



**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des
soumissions - TPSGC**

11 Laurier St. / 11, rue Laurier

Place du Portage , Phase III

Core 0B2 / Noyau 0B2

Gatineau

Québec

K1A 0S5

Bid Fax: (819) 997-9776

**REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION**

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

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

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

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

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du

fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Ship Construction, Refit and Related Services/Construction navale, Radoubs et services connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet 18' Fibreglass open boat	
Solicitation No. - N° de l'invitation F7044-210214/A	Date 2021-08-24
Client Reference No. - N° de référence du client 0021010214	
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-035-28316	
File No. - N° de dossier 035mc.F7044-210214	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2021-10-04 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Roy, Tania	Buyer Id - Id de l'acheteur 035mc
Telephone No. - N° de téléphone (873) 355-3337 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

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

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F7044-210214

Amd. No. - N° de la modif.
File No. - N° du dossier
035mc.F7044-210214

Buyer ID - Id de l'acheteur
035mc
CCC No./N° CCC - FMS No./N° VME

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PART 1 - GENERAL INFORMATION

1.1 Introduction

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

- Part 1 General Information: provides a general description of the requirement;
- Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation;
- Part 3 Bid Preparation Instructions: provides Bidders with instructions on how to prepare their bid;
- Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, and the basis of selection;
- Part 5 Certifications and Additional Information: includes the certifications and additional information to be provided;
- Part 6 Security, Financial and Other Requirements: includes specific requirements that must be addressed by Bidders; and
- Part 7 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Annexes include the Technical Statement of Requirement, the Basis of Payment, the List of Subcontractors, the Bidder Questions and Canada Responses, the Insurance Requirements and the Inspection/Quality Assurance/Quality Control.

1.2 Summary

1.2.1 The Department of Fisheries and Ocean has a requirement for five (5) 5.0 – 5.5m (18') fiberglass boats with a center console and a trailer for each boat that can be operated in semi-coastal and inland waters areas built in accordance with the Technical Statement of Requirement (TSOR) – Annex A. The boats will be operated in waters of Newfoundland and Labrador for the Light House Program. These boats will be primarily shore based and will be launched and retrieved using trailers.

Delivery date:

The five (5) 18' fiberglass boats with trailers must be delivered on or before March 29, 2022.

Delivery Location:

195 Southside Road
St. John's, NL
A1E 0A3

There is an option for the construction of 1 additional 18' fiberglass boat with trailer.

1.2.2 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.

1.3 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.

PART 2 - BIDDER INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

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

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

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

Subsection 5.4 of [2003](#), Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

Delete: 60 days

Insert: 90 days

2.1.1 SACC Manual Clauses

[A9125T](#) (2007-05-25), Valid Labour Agreement

[B1000T](#) (2014-06-26), Condition of Material - Bid

[B3000T](#) (2006-06-16), Equivalent Products

2.2 Submission of Bids

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

Note: For bidders choosing to submit using epost Connect for bids closing at the Bid Receiving Unit in the National Capital Region (NCR) the email address is:

tpsgc.dgareceptiondessoumissions-abbidreceiving.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.

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

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than **10** calendar days before the bid closing date. Enquiries received after that time may not be answered.

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

2.4 Applicable Laws

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

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.

2.5 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 **10** days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

2.6 Bid Challenge and Recourse Mechanisms

- (a) Several mechanisms are available to potential suppliers to challenge aspects of the procurement process up to and including contract award.
- (b) Canada encourages suppliers to first bring their concerns to the attention of the Contracting Authority. Canada's [Buy and Sell](#) website, under the heading "[Bid Challenge and Recourse Mechanisms](#)" contains information on potential complaint bodies such as:
 - Office of the Procurement Ombudsman (OPO)
 - Canadian International Trade Tribunal (CITT)
- (c) Suppliers should note that there are **strict deadlines** for filing complaints, and the time periods vary depending on the complaint body in question. Suppliers should therefore act quickly when they want to challenge any aspect of the procurement process.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

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

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

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

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

Section I: Technical and Management Bid

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

The technical and Management 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 vessel will be fully seaworthy, operable and fit in all regards for the purposes intended.

In addition of providing the above mentioned documentation/information, Bidders must provide all documentation as requested in article **4.1.1 Technical and Management Evaluation**.

Section II: Financial Bid

3.1.1 Bidders must submit their financial bid in accordance with the Basis of Payment in Annex B, the following articles: 3.1.2, 3.1.3, 3.1.4 and Part 7, article 7.6 – Payment.

3.1.2 Exchange Rate Fluctuation

The requirement does not offer exchange rate fluctuation risk mitigation. Requests for exchange rate fluctuation risk mitigation will not be considered. All bids including such provision will render the bid non-responsive.

3.1.3 Firm Price

Bidders must indicate the Bid price excluding taxes for each of the following Items in Annex B – Basis of Payment.

3.1.4 Unscheduled Work

Bidders must provide the information requested in the Basis of Payment and in Part 7, Article 7.6.1.1 – *Charge-out Rate / Material Mark-up*.

The unscheduled work rates will be included in the Basis of Payment, however it will not form part of the bid evaluation.

3.1.5 Option

1. DFO may choose to exercise the option, in whole or in part, to purchase up to one (1) additional boat and trailer built in accordance with the TSOR, Annex "A" . Therefore, Bidders are invited to propose a price.
2. The option proposed will not form part of the Evaluation for the award of a contract in response to this RFP.
3. Canada reserves the right to negotiate the priced option.
4. Bidders must submit their financial bid in accordance with the Basis of Payment in Annex B.

Section III: Certifications

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

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

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

4.1.1 Technical and Management Evaluation

4.1.1.1. Mandatory Technical and Management Criteria

The Mandatory Criteria listed below will be evaluated on a simple pass/fail basis. Bidders must demonstrate that they meet every mandatory technical criterion by providing a concise and detailed response to each of the mandatory technical criteria. The technical bid should address each of the criteria in the order in which they appear.

Bidders must submit all documentation in the bid by the bid closing date. Simply stating that the mandatory technical criteria are met is not sufficient. Failure to demonstrate meeting all of the mandatory technical criteria will result in the bid being deemed non-responsive. Bids which fail to meet the mandatory criteria will be deemed non-responsive.

Item	Description	Bid Reference/ Section
1	A technical bid that includes a statement of compliance to the TSOR, Annex "A" as per RFP Part 3 - Section I- Technical and Management Bid. The statement of compliance must for each article:	

	<ul style="list-style-type: none"> • Confirm that the bidder understands the requirement • That the bidder will perform the work as required • Provide necessary information to demonstrate how the bidder intends to perform the work. 	
2	<p>Proposed Vessel</p> <p>The proposed Vessel must be built from a Proven Hull Design. The Proposed Vessel is defined as the vessel described in the TSOR. Bidders must submit Drawings, Calculations and Reports for the Proposed Vessel that are in accordance with the TSOR and include at a minimum, the following information:</p> <ul style="list-style-type: none"> a) general arrangement; b) detailed lines plan; c) structural drawings showing deck plan, centerline profile and frame station construction details; d) calculated lightship weight; e) draft stability calculation of the proposed vessel; and f) drawing of the fuel supply arrangement. 	
3	<p>Preliminary Project Schedule</p> <p>As part of its technical bid, 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, level of effort in working days, milestone events and any potential problem areas involved in completing the Work.</p> <p>1. The Bidder's schedule must also provide a target date for each of the following significant events for each boat as applicable:</p> <ul style="list-style-type: none"> (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. 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. 	

4	Subcontractors A list, in the form of the attached Annex "C" 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.	
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4.1.2 Financial Evaluation

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

4.1.2.1 Mandatory Financial Criteria

In order to be compliant, Bidder's proposal must, to the satisfaction of Canada, meet all requirements and provide all information as requested in **Part 3 – BID PREPARATION INSTRUCTION, Section II – 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.

PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION

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

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

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

5.1 Certifications Required with the Bid

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

5.1.1 Integrity Provisions - Declaration of Convicted Offences

In accordance with the Integrity Provisions of the Standard Instructions, all bidders must provide with their bid, **if applicable**, the Integrity 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 specified will render the bid non-responsive.

5.2.1 Integrity Provisions – Required Documentation

In accordance with the section titled Information to be provided when bidding, contracting or entering into a real property agreement of the [Ineligibility and Suspension Policy](http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html) (<http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html>), the Bidder must provide the required documentation, as applicable, to be given further consideration in the procurement process.

5.2.2 Federal Contractors Program for Employment Equity - Bid Certification

By submitting a bid, the Bidder certifies that the Bidder, and any of the Bidder's members if the Bidder is a Joint Venture, is not named on the Federal Contractors Program (FCP) for employment equity "FCP Limited Eligibility to Bid" list available at the bottom of the page of the [Employment and Social Development Canada \(ESDC\) - Labour's](https://www.canada.ca/en/employment-social-development/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 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.

PART 6 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS

6.1 Security Requirements

There is no security requirement applicable to this contract.

6.2 Insurance Requirements

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

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

PART 7 - RESULTING CONTRACT CLAUSES

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

7.1 Requirement

The Contractor must provide to the Department of Fisheries and Ocean five (5) 5.0 – 5.5m (18') fiberglass boats with a center console and a trailer for each boat built in accordance with the Technical Statement of Requirement (TSOR) at Annex A and the Bidder Questions and Canada Responses at Annex D.

7.1.1 Optional Goods and/or Services

The Contractor grants to Canada the irrevocable option to purchase one (1) additional 5.0 – 5.5m (18') fiberglass boat with a center console and a trailer, described at Annex A of the Contract under the same conditions and at the prices and/or rates stated in the Contract. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option at any time before the expiry of the Contract by sending a written notice to the Contractor.

7.2 Standard Clauses and Conditions

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

7.2.1 General Conditions

[2030](#) (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.

7.3 Security Requirements

7.3.1 There is no security requirement applicable to the Contract.

7.4 Term of Contract

7.4.1 Delivery Date

All the deliverables must be received on or before March 29, 2022.

7.4.2 Delivery Points

Delivery of the requirement will be made to:

195 Southside Road
St. John's, NL
A1E 0A3

7.4.2.1 Shipping Instructions – Delivery at Destination

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

Delivery Duty Paid (DDP) St. John's, NL Incoterms 2000 for shipments from a commercial contractor.

7.5 Authorities

7.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Tania Roy
Supply Specialist
Public Works and Government Services Canada
Defence and Marine Procurement Branch
Refit, Logistics and Small Vessel Construction Directorate
Portage III, 6A2-14
11 Laurier Street, Gatineau, Quebec
K1A 0S5

Telephone: 873-355-3337

E-mail address: tania.roy@tpsgc-pwgsc.gc.ca

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

7.5.2 Technical Authority

(Information to be provided at contract award)

The Technical Authority for the Contract is:

Name: _____
Title: _____
Organization: _____
Address: _____

Telephone: ____ - ____ - ____
Facsimile: ____ - ____ - ____
E-mail address: _____

The Technical Authority is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the 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 Contractor's Representative

(Information to be provided at contract award)

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, as specified in **Annex B – Basis of Payment** for a cost of \$_____. Customs duties are included and Applicable taxes are extra.

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

7.6.1.1 Charge-out Rate / Material Mark-up

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

1. The Charge-out Rate specified below includes all classes of labor, engineering and foreperson, and all overheads, supervision and profit. The Charge-out Rate will be used for pricing unscheduled work that results in an increase or decrease in the Work Period, except as noted in the clause entitled "Overtime".

Charge-out Rate - \$...../person/hour

2. Overtime:

Occasionally, Canada may elect to authorize overtime, for Unscheduled Work only. If this is the case, and the rate is greater than the Charge-out Rate, cost of labor hours will be determined on the following basis;

Time and one-half rate: \$...../person/hour

Double Time Rate: \$...../person/hour

3. The cost of material must be the net laid-down cost of the material to which must be added a mark-up of 10% of the net laid-down cost of the material. For the purposes of pricing, Unscheduled Work and material must be deemed to include subcontracts.

7.6.2 Time Verification

Time charged and the accuracy of the Contractor's time recording system are subject to verification by Canada, before or after payment is made to the Contractor. If verification is done after payment, the Contractor must repay any overpayment, at Canada's request.

7.6.3 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.

7.6.4 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. The Contractor is responsible for the performance of all subcontractors and engineering and supervisory services in the field.

7.6.5 Milestone Payment

Canada will make milestone payments in accordance with the Schedule of Milestones detailed in the Contract and the payment provisions of the Contract if:

- a. an accurate and complete claim for payment using [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. all the certificates appearing on form [PWGSC-TPSGC 1111](#) have been signed by the respective authorized representatives;
- c. all work associated with the milestone and as applicable any deliverable required has been completed and accepted by Canada.

7.6.6 Schedule of Milestones

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

Milestone No.	Description of deliverable(s)	%	Boat 1	Boat 2	Boat 3	Boat 4	Boat 5
A	Hull materials delivered to Contractor and sustained construction commenced;	20%	\$	\$	\$	\$	\$
B	Hull and deck completed, but not closed in to allow for full inspection of the structure;	20%	\$	\$	\$	\$	\$
C	Boat, trailer and all other documents delivered and accepted by Canada.	57%	\$	\$	\$	\$	\$
D	End of the 12 month warranty period. Final acceptance.	3%	\$	\$	\$	\$	\$

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

The payment for the delivery, **Milestone C** must be payable by Canada upon delivery and acceptance of the boat, trailer and manuals by Canada, minus the holdback for double the total estimated value of any outstanding work items.

The holdback for outstanding work must be payable by Canada upon completion of the outstanding work and when the work is accepted by Canada.

The payment for completion of the twelve month warranty period, **Milestone D** must be payable by Canada upon completion of the warranty period of the vessel, minus the total cost of any work undertaken by Canada to repair any defects subject to warranty.

7.7 Invoicing Instructions

1. The Contractor must submit a claim for payment using form [PWGSC-TPSGC 1111](#), Claim for Progress Payment.

Each claim must show:

- a. all information required on form [PWGSC-TPSGC 1111](#);
 - b. all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
 - c. the description and value of the milestone claimed as detailed in the Contract;
 - d. quality assurance documentation when applicable and/or as requested by the Contracting Authority.
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 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.
4. The Technical Authority will then forward the original of the claim to the Contracting Authority for certification and onward submission to the Payment Office for the remaining certification and payment action.
5. The Contractor must not submit claims until all work identified in the claim is completed.

7.8 Certifications and Additional Information

7.8.1 Compliance

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

7.8.2 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.

7.8.3 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.

7.9 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. Cost of holding such pre-production meeting must be included in the price of the bid. Please note that the travel and living expenses for Government Personnel will be arranged and paid for by Canada.

7.10 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;
 - g. the start and the end of the 12 month warranty period.

Note: Technical Manuals will not be returned once approved.

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

7.11 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:
 - a. PART 1: The Contractor must answer the following three questions:
 - i. is the project on schedule ?
 - ii. is the project within budget ?
 - iii. is the project free of any areas of concern in which the assistance or guidance of Canada may be required ?

Each negative response must be supported with an explanation.

- b. 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:

- i. a description of the progress of each task and of the Work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished.
- ii. an explanation of any variation from the schedule.

7.12 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.


7.12.1 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:

1. Progress to date;
2. Variation from planned progress and the corrective action to be taken during the next reporting period;
3. 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);
4. Proposed changes to the schedule;
5. Progress on action items, problems or special issues;
6. Deliverables submitted prior to PRM;
7. Milestones (technical and financial);
8. Activities planned for the next reporting period;
9. Status of any change notifications and requests;
10. Any changes to the PMP; and
11. Other business as mutually agreed to by Canada and the Contractor.

7.13 Procedures for Design Change or Additional Work

These procedures must be followed for any design change or additional work.

1. When Canada requests design change or additional work:
 - a. The Technical Authority will provide the Contracting Authority with a description of the design change or additional work in sufficient detail to allow the Contractor to provide the following information:
 - i. any impact of the design change or additional work on the requirement of the Contract;
 - ii. a price breakdown of the cost (increase or decrease) associated with the implementation of the design change or the performance of the additional work using either the form PWGSC-TPSGC 1686, Quotation for Design Change or Additional Work, or the form PWGSC-TPSGC 1379  (PDF 56KB) - (Help on File Formats) Work Arising or New Work.
 - iii. a schedule to implement the design change or to perform the additional work and the impact on the contract delivery schedule.
 - b. The Contracting Authority will then forward this information to the Contractor.

- c. The Contractor will return the completed form to the Contracting Authority for evaluation and negotiation. Once agreement has been reached, the form must be signed by all parties in the appropriate signature blocks. This constitutes the written authorization for the Contractor to proceed with the work, and the Contract will be amended accordingly.
2. When the Contractor requests design change or additional work:
 - a. The Contractor must provide the Contracting Authority with a request for design change or additional work in sufficient detail for review by Canada.
 - b. The Contracting Authority will forward the request to the Technical Authority for review.
 - c. If Canada agrees that a design change or additional work is required, then the procedures detailed in paragraph 1 are to be followed.
 - d. The Contracting Authority will inform the Contractor in writing if Canada determines that the design change or additional work is not required.
3. Approval
The Contractor must not proceed with any design change or additional work without the written authorization of the Contracting Authority. Any work performed without the Contracting Authority's written authorization will be considered outside the scope of the Contract and no payment will be made for such work.

7.14 Quality Management Systems

1. The Contractor must have in place a Quality Assurance Program approved by the Inspection Authority during the performance of the Work.
2. The Contractor's facilities may be audited by Canada, or its authorized representative, during the performance of the Work to ensure that the approved system is in place and in accordance with the foregoing requirement.
3. The Contractor will be required to submit completed quality assurance documentation with each claim for payment as applicable.

7.15 Government Supplied Material

The following equipment will be Government Supplied Material (GSM) and must be installed, mounted, set-up, fully functional and in accordance with the manufacturer's installation recommendations:

- 1) One (1) Mercury 60HP outboard motor for each boats.

7.16 Manuals

1. No later than 14 calendar days prior to delivery of the boat, the Contractor must obtain and deliver to the Technical Authority for approval all Data Books. Operating Instruction Books and Maintenance Manuals 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.

7.17 Inspection, Test & Trials

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

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

3. Once approved, any modification to the ITP must be pre-approved by the Technical Authority. A revised ITP will be required should any modification be made.

7.18 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 Technical Statement of Requirement and to the satisfaction of the Technical Authority, as submitted, the Technical Authority will have the right to reject it or require its correction at the sole expense of the Contractor before recommending payment.

7.18.1 Outstanding Work and Acceptance

The Technical 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 Technical Authority on the work completion date to review and sign off the form PWGSC-TPSGC 1105, Acceptance. 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 that work is completed.

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.

7.19 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.

7.20 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*).

7.21 Priority of Documents

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

- (a) the Articles of Agreement;
- (b) the supplemental general conditions 1028 (2010-08-16), Ship Construction – Firm Price;
- (c) the general conditions 2030 (2020-05-28), General Conditions – Higher Complexity – Goods;
- (d) Annex A, Technical Statement of Requirement;
- (e) Annex B, Basis of Payment;
- (f) Annex C, List of Subcontractors;
- (g) Annex D, Bidder Questions and Canada Responses;
- (h) Annex E, Insurance Requirements;
- (i) Annex F, Inspection / Quality Assurance / Quality Control;
- (j) the Contractor's bid dated _____, (*insert date of bid*).

7.22 SACC Manual Clauses

B9028C (2007-05-25), Access to Facilities and Equipment
D0018C (2007-11-30), Delivery and Unloading
D2000C (2007-11-30), Marking
D2001C (2007-11-30), Labelling
H4500C (2010-01-11), Lien – Section 427 of the Bank Act.

7.23 Insurance – Specific Requirements

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

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

The Contractor must forward to the Contracting Authority within ten (10) days after the date of award of the Contract, a Certificate of Insurance evidencing the insurance coverage and confirming that the insurance policy complying with the requirements is in force. For Canadian-based Contractors, coverage must be placed with an Insurer licensed to carry out business in Canada, however, for Foreign-based Contractors, coverage must be placed with an Insurer with an A.M. Best Rating no less than "A-". The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

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7.24 Dispute Resolution

- (a) The parties agree to maintain open and honest communication about the Work throughout and after the performance of the contract.
- (b) The parties agree to consult and co-operate with each other in the furtherance of the contract and promptly notify the other party or parties and attempt to resolve problems or differences that may arise.
- (c) If the parties cannot resolve a dispute through consultation and cooperation, the parties agree to consult a neutral third party offering alternative dispute resolution services to attempt to address the dispute.
- (d) Options of alternative dispute resolution services can be found on Canada's Buy and Sell website under the heading "[Dispute Resolution](#)".

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ANNEX "A"

TECHNICAL STATEMENT OF REQUIREMENT

(see at the end of the document)

ANNEX "B"

BASIS OF PAYMENT

B1: Firm Price (CAD\$)

Item	Description	Boat 1	Boat 2	Boat 3	Boat 4	Boat 5
B1.1	Five (5) 18' fiberglass boats with center console built in accordance with Annex A and Annex D.	\$	\$	\$	\$	\$
B1.2	Five (5) Trailer built in accordance with Annex A and Annex D	\$	\$	\$	\$	\$
B1.3	Transportation cost for delivery of 5 boats and trailers to: 195 Southside Road St. John's, NL	\$	\$	\$	\$	\$
	TOTAL WITHOUT GST/HST	\$	\$	\$	\$	\$
TOTAL CONTRACT VALUE WITHOUT GST/HST						\$

B2: Schedule of Milestones (CAD\$)

Milestone No.	Description of deliverable(s)	%	Boat 1	Boat 2	Boat 3	Boat 4	Boat 5
A	Hull materials delivered to Contractor and sustained construction commenced;	20%	\$	\$	\$	\$	\$
B	Hull and deck completed, but not closed in to allow for full inspection of the structure;	20%	\$	\$	\$	\$	\$
C	Boat, trailer and all other documents delivered and accepted by Canada.	57%	\$	\$	\$	\$	\$
D	End of the 12 month warranty period. Final acceptance.	3%	\$	\$	\$	\$	\$
	Total	100%	\$	\$	\$	\$	\$

B3: Charge-out Rate / Material Mark-up for Unscheduled Work

Item	Description	Firm Amount
A	Charge-out Rate	\$ /person/hour
B	Overtime: Time and one-half Rate	\$ /person/hour
C	Double Time Rate	\$ /person/hour

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B4: Firm Price (CAD\$) and Schedule of Milestone for optional boat.
The price of the optional boat will not form part of the total contract value.

Item	Description	One (1) Optional Boat
B4.1	One (1) 18' fiberglass boat with center console built in accordance with Annex A and Annex D.	\$
B4.2	One (1) Trailer built in accordance with Annex A and Annex D	\$
B4.3	Transportation cost for delivery of one boat and trailer to: 195 Southside Road St. John's, NL	\$
TOTAL WITHOUT GST/HST		\$

Milestone No.	Description of deliverable(s)	%	Optional Boat
A	Hull materials delivered to Contractor and sustained construction commenced;	20%	\$
B	Hull and deck completed, but not closed in to allow for full inspection of the structure;	20%	\$
C	Boat, trailer and all other documents delivered and accepted by Canada.	57%	\$
D	End of the 12 month warranty period. Final acceptance.	3%	\$
TOTAL		100%	\$

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ANNEX "C"

LIST OF SUBCONTRACTORS

Specification Item	Description of Goods/Services (incl. Make, Model No, as applicable)	Name of Supplier	Address of Supplier

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ANNEX "D"

BIDDER QUESTIONS AND CANADA RESPONSES

Completed and updated during the submission period

ANNEX "E"

INSURANCE REQUIREMENTS

General Commercial Insurance

1. The Contractor must obtain Commercial General Liability Insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$2,000,000 per accident or occurrence and in the annual aggregate.

2. The Commercial General Liability policy must include the following:

(a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows: Canada, as represented by Public Works and Government Services Canada.

(b) Bodily Injury and Property Damage to third parties arising out of the operations of the Contractor.

(c) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Contractor and/or arising out of operations that have been completed by the Contractor.

(d) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character.

(e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.

(f) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.

(g) Employees and, if applicable, Volunteers must be included as Additional Insured.

(h) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar program).

(i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy.

(j) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority 30 days written notice of policy cancellation.

(k) If the policy is written on a claims-made basis, coverage must be in place for a period of at least 12 months after the completion or termination of the Contract.

(l) Owners' or Contractors' Protective Liability: Covers the damages that the Contractor becomes legally obligated to pay arising out of the operations of a subcontractor.

(m) Non-Owned Automobile Liability - Coverage for suits against the Contractor resulting from the use of hired or non-owned vehicles.

(n), (o), (p), (q) not used.

(r) 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.

Marine Liability Insurance

1. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the Marine Liability Act, S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.

2. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.

3. The Protection and Indemnity insurance policy must include the following:

(a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.

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(b) Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by the Department of Public Services and Procurement Canada and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.

(c) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority 30 days written notice of cancellation.

(d) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.

(e) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to:

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

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

4. 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.

ANNEX "F"

INSPECTION / QUALITY ASSURANCE / QUALITY CONTROL

1. Conduct of Inspection

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

2. Inspection Records and Reports

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

(g) Quality Control, Inspection and Test records that substantiate conformance to the specified requirements, including records of corrective actions, must be retained by the Contractor for three (3) years from the date of completion or termination of the Contract and must be made available to the Contracting Authority and to the Inspection Authority upon request.

3. Inspection and Trials Process

3.1 Inspection

(a) Upon receipt and acceptance of the Contractor's ITP, inspection will consist of a number of Inspection Points supplemented by such other inspections, tests, demonstrations and trials as may be deemed necessary by the Inspection Authority to permit him to certify that the work has been performed in compliance with the provisions of the specification. The Contractor must be responsible for notifying the designated Inspection Authority of when the work will be available for inspection, sufficiently in advance to permit the designated Inspection Authority to arrange for the appropriate inspection.

(b) The Inspection Authority will inspect the materials, equipment and work throughout the project against the provisions of the specification and, where non-conformances are noted, will issue appropriate INSPECTION NON-CONFORMANCE REPORTS.

(c) The Contract requires the implementation of a Quality Assurance/Quality Control system, so the Inspection authority must require that the Contractor provide a copy of its internal inspection report pertaining to a work item before conducting the requested inspection. If third party inspections are required by the Contract (e.g. inspections by a certified CWB 178.2 welding inspector), the reports of these inspections must be required before the Work is inspected by the Inspection Authority.

(d) The QA/QC system is a requirement, so if the documentation is presented to the Inspection Authority before an inspection stating that the Work is satisfactory but the Inspection Authority finds that the Work has not been satisfactorily inspected, the Inspection Authority must issue an Inspection Non-conformance Report against the Work and another against the failure of the Contractor's QA/QC system.

(e) Before carrying out any inspection, the Inspection Authority must review the requirements for the Work and the acceptance and/or rejection standards to be applied. Where more than one standard or requirement is called up and they are potentially conflicting, the Inspection Authority must refer to the order of precedence in the Contract to determine the standard or requirement to be applied.

3.2 Inspection Non-conformance report

(a) An Inspection Non-conformance report will be issued for each non-conformance noted by the Inspection Authority. Each report will be uniquely numbered for reference purposes, will be signed and dated by the Inspection Authority, and will describe the non-conformance.

(b) When the non-conformance has been corrected by the Contractor and has been re-inspected and accepted by the Inspection Authority, the Inspection Authority will complete the Report by adding an applicable signed and dated notation.

(c) At the end of the project, the content of all Inspection Non-conformance Reports which have not been signed-off by the Inspection Authority will be transferred to the Acceptance documents before the Inspection Authority's certification of such documents.

3.3 Tests, Trials, and Demonstrations

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

(b) Where the specifications contain a specific performance requirement for any component, equipment, sub-system or system, the Contractor must test such component, equipment, sub-system or system to the satisfaction of the Inspection Authority, to prove that the specified performance has been achieved and that the component, equipment, sub-system or system performs as required by the specifications.

(c) Tests, trials and demonstrations must be conducted in accordance with a logical, systematic schedule which must ensure that all associated components and equipment are proven before sub-systems demonstration or testing, and that sub-systems are proven before system demonstration or testing.

(d) Where the Specifications do not contain specific performance requirements for any component, equipment, sub-system or system, the Contractor must demonstrate such component, equipment, sub-system or system to the satisfaction of the Inspection Authority.

(e) The Contractor must co-ordinate each test, trial and demonstration with all interested parties, including the Inspection, Contracting and Technical Authorities; regulatory authorities; Classification Society; Sub-contractors; etc. The Contractor must provide the Inspection Authority and other Government of Canada Authorities with a minimum of ten (10) working days' notice of each scheduled test, trial, or demonstration.

(f) The Contractor must keep written records of all tests, trials, and demonstrations conducted required by the QA System.

(g) The Contractor must in all respects be responsible for the conduct of all tests and trials in accordance with the requirements of the Contract.

(h) The Contracting Authority and the Inspection/Technical Authority reserve the right to defer starting or continuing with any sea trials for any reasonable cause including but not limited to adverse weather, visibility, equipment failure or degradation, lack of qualified personnel and inadequate compliance with safety standards.

DEPARTMENT OF FISHERIES AND OCEANS

ANNEX A

Technical Statement of Requirements Supply of five (5) 5.0 to 5.5m (18') Fibreglass Boat with center console and trailer

**TRANSPORT CANADA MARINE SAFETY BRANCH (TCMSB) TP1332 (2010)
APPROVED CONSTRUCTION**

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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
RHIB	Rigid Hull Inflatable Boat
TA	Technical Authority (As defined by the Contract)
TCMS	Transport Canada Marine Safety
UV	Ultraviolet
VHF	Very High Frequency

1.0 OVERVIEW

1.1 General

- 1.1.1 The aim of this requisition is to purchase five (5) 5.0-5.5m fibreglass open boats with a center console that can be operated in, semi-coastal and inland waters areas. The boat will be operated in waters of Newfoundland and Labrador for the Light House Program
- 1.1.2 The contractor must also supply a trailer for each boat as per section 14.0.
- 1.1.3 These crafts will be primarily shore based and will be launched and retrieved using trailers.

2.0 OPERATIONAL REQUIREMENTS

2.1 General

- 2.1.1 Unless otherwise stated, performance will be for conditions of zero sea state and no wind, in salt 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.
- 2.1.2 Maximum speed: minimum of 25 knots.
- 2.1.3 Depth under Keel:
 - 2.1.3.1 Operate fully in depths of 1.0 meter with outboard motor lowered.
 - 2.1.3.2 Basic manoeuvring in depths of 0.80 meters with outboard motor in the partially raised position.

2.2 Environmental Conditions:

- 2.2.1 Capable of operating in day or night in the following conditions:
 - 2.2.1.1 Average ambient air temperature range: -5°C to + 30°C
 - 2.2.1.2 Average water temperature: 0°C to +20°C.
- 2.2.2 The boats must be designed to ISO 12217-1 Design Category C

3.0 CONTRACTOR CONSTRUCTION PRACTICES

3.1 General

- 3.1.1 Unless stated otherwise all components, equipment and material must be Contractor supplied.

3.2 Ergonomic design

- 3.2.1 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.
- 3.2.2 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' 4" in height, wearing cold weather clothing.

3.2.3 Equipment which must be accessible for use, inspection, cleaning and maintenance per ASTM F1166-88.

3.3 Vibration

3.3.1 The boat and all components 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.

3.3.2 Mounts for movable components, including items moved for stowage, towing or transport must be provided with resilient material as necessary to prevent rattling.

3.3.3 Loosening of fasteners under vibration must be prevented by the use of self-locking fasteners.

3.4 Equipment protection

3.4.1 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.

3.5 Site cleanliness

3.5.1 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.

3.6 Facilities (applicable to GRP components)

3.6.1 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.

4.0 CONSTRUCTION STANDARDS

4.1 Transport Canada Marine Safety Regulation TP 1332 (2010)

4.1.1 "Construction Standards for Small Vessels", which incorporate references to ABYC standards for equipment such as fuel tanks and fuel systems, as well as tank space ventilation, and ISO standards for stability, loading capacity, deck drainage etc. as delegated to ISO 11812 / 12216 / 12217.

4.2 CSA C22.2 No. 183.2-M1983 (R2008) Standards for DC Electrical Installations

on Boats and ABYC 'E' electrical standards.

5.0 VESSEL PARTICULARS

5.1 Length overall between 5.0 and 5.5 meters.

5.2 Breadth overall between 2.0 and 2.2 meters.

5.3 Normal load condition :

5.3.1 All of the fitted equipment (e.g. navigational and safety equipment, outboard motors, anchor)

5.3.2 Crew of 2 (200 kg)

5.3.3 Full fuel tank(s)

5.3.4 Equipment and supplies : 100kg

6.0 VESSEL CONFIGURATION

6.1 Seating and Console Configuration:

6.1.1 The general configuration of the boat must be on open style boat with center console.

6.1.2 Dash to be protected from wind on front and sides (windshield) to allow for comfortable stand-up operations.

6.1.3 The boat must be equipped with welded stainless steel bow rail and side rails.

6.1.4 The console must be fitted so as to provide proper access to foredeck, for work over the side while leaving sufficient unobstructed work deck space to allow for the securing equipment forward. Space between console and bulwark must be sufficient for safe passage of personnel.

6.1.5 The layout of the console must take into account ergonomic considerations, with easy viewing and access to all critical instruments and controls.

6.2 Seating

6.2.1 The boat must be fitted with a leaning post with upholstered cushion and grab rail fitted aft of the center console. The leaning post must also have room for storage.

6.3 Consoles

6.3.1 The console must be fabricated to low weight, high strength specifications from GRP, or Aluminium.

6.3.2 Engine controls must be situated on the starboard side of the operator's position, and must be situated in such a manner that the operation of one control, or the steering wheel, must not inadvertently activate or deactivate any of the other controls.

6.3.3 The operator's console must be outfitted as follows:

6.3.3.1 Regulatory equipment:

6.3.3.1.1 2-¾ inch dia. damped card magnetic compass, lighted and adjustable for deviation.

- 6.3.3.1.2 Note: Deviation Card to be Owner responsibility.
- 6.3.3.1.3 Regulatory compliant electric horn.
- 6.3.3.2 Engine equipment: (Engine Mfg. Digital gauge sets may display the following:)
- 6.3.3.2.1 Individual Keyed Ignition Switches with emergency stop clip and lanyard for each engine, if available.
- 6.3.3.2.2 Tachometer for each engine, and alarms.
- 6.3.3.2.3 Cooling water temperature gauge (if displayed).
- 6.3.3.2.4 Tilt / trim gauge for each propulsion unit.
- 6.3.3.2.5 An hour meter for each engine.
- 6.3.3.2.6 Fuel gauge for the fuel tank.
- 6.3.3.2.7 Remote oil tank level gauges, if separate oil reservoir.
- 6.3.3.2.8 Battery Condition Indicator for each battery
- 6.3.3.3 Other:
- 6.3.3.3.1 A depth sounder as detailed in the electronics section 16.4
- 6.3.3.3.2 A breaker circuit panel, weather protected, waterproof faced.
- 6.3.3.3.3 Separate waterproof dimmer switches for the compass and engine instruments.
- 6.3.3.3.4 All alarm panels visual indicators to be mounted in plain view of operators.
- 6.3.3.3.5 Installation and operating space for one VHF installation detailed in section 8.
- 6.3.3.3.6 NOTE: various labels and notices are required for the vessel per TP 1332, and ISO regulations.
- 6.3.4 Handholds must be positioned on the console to allow seated and standing operators or passengers to retain a firm grip. The handles must be positioned, along the top edges, at the sides of the console top.
- 6.3.5 Prior to commencement of console construction, a mock-up of the console arrangement must be completed within 6 weeks of contract award for evaluation and approval by the Technical Authority.

7.0 CONSTRUCTION REQUIREMENTS

7.1 Hull and Deck: Material:

- 7.1.1 Hulls must be constructed of glass-reinforced plastic (GRP) using fire rated Vinylester Resin with a compatible gelcoat.
- 7.1.2 Hull areas not used for storage or bilge must be filled with closed cell polyurethane foam to insure 100% flotation when vessel is swamped.
- 7.1.3 The deck and hull must be moulded and the deck must have a suitable non-skid finish.
- 7.1.4 The core material other than Transom core, is to be Polyvinyl Chloride foam, or equal. The core is to be installed as per the core manufacturer's specifications.
- 7.1.5 The Transom core is to be reinforced using marine grade plywood of a total thickness of 2" that meets the requirements of Voluntary Product Standard PS 1-95: Construction and Industrial Plywood. In addition the plywood is to

be pressure-preservative treated.

7.1.6 Decks must be self-draining.

7.1.7 The deck surface must be non-skid.

7.1.8 If applicable, fuel tank spaces to have ventilation flow through from bow to stern (ignition protected fan assist for start-up, or maintenance, for gasoline applications).

7.1.9 Hull and deck color must be grey (RAL 7042) as referenced in Appendix A: FC 08-2007.

7.2 Stowage:

7.2.1 Weather-tight bow box for storage must be provided of approx. 0.35 cubic meters capacity and installed securely using fasteners that allow the box to be easily removed.

7.2.2 Arrangements must be provided for safe, secure and accessible stowage of an anchor and cable, paddles, and other equipment.

7.3 Bow and Stern Eyes:

7.3.1 A stainless steel bow eye must be installed into the stem to allow the vessel to be towed at a speed of 5 knots in calm seas with a normal load as per section 5.4 and an even trim, without damaging the vessel. The bow eye must also serve to attach the slip hook for transportation by trailer.

7.3.2 Two (2) stainless steel stern eyes must be mounted for trailer tie-downs

7.4 Beaching shoe

7.4.1 The hull should have Stainless steel beaching shoe – minimum length, starting approximately forward 1/3 of hull to towing eye

7.5 Swim Platform

7.5.1 The boat must be fitted with a small swim platform fitted aft on either side of the outboard engine with a retractable stainless steel ladder. The swim platform must not in any way interfere with the operation of the outboard engine.

7.6 Bumper/ Fender

7.6.1 The entire length of the gunwale on each side and around the bow (except the transom) must be fitted with a suitable resilient guard 'D' rubber 5 cm (2 inches) secured to a sheer strip of ¼" flat bar with a flat bar fastening strip inserted in the 'D' rubber, and the 'D' rubber drilled for fastening bolts.

7.7 National Asset Code

7.7.1 . Within four (4) weeks of contract award the Technical authority will supply the contractor a list of five (5) National Asset codes. One code per asset will be assigned. The contractor must add this code to the builders plate of each vessel with the prefix "National Asset Code".

8.0 OUTFITTING AND EQUIPMENT

8.1 Electrical:

- 8.1.1 The electrical system must be completely waterproofed and easily accessible, incorporating a waterproof breaker panel with a minimum of 10 circuits fitted.
- 8.1.2 Twelve (12) volt DC distribution system must be provided to power the engine and boat service loads, with minimum 20% spare breakers, including:
 - 8.1.2.1 Navigation lights.
 - 8.1.2.2 Navigational equipment.
 - 8.1.2.3 Instrumentation.
 - 8.1.2.4 Communications
- 8.1.3 Batteries and Cables:
 - 8.1.3.1 The Craft must have a dual-battery system with dual-battery selector switch mounted in a recessed position that conforms to engine manufacturer's specifications. Guest 2300A dual battery / dual battery selector switch is suitable (or equivalent).
 - 8.1.3.2 Batteries must be marine grade glass mat or gel type maintenance free to eliminate leakage, and a minimum 1000 deep-cycle cranking amps.

8.2 Navigation Lighting and Equipment:

- 8.2.1 The Contractor must supply and install an electric horn that meets the requirements of the Collision Regulations. The horn must be operated by a spring-loaded switch located on the operators' console. The "Signaltone" model RB-85, or Ongaro electric horn meets this requirement (or equivalent), to be mounted facing forward.
- 8.2.2 Navigation lights must be permanently fitted to boat with protected wiring and must be weatherproofed.
- 8.2.3 The fixtures must be of such a design as to resist the effects of vibration and must be provided with adequate protection from damage, which may occur when laying along side a vessel or a pier.
- 8.2.4 Non-white navigation lighting must be wired together on a separate breaker of the 12 volt DC electrical system and all around Mast / Anchor light showing clear above the radar scanner will be on a separate switch. Two (2) switches to be provided, labelled: Nav 1 (masthead / anchor) and Nav 2 (side (running) lights)
- 8.2.5 Magnetic Compass:
 - 8.2.5.1 The Contractor must provide and install a direct read compass, with light.
- 8.2.6 Lighting:
 - 8.2.6.1 Progressive dimmers of marine grade must be fitted on the console for the engine gauges and compass illumination. They must have the capability of dimming engine monitoring gauges and other indicators separately from compass illumination.

- 8.2.6.2 Craft must be fitted with one (1) marine grade floodlights, suitable for illuminating the deck space.
- 8.2.6.3 A blue flashing light (strobe type) must be fitted.
- 8.2.6.4 All navigation lights must display the arc and range of visibility as defined in the Canada Shipping Act, Collision Regulations.
[Http://www.tc.gc.ca/acts-regulations/GENERAL/C/csa/regulations/010/csa014/csa14.tml](http://www.tc.gc.ca/acts-regulations/GENERAL/C/csa/regulations/010/csa014/csa14.tml).
- 8.2.6.5 Two (2) accessory plugs (12 Volt D.C. with screw on watertight caps) will be installed on the boat, one on the forward end of the operator console, one on the aft end of the operator console.

8.3 Electronic Equipment:

- 8.3.1 These vessels must be equipped with the following electronics navigation and communications equipment, with displays located as described for the consoles, in addition to the regulatory required compass and horn.
Arrangement to be approved by the Technical Authority.
- 8.3.2 Chartplotter/Sounder – 5 inch colour with dual frequency transducer.
- 8.3.3 ICOM – M504 – DSC VHF (or equivalent)
- 8.3.4 External Powered Speaker – for ICOM Radio
- 8.3.5 Shakespeare – 5247A - VHF Antenna (or equivalent)
- 8.3.6 Garmin – G2 BlueChart – Map Software, or equal dependent on service area.

8.4 Pumping and Drainage:

- 8.4.1 An electric bilge pump with 1500 gph capacity must be fitted in the main hull or largest watertight division as well as a fixed manual operated bilge pump of the diaphragm type. The bilge pump(s) must be located so that they take suction from the lowest point of the hull. Piping must be installed which will allow the bilge pump(s) to discharge directly overboard.
- 8.4.2 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, or equivalent, meets this requirement.) The electric bilge pump control switch must be located on the operator's console, with settings for 'momentary on', 'off', and 'automatic' operation. An indicator light must be provided at the control that lights when the bilge pump is operating.
- 8.4.3 Hull drainage - a non-corrosive threaded plug must be provided in the lowest point to drain the hull when out of the water.
- 8.4.4 Valves and handles must be bronze, or other non-corroding materials such as stainless steel, or aluminium, and must be located where they are readily accessible for operation, maintenance or removal.

8.5 Lifesaving Emergency Equipment:

- 8.5.1 The following items must be provided with appropriate stowage / securing arrangements (as appropriate for each item). All CFM fittings must be heavy duty, corrosion resistant fittings. All items must be readily accessible.
 - 8.5.1.1 Contractor will supply and outfit the boat with the following emergency

- equipment, and stowage locations and fittings for same:
- 8.5.1.2 Fire extinguisher (Class 5BC, marine type).
 - 8.5.1.3 2 paddles.
 - 8.5.1.4 Mooring lines.
 - 8.5.1.5 one buoyant heaving line.
 - 8.5.1.6 one water proof electric torch with spare batteries and bulb.
 - 8.5.1.7 one whistle.
 - 8.5.1.8 first aid kit in waterproof container.
 - 8.5.1.9 One buoyant rescue quoits attached to the buoyant line (8.8.1.11).

9.0 PROPULSION

9.1 General

- 9.1.1 Outboard motor must be GOVERNMENT SUPPLIED MATERIAL (GSM) and Contractor installed Mercury 60HP outboard.
- 9.1.2 Kill Switch – Contractor must ensure that a Kill switch must be incorporated as an automatic shutdown feature for each engine to be mounted near the ignition switches.
- 9.1.3 Control cables, harnesses, and all ancillary equipment will be CFM. Control cables must be manufacturers best quality, or Morse 33 supreme or equal fitted with engine mfg. connector ends.
- 9.1.4 The propeller will be stainless steel. Contractor must inform the Technical Authority of appropriate pitch and diameter to meet the Performance Requirements as determined by the Contractor developed design check. Propellers must be CFM.

9.2 Fuel Systems :

- 9.2.1 Valves and fittings used in the fuel system must be bronze, or other non-corroding materials such as suitable types of brass, aluminium, or stainless steel, and all fuel valves should be readily accessible and labelled.
- 9.2.2 Each fuel vent (if applicable) must be fitted with a ball check valve.
- 9.2.3 Fuel filling pipes (if applicable) must have a standpipe that stands proud of the deck at least 2 inches to avoid contamination entering.
- 9.2.4 The boat must have a minimum of 45 litres of fuel.
- 9.2.5 The fuel tank(s) (if applicable) supply must be fitted with a debris and water separating filter system (metal bowl) that is accessible for ease of maintenance. Racor 320 series or equivalent.
- 9.2.6 The tank(s) fitted must either be an approved portable tank secured to the boat or be manufactured from roto-moulded cross-linked polyethylene, or marine grade aluminium, with sufficient strapping to prevent any movement of the tank. There must be inspection hatch (es) in the deck (if applicable), to allow access to the fuel pick ups, (with the required shut-off valve at the tank), vent, and fill connections, and tank level indicators.
- 9.2.7 Bilge Blower: The gasoline tank space must be fitted with a 12V D.C. bilge blower system for assisted bilge ventilation, controlled by a separate

watertight switch on its own breaker at the control console.

9.3 Gasoline Outboards:

- 9.3.1.1 Outboard motors must be mounted per manufacturer's instructions.
- 9.3.1.2 Contractor to supply and install the digital gauge packs and equipment listed in above.
- 9.3.1.3 Oil tank, (if any) must be installed as per manufacturer's instructions. Any oil tanks mounted below deck will include remote oil filling, and where applicable an oil level gauge.
- 9.3.1.4 The Contractor must have the engine manufacturer's service agent inspect and verify the installation prior to trials and shipping.

9.3.2 Engines Mounting:

- 9.3.2.1 Transom style; (as specified)

10.0 STEERING SYSTEM

- 10.1** Steering systems must be hydraulic with a maximum of 4 turns from hard over to hard over. (The SeaStar steering system from Teleflex meets this requirement, or equivalent) (<http://www.teleflexmarine.com/steering-us/>).
- 10.2** All hydraulic steering hoses must be routed below deck and all hoses must be routed so that there are no pinch points on the hoses.
- 10.3** The wheel / console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture.
- 10.4** The Steering wheel must be stiff enough that during rough water operations there is no flexing of the wheel and the wheel should be padded to provide a comfortable non-slip surface for the operator to grip. (The wheel must have a welded metallic frame of suitable construction with an insulating grip of suitable diameter between 1" and 1.25".)

11.0 TESTS & TRIALS

11.1 Tests - General

- 11.1.1 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 vessel:
 - 11.1.1.1 Weight
 - 11.1.1.2 Construction Quality
 - 11.1.1.3 Propulsion Engines, including starting
 - 11.1.1.4 Propulsion Controls
 - 11.1.1.5 Steering System

- 11.1.1.6 Fuel System
- 11.1.1.7 Electrical System
- 11.1.1.8 Electronics

11.2 Sea Trials - General

- 11.2.1 Sea trials must be conducted by the Contractor to demonstrate the vessel and its equipment conform to the requirements as stated in the Contract. 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 must be drained from the fuel tank before shipping.
- 11.2.2 All Sea Trial instrumentation and equipment must be furnished and operated by the Contractor. Trial instrumentation, where applicable, must not replace the vessel'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.
- 11.2.3 The Contractor must submit a Test & Trials Plan to the Technical Authority and the Inspection Authority 2 weeks prior to sea trials, including a description of all of the acceptance trials to be performed. As a minimum, the following trials must be conducted: the vessel must operate in the Normal Loaded Condition.
 - 11.2.3.1 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.
 - 11.2.3.2 Endurance Trial -The vessel must operate in the Normal Loaded Condition, at maximum speed for no more than the maximum time allowed if it has not operated for the minimum break-in period (typically ten hours). 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 calculation can use manufacturers' data.
 - 11.2.3.3 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 1/3 of the rated engine horsepower
 - 11.2.3.4 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 vessel meets the stated requirements. Manoeuvring trials must be conducted in the Normal Load Condition and repeated in the Full Load Condition.

- 11.2.3.5 Technical Authority must be notified no less than 2 weeks prior to sea trials. The Technical Authority will witness and attend the sea trials. Sea trial results will be forwarded to the Technical Authority prior to delivery of the vessel.
- 11.2.3.6 At the conclusion of sea trials each vessel must be thoroughly cleaned and inspected. 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 Technical Authority.
- 11.2.3.7 For the purpose of the trials, Normal Loaded Condition must be considered to be the basic vessel, fitted with all normal equipment, full fuel, with complement and loads per Vessel Particulars, section 5.8.
- 11.2.4 Final Inspection and Acceptance (PWGSC Acceptance Document) for delivery Final Inspection must not be performed until all tests have been satisfactorily completed with data available for review. The vessel 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 provide these results to the Technical Authority, a copy of the trial results must be shipped with the deliverables for each vessel.
- 11.2.5 Stability examination per TP1332 will require the Contractor to record all stability calculation and trial results and provide a copy for each craft produced, to be placed in the technical manual, two (2) copies for the Technical Authority,.
- 11.2.6 Final Acceptance Upon delivery, the Technical Authority, or a representative of the Technical Authority will conduct the final delivery inspection. The Contractor must repair any damage to the vessel or ancillary equipment resulting from shipping to the satisfaction of the Technical Authority.
- 11.2.7 Trial Records: The Contractor must maintain records of testing for each vessel for a minimum of two years. The Contractor must prepare a testing check sheet that certifies that each test has been completed. The check sheet must indicate the actual weight of the vessel in Light Condition. The check sheet must also indicate the total loaded weight.

12.0 DOCUMENTATION

12.1 General

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

12.2 Technical Publications

- 12.2.1 Contractor must provide, upon delivery of the vessel, complete sets of technical publications of a comprehensive owner/operator manual that provides a physical and functional description of the craft, it's machinery and equipment, as well as delivery testing and sea trial result documentation. The manual must include but not be limited to sections such as: General Information, Technical Information, and Spare Parts List.
- 12.2.2 The contractor is to provide copies of the technical publications as follows:
 - 12.2.2.1 one (1) complete hard copy set of technical publications per vessel produced
 - 12.2.2.2 one (1) hard copy for the Technical Authority (if required)
 - 12.2.2.3 one (1) CD electronic copy for the Technical Authority (if required)

12.3 General Information Section

- 12.3.1 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:
 - 12.3.1.1 Operating procedures;
 - 12.3.1.2 Basic operating characteristics (such as temperatures, pressures, flow rates)
 - 12.3.1.3 Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step;
 - 12.3.1.4 Recommended planned maintenance;
 - 12.3.1.5 Complete troubleshooting procedures.

12.4 Technical Information Section

- 12.4.1 The Technical Information Section must include a complete set of detailed owners/operators manuals, drawings, parts lists and supplemental data for all components of the boat (whether acquired from external sources or custom-manufactured), including:
 - 12.4.1.1 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.
 - 12.4.1.2 Hull; including hull data, TEST and TRIAL results, serial or manufacturers' numbers, and equipment warranty cards.
 - 12.4.1.3 Pre-trial shop Testing Check Sheet.
 - 12.4.1.4 Engine(s) and equipment: including engine and propulsion serial numbers.
 - 12.4.1.5 Electronics, (if applicable): including model and serial numbers.
 - 12.4.1.6 Regulatory and Stability information: as required per TP 1332
 - 12.4.1.7 All components fitted to the vessel must have the Maintenance Data Sheet attached as "*Appendix C: Maintenance Data Sheet*", completed before acceptance of the vessel from the Contractor. This information will be used to populate the data base for the maintenance of the vessel.

- 12.4.1.8 Acceptance Certificates, and compliance sheets or certificates distributed with equipment i.e. life saving appliances, lifting appliances, engine test reports, calibration certificates, Nav light certificates, Fire suppression material certificates, flotation foam rating sheets. The initial inspection of the vessels after delivery, by TCMS, will establish TP 1332 compliance.
- 12.4.1.9 The Technical Publications 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):
 - 12.4.1.9.1 Propulsion: Propellers, filters, water pump impeller, batteries, throttle and shift cables, special engine tools.
 - 12.4.1.9.2 Electrical: panel breakers, fuses, light bulbs;
 - 12.4.1.9.3 Boat Structures and Fittings: Miscellaneous commonly used fasteners.

12.5 Documentation Required at Time of Bid

- 12.5.1 The following information must be provided for the tendering stage:
 - 12.5.1.1 A general arrangement.
 - 12.5.1.2 A description of how the bidder will meet each of the requirements of this Statement of Requirements
 - 12.5.1.3 The lightship weight.
 - 12.5.1.4 Structural Drawings showing Deck Plan, a Centerline profile and frame station construction details.
 - 12.5.1.5 A detailed Lines Plan
 - 12.5.1.6 A drawing of the fuel supply arrangement

13.0 SHIPPING AND DELIVERY

13.1 General

- 13.1.1 Prior to shipping, the boat is to be cleaned, appropriately protected and covered in accordance with the instructions specified in this section. All areas of the boat are to be cleaned prior to covering for shipping. Bilges are to be dry and free of oil and debris and the fuel tanks are to be dry. The propulsion system is to have been protected in accordance with the manufacturer's recommendations for storage in an environment that will be subjected to freezing temperatures (below -10 degrees Celsius). The batteries are to be disconnected. A warning plate is to be tied to the steering wheel with a wire indicating that the boat has been protected for shipping and storage and must not be started until the propulsion machinery has been reactivated. Cradles are to be designed to prevent any movement or damage of the boat and equipment during shipping and storage. All contact points with the boat are to be padded. A shrink wrap cover is to be provided to protect the boat during shipping and storage.

14.0 TRAILER

14.1 General

- 14.1.1 A trailer must be supplied and fitted by the contractor for each of the boats as per the following requirements:
- 14.1.2 A trailer to fit the boat, must be provided by the contractor, and must be welded galvanized construction and be rated at least 20% over the anticipated 'normal load' weight of the boat. The trailer must be certified commercial requirements in accordance with Department of Transport regulations for towing the vessel, and be constructed and equipped with the following:
 - 14.1.3 Trailer to be equipped with axle bearing protection, grease nipple, and flush out kit if required
 - 14.1.4 Brake and turn signal lighting, with 4-prong flat wiring connector. The lighting system must be submersible. (Note requirement for other connector if required for the equipment listed for trailer.)
 - 14.1.5 Hydraulic surge type, jurisdiction compliant braking system.
 - 14.1.6 Manual bow winch assembly with winch strap and non-corroding snap hook, bow chock, and swivel tongue jack, with wheel. The winch must be of adequate size to launch and recover the vessel and fitted with anti-reverse mechanism.
 - 14.1.7 Heavy-duty 'stand-on' fenders and hitch to accommodate a 2-inch ball.
 - 14.1.8 Bunks and wheel mounted spare tire and carrier, with lug wrench; and side loading guides aft.
 - 14.1.9 Class III weight distributing hitch compliant.
- 14.1.10 The contractor must record the trailer sales and registration information and provide the information in the boat manual.

APPENDIX A

FC 08-2007: CANADIAN COAST GUARD FLEET IDENTITY COLOR STANDARD



Initiatives and Services
Canada
Canadian
Coast Guard

Pôlignes et Services
Canada
Garde côtière
canadienne



FLEET CIRCULAR - CIRCULAIRE DE LA FLOTTE

FC 08-2007 **CANADIAN COAST GUARD
FLEET IDENTITY COLOR
STANDARD**

2007-04-10 *Ref: Federal Identity Program*

CF 08-2007 **NORME DES COULEURS
D'IMAGE DE MARQUE DE LA
FLOTTE DE LA GARDE CÔTIÈRE
CANADIENNE**

2007-04-10 *Réf : Programme de coordination
de l'image de marque*

Purpose

This Circular is issued to update the current standard and clarify the responsibilities for the application of the Federal Identity Program (FIP) as it relates to the Canadian Coast Guard (CCG) Fleet vessels.

This Circular replaces Fleet Circular 06-2005.

The goal of this Circular is to ensure a consistent application of the FIP standard throughout the Fleet.

Policy

All CCG employees involved in procurement activities as well as CCG Ships Commanding Officers shall ensure that the FIP standard is applied.

Paint Color Standard

The Canadian Government Specification Board Standard Paint Colors were withdrawn in April 1994.

Objet

La présente circulaire vise à mettre à jour la norme actuelle et à préciser les responsabilités quant à l'application du programme de coordination de l'image de marque (PCIM) des navires de la Flotte de la Garde côtière canadienne (GCC).

Cette Circulaire remplace la Circulaire de la Flotte 06-2005.

Le but de cette Circulaire est d'assurer l'uniformité d'application du PCIM par tous les navires de la Flotte.

Politique

Tous les employés intervenant dans le processus d'approvisionnement ainsi que tous les commandants des navires de la GCC doivent s'assurer que le PCIM est appliqué.

Norme des couleurs de peintures

La norme de l'Office des normes du gouvernement canadien, Couleurs étalons des peintures, a été retirée en avril 1994.

Renseignements : Directeur, Soutien des Opérations
N° de téléphone: 613-990-0341
Queries to: Director, Operations Support
Telephone: 613-990-0341

Date d'expiration: S/O

Expiry Date: N/A



Canada

EKME #683951

To ensure the consistent application of the FIP the Canadian Coast Guard Fleet chose to use the **European RAL and European RAL design system standards** to identify the colour to use to paint CCG vessels as follows :

- CCG Red: RAL3000
- White: RAL 9003
- Beige / Buff: RAL Design 070 7040
- Black: RAL9004
- Yellow: RAL1003
- Deck Grey: RAL7042
- Deck Red Brown: RAL3011

The number RAL 070 7040 represents a color with hue H = 070, lightness L = 70 and chroma C = 40.

The **hull and the maple leaf on the funnel** shall be painted in CCG Red.

The **diagonal stripe, superstructure / house, hull markings and lifting davits** shall be painted in white.

Lifting gear and masts shall be painted in beige, excepting where they are in close proximity to the stack and subject to continual sooting. In this case, the mast should be painted black from the height of the top of the stack to the top. If masts or goal posts are located such that their location and beige colour interferes with the proper lookout being stood on the bridge, the aft side should be painted a matt black.

Running blocks close to the hooks shall be painted with black and yellow 'tiger stripes'. Tiger stripes are meant to catch attention out the corner of an eye, as to a swinging hook. All other blocks should be painted in the colour of the ship's structure closest to the block. Therefore blocks hanging off the derrick, should be beige, and blocks located on the bridge front should be white.

Pour assurer l'uniformité d'application du PCIM, la Flotte de la Garde côtière canadienne a choisi d'utiliser **les normes mondiales européennes RAL et le RAL-Design-Système** suivantes pour identifier les couleurs à utiliser sur les navires de la flotte :

- Rouge GCC : RAL3000
- Blanc : RAL9003
- Beige / Buff : RAL Design 070 7040
- Noire : RAL9004
- Jaune : RAL1003
- Gris pont : RAL7042
- Rouge-brun pont : RAL3011

La nomenclature RAL 070 7040 représente la teinte H = 070, la clarté L = 70 et la chroma C = 40.

La coque et la feuille d'érable sur la cheminée doivent être peintes en rouge GCC.

La bande diagonale, la superstructure, le rouf, les marquages de la coque et les bossoirs de levage doivent être peints en blanc.

L'appareil de levage et les mâts doivent être peints en beige, sauf à proximité immédiate de la cheminée où ils sont constamment exposés à la suie. Les mâts doivent alors être peints en noir depuis la hauteur du sommet de la cheminée jusqu'à leur cime. Lorsque la position et la couleur beige des mâts ou des mâts à portiques gênent la vue de la passerelle, leur face arrière doit être peinte noir mat.

Les **poulies mobiles** à proximité des crochets doivent être peintes avec des stries tigrées noir et jaune. Ces stries sont destinées à attirer l'attention du coin de l'œil, comme un crochet pivotant. Toutes les autres poulies doivent être peintes de la couleur la plus proche de celle de la structure du bâtiment se trouvant à proximité. Par conséquent, les poulies du mât de charge doivent être peintes en beige et celles à l'avant de la passerelle doivent être peintes en blanc.

Bulwark rails (steel) and fairleads, bollards and capstan drums shall be painted in black.

Recommendations for modification to the standard should be directed to the Manager, Policies and Standard. Such requests / recommendations should include a description of the modification sought and the rationale for the change.

Les lisses de pavois (acier) et les chaumards, les bollards et les tambours de cabestan doivent être peints en noir.

Les recommandations concernant des modifications à apporter à la norme doivent être transmises au gestionnaire, Politique et normes. Ces demandes/recommandations doivent inclure une description de la modification recherchée et les raisons de ce changement.

Directeur général, Flotte



Gary B. Sidock
Director General, Fleet

APPENDIX B

SEA TRIAL DOCUMENTATION

SMALL CRAFT / VESSEL TESTS & TRIALS SHEET

CONTRACT # F7044-____

Small Craft / Vessel Builder:			
Small Craft / Vessel Description:			
Hull Identification Number:			
National Asset Code:			
Date of Trials:			
Personnel in Attendance:			
Builder			
PWGSC			
DFO			
DFO			
Time: _____ hrs Departing from _____			
Small Craft / Vessel Weights:	Dry Weight of Hull with cabin:		_____ lbs/ _____ kg
	Furnishings & Fittings:		_____ lbs/ _____ kg
	Engines & Equipment:		_____ lbs/ _____ kg
	Fuel: _____ Imp gal	Fuel: _____ Litres	_____ lbs/ _____ kg
	Total Weight of Small Craft/Vessel:		_____ lbs/ _____ kg
	Number of Crew _____ and operating equipment:		_____ lbs/ _____ kg
	Test Total Laden Weight:		_____ lbs/ _____ kg
	Trailer weight:		_____ lbs/ _____ kg
	Boat & Trailer weight:		_____ lbs/ _____ kg

Motors: Starting - Operation "IDENTIFY INBOARD/OUTBOARDS"	Port	<input type="radio"/> Immediate, Yes / No
	Starboard	<input type="radio"/> Immediate, Yes / No
Propellers/Impellers	Pitch	_____
	Diameter	_____
	No. of Blades	_____
	Stainless Steel or Aluminum	<input type="radio"/> S/S ____ AL
Static Attitude & Trim:		
Weather Conditions: Refer to attached Beaufort Wind Scale. BWS No. _____		
Speed Trials	Speed Required _____ - _____ knots	
	Cruising Speed: measured mile 1 way	_____ kts @ _____ rpm
	Cruising Speed: measured mile return	_____ kts @ _____ rpm
	Averaged Cruising Speed:	_____ kts @ _____ rpm
	Maximum Speed: measured mile 1 way	_____ kts @ _____ rpm
	Maximum Speed: measured mile return	_____ kts @ _____ rpm
	Average Maximum Speed _____ kts @ _____ rpm	
Full Throttle	From dead stop to plane	_____ seconds
	From dead stop to 30 knots	_____ seconds
Astern Propulsion:	Straight line to 2000 rpm	<input type="radio"/> Issues, Yes / No
	Hard a-port	<input type="radio"/> Issues, Yes / No
	Hard a-starboard	<input type="radio"/> Issues, Yes / No

Emergency stop		_____ seconds
Tubes (if applicable)	No. of Chambers	_____
	Semi-auto fill system	<input type="radio"/> Yes / No
	Time to fill all chambers	_____ seconds
Endurance Trials: X = gallons or Litres	Fuel consumption	
	Port & Starboard Motor: at cruise:	_____ X/hr @ _____ rpm
	Port & Starboard Motor: at full throttle:	_____ X/hr @ _____ rpm
Steering: Acceptable Y / N	Straight line	<input type="radio"/> Yes / No
	Hard-Port radius of turn. Full Throttle	_____ feet
	Hard-Stbd radius of turn. Full Throttle	_____ feet
	Lock to lock = 35 degrees pt. & stbd	<input type="radio"/> Yes / No
	Effective steering 0-5 knots	<input type="radio"/> Yes / No
	5-10 knots	<input type="radio"/> Yes / No
	20-30 knots	<input type="radio"/> Yes / No
	Full speed	<input type="radio"/> Yes / No
Outboard/Inboard Leg Trim Control:	From fully raised to fully lowered.	<input type="radio"/> Acceptable Yes / No
Trim Tab Operation:	Fully raised, fully lowered.	<input type="radio"/> Acceptable Yes / No
Engine Controls:	Start	<input type="radio"/> Issues, Yes / No
	Shift	<input type="radio"/> Issues, Yes / No
	Throttle	<input type="radio"/> Acceptable Yes / No
Tachometer		<input type="radio"/> Acceptable Yes / No

Engine Gauges:	Fuel gauges	<input type="radio"/> Acceptable Yes / No
	Trim gauges	<input type="radio"/> Acceptable Yes / No
	Oil pressure	<input type="radio"/> Acceptable Yes / No
Engine Gauges:	Voltmeter	_____ volts
Cabin Sound Levels:	Cruising speed- door & windows closed	_____ dbA @ _____ rpm
	Cruising speed- door & windows open	_____ dbA @ _____ rpm
	Full speed- door & windows closed	_____ dbA @ _____ rpm
	Full speed- door and windows open	_____ dbA @ _____ rpm
Outboard/Inboard engine operation:	Starting	<input type="radio"/> Acceptable Yes / No
	Shifting	<input type="radio"/> Acceptable Yes / No
	Throttle	<input type="radio"/> Acceptable Yes / No
	Raise	<input type="radio"/> Acceptable Yes / No
	Lower	<input type="radio"/> Acceptable Yes / No
Loaded Vessel Drop Test:	If applicable	<input type="radio"/> Acceptable Yes / No
Lifting Bridle Certified:	If applicable	<input type="radio"/> Acceptable Yes / No
Rollover test	If applicable	<input type="radio"/> Acceptable Yes / No

<u>NOTES</u>

Appendix C

Maintenance Data Sheet

Appendix C: Maintenance Data Sheet:

ITEM INFORMATION :

Item Name:			
Description:			
Cost:			
Model number:		Serial number:	

MANUFACTURER INFORMATION :

Name:			
Address:			
Phone number:		Fax number:	

SUPPLIER INFORMATION :

Name:			
Address:			
Phone number:		Fax number:	

INSTALATION INFORMATION :

Date Installed:		Warranty:	
Date Tested:		By:	

ADDITIONAL INFORMATION / COMMENTS :