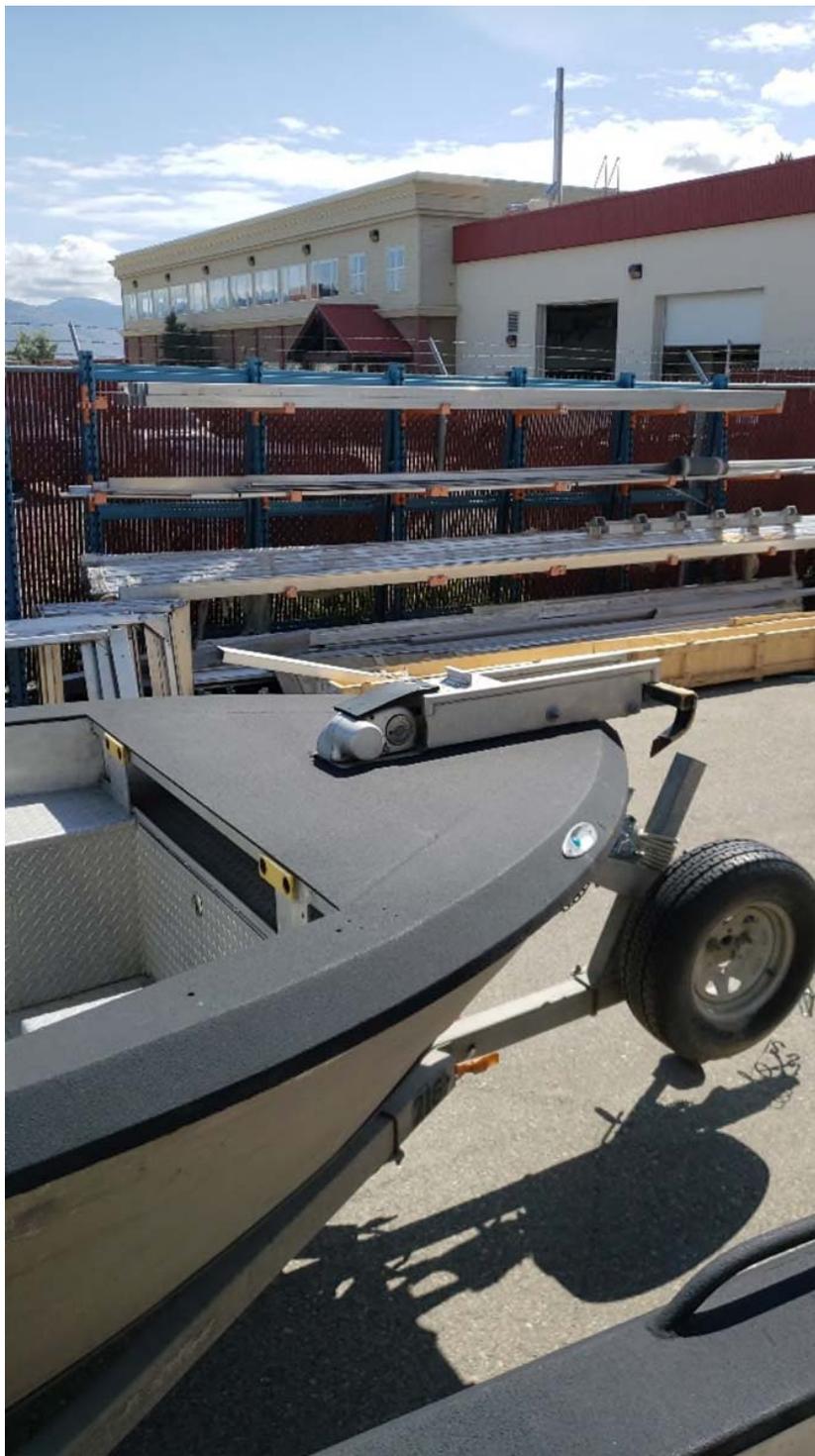
**Illustrations for Section 13.6.4**

Removable tow Post - Post is 66.5 inches high by 3.5 inches in diameter. The post is sunken approx. 13.5 inches in to floor. These measurements came from a retrofit conducted on a similar boat. Measurements may not be exact for install in a different style of hull. Measurement and pictures provided as guidelines.





**Illustrations for section 16.2.4. Flat bow area working platform with non-skid surface and Bow mounted Windlass anchor winch.**



**Illustrations for section 13.1.2 showing example of Centre-Console with grab handles for passengers and under console storage area (behind door)**



**Illustration for sections 13.2.5 and 10.0.11 showing example of swim grid, jet guard, and plunge plate to clean debris off jet intake grate**



**ANNEX - B – BASIS OF PAYMENT (CONTRACT)**

**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	Firm Unit Price	Quantities	Extended Price
a.	<b>Known Work –( 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	\$ _____	2	\$ _____
b.	<b>Known Work –(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	\$ _____	2	\$ _____
c.	<b>Shipping and Delivery (1 Boat and One trailer) Incoterms 2000 DDP to destination Destination Kamloops. BC per Part 7, article 7.4.4 and 7.4.5 on or before July 31, 2021.</b>	\$ _____	2	\$ _____
d.	<b>PRICE [a + b + c ]</b>	<b>For a Firm PRICE of:</b>		\$ _____

**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 RHIBs and trailers:**

1. if additional funding becomes available, DFO may choose to exercise the option to purchase up to 2 additional RHIBs 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. Options may be exercised any time between Contract Award and March 31, 2024.
3. Canada reserves the right to negotiate the priced option.

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

**B-5.1 Price for items optioned between Contract Award to March 31,2022.**

The following table is the values for offered equipment should Canada initiate the option to have boats delivered between Contract Award to March 31, 2022 which will be the same values as offered for the known work.

Item	Description	Firm Unit Price
a.	<b>Optional Work –( 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	\$ _____
b.	<b>Optional Work –(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	\$ _____
c.	<b>Shipping and Delivery (1 Boat and One trailer) Incoterms 2000 DDP to destination Destination Victoria. BC per Part 7, article 7.4.4 and 7.4.5</b>	\$ _____

**B-5.2 Price for items optioned between April 1, 2022 to March 31,2023.**

The following table is the values for offered equipment should Canada initiate the option to have boats delivered between April 1, 2022 to March 31, 2023, Shipping and Delivery to be determined at time of initiation.

Item	Description	Firm Unit Price
a.	<b>Optional Work –( 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	\$ _____
b.	<b>Optional Work –(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	\$ _____

**B-5.3 Price for items optioned between April 1, 2023 to March 31,2024.**

The following table is the values for offered equipment should Canada initiate the option to have boats delivered between April 1, 2023 to March 31, 2024, Shipping and Delivery to be determined at time of initiation.

Item	Description	Firm Unit Price
a.	<b>Optional Work –( 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	\$ _____
b.	<b>Optional Work –(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	\$ _____

**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 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

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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	Unit Price	Quantities	Extended Firm Price
a.	<p><b>Known Work –(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</p> <p>Value for known work and for option boats ordered between Contract Award and March 31, 2022</p>	\$ _____	2	\$ _____
b.	<p><b>Known Work –(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</p> <p>Value for known work and for option trailers ordered between Contract Award and March 31, 2022</p>	\$ _____	2	\$ _____
c.	<p><b>Shipping and Delivery (Boat and trailer) Incoterms 2000 DDP to destination</b>            Destination Victoria. BC per Part 7, article 7.4.4 and 7.4.5 on or before July 31, 2021.</p> <p>Date Offered: _____</p>	\$ _____	2	\$ _____
d	<p><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.</p>	\$ _____	50	\$ _____
e.	<p><b>Option Work –(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</p> <p>Value for option boats ordered between April 1, 2022 and March 31, 2023.</p>	\$ _____	1	\$ _____

Item	Description	Unit Price	Quantities	Extended Firm Price
f.	<b>Option Work –(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  Value for option trailers ordered between April 1, 2022 and March 31, 2023.	\$ _____	1	\$ _____
g.	<b>Option Work –(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  Value for option boats ordered between April 1, 2023 and March 31, 2024.	\$ _____	1	\$ _____
h.	<b>Option Work –(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  Value for option trailers ordered between April 1, 2023 and March 31, 2024.	\$ _____	1	\$ _____
I.	<b>EVALUATION PRICE</b> [a + b + c + d + e + f + g + h]  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 Optional items**

- a) If additional funding becomes available, Canada may choose to exercise the option, in whole or in part, to purchase up to **additional vessels & 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 the period indicated in the contract. The option proposed must be in accordance with the terms and conditions of this bid solicitation.
- c) The proposed optional items will 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.

## 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
1	Front Page	Front Page	<b>Request for Proposal</b> document part 1 page 1 completed and signed;	<b>M</b>	<input type="checkbox"/>
2	Part 3	3.2	Section I- Technical Bid	<b>M</b>	<input type="checkbox"/>
3	Part 3	3.3	Section II – Management Bid Option 1 or Option 2	<b>M</b>	<input type="checkbox"/>
4	Part 3	3.4	Section III - Financial Bid - Annex D- Detailed Financial Bid Presentation Sheet	<b>M</b>	<input type="checkbox"/>
5	Part 3	3.3.13	Project Schedule	<b>M</b>	<input type="checkbox"/>
6	Annex F	Annex F	Bid Package Checklist	<b>M</b>	<input type="checkbox"/>
7	Part 2	2.4	Applicable laws	<b>48 hrs.</b>	<input type="checkbox"/>
8	Part 3	3.3.6 or 3.3.14	Subcontractors	<b>48 hrs.</b>	<input type="checkbox"/>
9	Part 3	3.3.3 or 3.3.12	Contractor quality Management Plan	<b>48 hrs.</b>	<input type="checkbox"/>
10	Part 7	7.5.3	Contractor representative	<b>48 hrs.</b>	<input type="checkbox"/>
11	Part 6	6.3	Insurance requirement	<b>48 hrs.</b>	<input type="checkbox"/>
12	Part 5	5.2.3.1	Worker Compensation Certificate	<b>48 hrs.</b>	<input type="checkbox"/>
13	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	
2	Part 7	7.21	Insurance certificate	10 days	

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## **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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**DELETE THIS ANNEX IF NOT ABOVE \$1M ESTIMATED PROCUREMENT**

**ANNEX - H - FEDERAL CONTRACTORS PROGRAM FOR EMPLOYMENT EQUITY – CERTIFICATION (BID)**

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

For further information on the Federal Contractors

Program for Employment Equity visit [Employment and Social Development Canada \(ESDC\) – Labour's website](#).

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

Complete both A and B.

A. Check only one of the following:

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

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

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

**OR**

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

B. Check only one of the following:

- B1. The Bidder is not a Joint Venture.

**OR**

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