



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

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

See herein for bid submission
instructions/

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

NA
British Columbia

**REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION**

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

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

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

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

Comments - Commentaires

Title - Sujet Dive Skiff Skiff de plongee	
Solicitation No. - N° de l'invitation FP197-220002/A	Date 2022-07-22
Client Reference No. - N° de référence du client FP197-220002	
GETS Reference No. - N° de référence de SEAG PW-\$XLV-166-8386	
File No. - N° de dossier XLV-2-45004 (166)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Pacific Daylight Saving Time PDT on - le 2022-08-09 Heure Avancée du Pacifique HAP	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Castle, David G.	Buyer Id - Id de l'acheteur xlvl66
Telephone No. - N° de téléphone (250) 217-6555 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Fisheries and Oceans Canada See herein	

Instructions: See Herein

Instructions: Voir aux présentes

Vendor/Firm Name and Address

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

Issuing Office - Bureau de distribution

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

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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ANNEX "A"

TECHNICAL STATEMENT OF REQUIREMENT

(TSOR).....ERROR! BOOKMARK NOT DEFINED.

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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 required before and after contract award.
- Part 6 Security and Financial and other requirements.
- 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, Subcontractors, the Insurance Requirements, Bidder Questions and Canada Responses, Mandatory Solicitation Deliverables Checklist, Technical Evaluation Criteria and any other annexes.

1.2 Summary

- 1.2.1 The Department of Fisheries and Oceans has a requirement to purchase 1 (one) 7m Aluminum Dive Skiff built in accordance with the Technical Statement of Requirement (TSOR) Annex "A". The deliverables must be delivered by February 27, 2023.

The boat is to be delivered to the following address: DFO Hammond Road, Nanaimo, BC.

- 1.2.2 There are no security requirements.
- 1.2.3 The requirement is subject to CFTA.
- 1.2.4 This bid solicitation allows bidders to use the Connect service provided by Canada Post Corporation to transmit their bid electronically. Bidders must refer to Part 2 entitled Bidder Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation, for further information.
- 1.2.5 There exists an option for two (2) additional vessels built as per Annex A and priced as per Annex B. The options will exist for two years after the contract award date and can only be exercised by contracting authority.

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](#) 2022-03-29 Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

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

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

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

2.1.1 SACC Manual Clauses

B1000T 2014-6-26 Condition of Material – Bid

2.2 Submission of Bids

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

Connect email:

TPSGC.RPReceptiondessaoumissions-PRBidReceiving.PWGSC@tpsgc-pwgsc.gc.ca

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

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than three (3) calendar days before the bid closing date. Enquiries received after that time may not be answered.

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

eliminated and the enquiry can be answered to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

2.4 Applicable Laws

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

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

2.5 Equivalent Products

1. Products that are equivalent in form, fit, function and quality to the item(s) specified in the bid solicitation will be considered where the Bidder:
 - a. designates the brand name, model and/or part number of the substitute product;
 - b. states that the substitute product is fully interchangeable with the item specified;
 - c. provides complete specifications and descriptive literature for each substitute product;
 - d. provides compliance statements that include technical specifics showing the substitute product meets all mandatory performance criteria that are specified in the bid solicitation; and
 - e. clearly identifies those areas in the specifications and descriptive literature that support the substitute product's compliance with any mandatory performance criteria.
2. Products offered as equivalent in form, fit, function and quality will not be considered if:
 - a. the bid fails to provide all the information requested to allow the Contracting Authority to fully evaluate the equivalency of each substitute product; or
 - b. the substitute product fails to meet or exceed the mandatory performance criteria specified in the bid solicitation for that item.
3. In conducting its evaluation of the bids, Canada may, but will have no obligation to, request bidders offering a substitute product to demonstrate, at the sole cost of bidders, that the substitute product is equivalent to the item specified in the bid solicitation.

2.6 Improvement of Requirement During Solicitation Period

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

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

- 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 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.

3.2 Section I - Technical Bid

Annex A - The Technical Statement of Requirement is entirely mandatory. In their technical bid, Bidders must demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders should demonstrate their capability in a thorough, concise and clear manner for carrying out the work.

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

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

3.2.1 Bidder's Check List and Technical Confirmation

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

3.3 Section II: Management Bid

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

The vessel design, construction, manifesting results must comply with the TP 1332 – Construction Standards for Small vessels latest editions and the vessel be registered under the Transport Canada Marine Safety-Small Vessel Compliance Program (SVCP).

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

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

The bid must provide objective evidence that the bidder has proven capability in the construction of vessels of the same size, type and complexity as the vessel(s) that make up the requirement of this bid solicitation, by providing detailed information of a minimum of 2 boats built within the last 10 years. Prototype hulls will not be considered as fulfilling this requirement. The bid must include the following details for each vessel submitted as evidence of construction capability:

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

3.3.1.1 Marine Drafting and Engineering Capability

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

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

3.3.1.2 Contractor Quality Management System

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

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

The quality control elements must include, as a minimum:

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

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

3.3.1.3 Project Schedule

1. As part of its technical bid, the Bidder must propose its preliminary project schedule, in MS Project or equivalent. The Bidder must provide a preliminary project schedule, in MS Project format or equivalent, indicating the sequence and the completion dates of project milestones, deliverables, and project tasks based on a contract award as "day 0." The project schedule should include the Bidder's work breakdown structure, the scheduling of main activities and milestone events and any potential problem areas involved in completing the Work.
2. The Bidder's schedule must also provide a target date for each of the following significant events for each boat as applicable:
 - a. hull materials delivered to Contractor and sustained construction commenced;
 - b. hull and deck completed, but not closed in to allow for full inspection of the structure and welding. The Contractor will be required to supply a hard copy of the material certificates and construction drawings to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
 - c. outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor will be required to supply a hard copy of the list of equipment and electrical supplies to the Technical/Inspection

- Authority one week prior to inspection by the Technical/Inspection Authority;
- d. technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
 - e. Contractor's tests and trial and final sea trials required by the TSOR;
 - f. boat and trailer delivered to Canada for approval; and
 - g. the start and the end of the 12 month warranty period.

Note: Technical Manuals will not be returned once approved.

3.3.1.4 Preliminary Drawings

The following documents must be included with the Bid:

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

3.3.1.5 Subcontractors

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

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

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

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

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

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

3.3.2.1 Vessel Design

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

The design must include the following preliminary drawings:

1. draft stability calculation;
2. calculated lightship weight;
3. general arrangement;

4. structural drawings showing deck plan, a centerline profile and frame station construction details;
5. detailed lines plan;
6. a drawing of the fuel supply arrangement.

3.3.2.2 Supporting calculations

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

3.3.2.3 Marine Drafting and Engineering Capability

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

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

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

3.3.2.4 Contractor Quality Management System

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

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

The quality control elements must include, as a minimum:

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

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

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

3.3.2.5 Project Schedule

1. As part of its technical bid, the Bidder must propose its preliminary project schedule, in MS Project or equivalent. The Bidder must provide a preliminary project schedule, indicating the sequence and the completion dates of project milestones, deliverables, and project tasks based on a contract award as "day 0." The project schedule should include the Bidder's work breakdown structure, the scheduling of main activities and milestone events and any potential problem areas involved in completing the Work.
2. The Bidder's schedule must also provide a target date for each of the following significant events for each boat as applicable:
 - a. Design validation, maximum 20 calendar days.
 - b. hull materials delivered to Contractor and sustained construction commenced;

- c. hull and deck completed, but not closed in to allow for full inspection of the structure and welding. The Contractor will be required to supply a hard copy of the material certificates and construction drawings to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
- d. outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor will be required to supply a hard copy of the list of equipment and electrical supplies to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
- e. technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
- f. Contractor's tests and trial and final sea trials required by the TSOR;
- g. boat and trailer delivered to Canada for approval; and
- h. the start and the end of the 12 month warranty period.

Note: Technical Manuals will not be returned once approved.

3.3.2.6 Subcontractors

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

3.4 Section II: Financial Bid

3.4.1 Bidders must submit their financial bid in accordance with the Detailed Financial Bid Sheet in Annex "E"

The total amount of Applicable Taxes must be shown separately.

3.4.2 Exchange Rate Fluctuation

[C3011T](#) 2013-11-06, Exchange Rate Fluctuation

3.5 Unscheduled Work

Bidders must provide the information requested in the Detailed Financial Bid Sheet, Annex "E" 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.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

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

4.1.1 Technical Evaluation

4.1.1.1 Mandatory Technical Criteria

In order to be compliant, a Bidder's proposal must, to the satisfaction of Canada, meet all requirements of the Annex A - TSOR and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.2 Section I, Technical Bid**.

4.1.2 Management Evaluation

4.1.2.1 Mandatory Management Criteria

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

4.1.3 Financial Evaluation

A0222T, Evaluation of Price – Canadian / Foreign Bidders 2014-06-26

4.1.4 Mandatory Financial Criteria

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

4.2 Basis of Selection

4.2.1 Mandatory Technical Criteria

A bid must comply with the requirements of the bid solicitation and meet the complete technical statement of requirements in Annex A to be declared responsive. The responsive bid with the lowest evaluated price will be recommended for award of a contract.

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

PART 5 - CERTIFICATIONS

5.1 Certifications Required with the Bid

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

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

5.1.1 Integrity Provisions - Declaration of Convicted Offences

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

5.2 Certifications Precedent to Contract Award and Additional Information

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

5.2.1 Integrity Provisions – Required Documentation

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

5.2.2 Federal Contractors Program for Employment Equity - Bid Certification

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

Canada will have the right to declare a bid non-responsive if the Bidder, or any member of the Bidder if the Bidder is a Joint Venture, appears on the "[FCP Limited Eligibility to Bid](#)" list at the time of contract award.

5.2.3 Additional Certifications Precedent to Contract Award

5.2.3.1 Workers Compensation Certification – Letter of Good Standing

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

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

5.2.3.4 Contractor Quality Management System

Before contract award and within 5 business days of the written request by the Contracting Authority, the successful Bidder must provide objective evidence that the Bidder has a Quality Assurance Program, which must be in place during the performance of the Work, and which addresses the quality control elements below.

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

The quality control elements must include, as a minimum:

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

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

5.2.3.5 Subcontractors

Before contract award and within 5 business days of the written request by the Contracting Authority, the successful Bidder must provide a list, in the form of the attached Annex D of subcontracts for labor and/or

material must be included with the Bidder's Proposal, stating the name and address of each subcontractor, and a description (Make, Model No.) of the goods or services to be supplied by each.

5.2.3.6 Project Schedule

Before contract award and within 5 business days of the written request by the Contracting Authority, the successful Bidder must propose its preliminary project schedule, in MS Project or equivalent. The Bidder must provide a preliminary project schedule, in MS Project format or equivalent, indicating the sequence and the completion dates of project milestones, deliverables, and project tasks based on a contract award as "day 0." The project schedule should include the Bidder's work breakdown structure, the scheduling of main activities and milestone events and any potential problem areas involved in completing the Work.

The Bidder's schedule must also provide a target date for each of the following significant events for each boat as applicable:

- (a) Completion of specified Design Check, included review by Canada, and finalization in accordance with Annex A;
- (b) hull materials delivered to Contractor and sustained construction commenced;
- (c) hull and deck completed, but not closed in to allow for full inspection of the structure and outfitting. The Contractor will be required to supply a hard copy of the material certificates and construction drawings to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
- (d) outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor will be required to supply a hard copy of the list of equipment and electrical supplies to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
- (e) technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
- (f) Contractor's tests and trial and final sea trials required by the TSOR;
- (g) boat delivered to Canada for approval; and
- (h) the start and the end of the 12 month warranty period.
- (i)

PART 6 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS

6.1 Security Requirements

There is no security requirement applicable to this contract.

6.2 Financial Capability

A9033T - Financial Capability 2012-07-16

6.3 Insurance - Proof of Availability Prior to Contract Award

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

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

PART 7 - RESULTING CONTRACT CLAUSES

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

7.1 Statement of Work

The Contractor must perform the Work in accordance with the Statement of Work at Annex "A" and the Contractor's technical bid dated _____.

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 \(2022-05-12\)](#), 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 **February 27, 2023**.

7.4.2 Delivery Points

Delivery of the requirement will be made to:

**Pacific Biological Station
Fisheries and Oceans Canada
3190 Hammond Bay Road
Nanaimo, BC V9T 6N7**

7.4.3 Optional Goods

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

The Contracting Authority may exercise the option up to Two years after the delivery of the first boat by sending a written notice to the Contractor.

7.5 Authorities

7.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: _____
Title: _____
Public Works and Government Services Canada
Acquisitions Branch
Directorate: _____
Address: _____

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

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

7.5.2 Technical Authority

The Technical Authority for the Contract is:

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

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

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

7.5.3 Inspection Authority *(if applicable)*

The Inspection Authority for the Contract is:

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

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

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

7.5.4 Contractor's Representative

Name: _____

Title: _____

Organization: _____

Address: _____

Telephone: ___ - ___ - _____

Facsimile: ___ - ___ - _____

E-mail: _____.

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 unit price(s), as specified in Annex B for a cost of \$ _____ insert the amount at contract award**). Customs duties are included and Applicable Taxes are extra.

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

7.6.2 Limitation of Price

SACC Manual clause [C6000C \(2017-08-17\)](#) Limitation of Price

7.6.3 Progress Payments

Canada will make progress payments in accordance with 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 progress claim and any applicable deliverable has been completed and accepted by Canada.

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 work claimed as detailed in the Contract;
 - (d) Quality assurance documentation when applicable and/or as requested by the Contracting Authority.
2. The Goods and Services Tax or Harmonized Sales Tax (GST/HST), as applicable, 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 GST/HST payable as it was claimed and payable under the previous claims for progress payments.
 3. The Contractor must prepare and certify 1 original and 1 copy of the claim on form PWGSC-TPSGC 1111, and forward it to the Contracting Authority identified under the section entitled "Authorities" of the Contract for appropriate certification after inspection and acceptance of the Work takes place.

The Contracting Authority will then forward the original claim to the Technical Authority for certification and onward submission to the Payment Office with the invoice for the remaining certification and payment action. One copy of the invoice must be sent for verification to pac.marine@pwgsc.gc.ca
Attention: Contract Authority.

4. The Contractor must not submit claims until all work identified in the claim is completed.

7.7.1 Invoicing Instructions

The Contractor must submit invoices in accordance with the section of the General Conditions titled Invoice Submission.

Invoice is to be made out to:

Department of Fisheries and Oceans
Hammond Road
Nanaimo, BC

Original invoice is to be sent for verification to:

Public Works and Government Services Canada
Marine Acquisitions

Email the invoice to Pac.marine@pwgsc.gc.ca

Please note the contract number in the subject line of the email.

7.7.2 Electronic Payment of Invoices – Contract *(as applicable)*

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

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

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.

7.9 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*).

7.10 Priority of Documents

If there is a discrepancy between the wordings 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 (*2022-05-12*) Goods (Higher Complexity);
- (d) Annex A, Technical Statement of Work;
- (e) Annex B, Basis of Payment;
- (f) Annex C Insurance;
- (g) Annex D, Mandatory Solicitation Check List;
- (h) Annex E, Bidders Questions and Canada's answers;
- (i) Annex F, Subcontractors; AND
- (j) the Contractor's bid dated _____, (*insert date of bid*) (*If the bid was clarified or amended, insert at the time of contract award:*), as clarified on _____ " **or** ", as amended on _____ " *and insert date(s) of clarification(s) or amendment(s)*).

7.11 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 the Canada.

7.12 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 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.

7.13 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.

7.14 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.

7.15 Progress Review Meeting

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 Intellectual Property (IP) agreements, International Traffic in Arms Regulations (ITAR), Technical Assistance Agreements (TAA), Controlled Technology Access and Transfer (CTAT) or other agreements;
10. Status of any change notifications and requests;
11. Any changes to the PMP; and
12. Other business as mutually agreed to by CANADA and the Contractor.

7.16 SACC Manual Clauses

[B5001C \(2010-01-11\)](#), Procedures for Design Change/Deviations
[D0018C \(2007-11-30\)](#), Delivery and Unloading
[H4500C \(2010-01-11\)](#), Lien - Section 427 of the Bank Act

7.17 Manuals

1. No later than 14 calendar days prior to delivery of each boat, the Contractor must obtain and deliver to the Technical Authority for approval all Data Books, Operating Instruction Books, Maintenance Manuals and Spare Parts Lists (including part numbers and ordering instructions) for all machinery

and equipment fitted on the Vessel as required. Once approved by the TA, the Contractor will provide 2 complete copies in accordance with and as specified in the TSOR.

2. Where manuals are examined by Canada, such examination does not relieve the Contractor of any responsibility under the Contract for ensuring the correctness of all details and adequacy of performance of the Vessel, nor does it obligate Canada to accept, in part or in whole, an item of Work completed in accordance with such manual, nor does it mean such an item of Work meets the requirements of the TSOR.

7.18 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.

7.19 Insurance Requirements

The Contractor must comply with the insurance requirements specified in Annex C. 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

7.20 Government Supplied Material – Not Used

ANNEX A TECHNICAL STATEMENT OF REQUIREMENT

A1. VESSEL:

- a. **6.4-6.8 meter (21-22 foot) hull (bow to transom excluding outboard pod) with a total overall length (including outboard pod) of less than 7.5m Aluminium Launch: DFO**
- b. **Configured as an open deck windshield Launch with canvas top.**

A2. 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
TA	Technical Authority (As defined by the Contract)
TCMS	Transport Canada Marine Safety
UV	Ultraviolet
VHF	Very High Frequency
OEM	Original Equipment Manufacturer

A3. LIST OF REFERENCE DOCUMENTS

REFERENCE	TITLE
ASTM F1166	Standard Practice for Human Engineering Design for Marine Systems, Equipment and Facilities
TP 1332	Construction Standards for Small Boats
TP 13430	Standard For Tonnage Measurement of Ships
TP 14070	Small Commercial Vessel Safety Guide
ISO 12217	Small Craft – Stability and Buoyancy Assessment and Categorization
ISO 6185	Shipbuilding and Marine Structures – Inflatable Boats
Canada Shipping Act	Small Vessel Regulations
Canada Shipping Act	Collision Regulations (COLREGS)
ABYC	American Boat and Yacht Council Standards
Canadian Standards Association (CSA) CSA W47.2-M1987	Certification of Companies for Fusion Welding of Aluminium
(CSA) C22.2 No. 183.2-M1983 (R1999)	Standards for DC Electrical Installations on Boats

Note to the Bidders: The specifications refer to pictures. However, only pictures referring to the dive ladder are provided with the statement of work. The bidder is to propose the vessel and equipment as described.

A.4. TECHNICAL SPECIFICATION

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- 17.0 Outfitting Detail
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DFO Science Branch Dive/Acoustic Substrate Mapping Vessel.

Contractors Proposal: This vessel is intended to be buildable based on stock vessel hull forms with a minimum of customization as indicated herein. The vessel configuration is a welded aluminum hull, canvas-top boat, powered by single gasoline four-stroke outboard engine with kicker. The timeline for this contract would be delivery by March 31st, 2023.

1.0	<u>Role and Functions</u>
1.1	<p>Mission Statement: Use of small craft within DFO Pacific Region DFO buys, manages and operates numerous small craft in support of its Departmental programs and other missions. This requirement is for a welded aluminium hulled canvas-top boat that is 6.4 – 6.8m (21-22 feet) from bow to transom excluding the outboard pod and is less than 7.5m total length (bow to stern of pod). The vessel will be trailered to and deployed in a wide variety of British Columbia coastal locations where it will be used to conduct dive research, habitat mapping and beach survey activities. The vessel will also be lifted on and deployed from Canadian Coast Guard (CCG) ships using the ship's crane.</p>
1.2	<p>Utilization: This vessel will be the primary dive platform for research essential to fulfilling requirements of DFO's marine invertebrate research, Benthic Habitat Mapping and stock assessment programs. This vessel will be used by DFO's Science Branch, MEAD division to carry out various program-related activities from shore-based facilities and CCG ships. It will be equipped with a dive ladder and lifting brackets and straps to bring aboard CCG ships (Vector) using the ship's crane.</p> <ol style="list-style-type: none"> 1. The missions and functions performed by the workboat and crew would include: <ol style="list-style-type: none"> a) Transport of divers and research teams to and from study areas. b) Dive support. c) Intertidal research – clam / oyster surveys, substrate sampling d) Water sampling and deploying small instruments e) Setting/hauling heavy equipment such as crab traps and lead weights.

	<p>This craft will be primarily used off the CCGS Vector where it will be launched and recovered using the ship's crane. Therefore <u>it is mandatory that the vessel be lightweight enough to be lifted by the CCGS Vector (i.e., 4,500lbs maximum including engine(s), electronics, safety equipment and a full tank of gas)</u>. The vessel will sometimes be shore-based and will be launched and recovered by trailer or deployed from a shore facility dock.</p>
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	<u>CONTRACTOR DESIGN AND CONSTRUCTION PRACTICES</u>
2.0	<u>General Marine Construction Practices:</u>
2.1	Unless stated otherwise all components, equipment and material must be Contractor furnished material, (CFM).
2.2	<p>Ergonomic Design – General</p> <ol style="list-style-type: none"> 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. 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 and dry suits for diving, and equipment which must be accessible for use, inspection, cleaning and maintenance per ASTM F1166-88.
2.3	<p>Vibration</p> <ol style="list-style-type: none"> 1. The boat and all components must be free of local vibration that could endanger boat personnel, damage boat structure, machinery or systems, or interfere with the operation or maintenance of boat machinery or systems. 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. Loosening of fasteners under vibration must be prevented by the use of self-locking fasteners, as applicable.
2.4	Equipment Protection 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.
2.5	Site Cleanliness 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.
2.6	Facilities (applicable to GRP lamination, Collar and Painting facilities only): The contractor must have a shop capable of maintaining temperature and humidity. It should be capable of maintaining temperatures between 16°C and 25°C. It should be capable of maintaining relative humidity below 70 percent.

<u>3.0</u>	<u>Material and Construction Technicalities:</u>
3.1	Structural Integrity All structures and components (hull, deck, collar, console, seating, etc.) must be of sufficient strength to withstand, when in a Maximum Load condition per builders' plate , the lateral and vertical impact loading that equates to the conditions of the operational profile and mission requirements.
3.2	Materials – General 1. Environmental Exposure; All materials must be corrosion resistant and suitable for use in a salt-water environment as detailed in the Environmental Conditions portion of the Performance Requirements. All materials normally subjected to sunlight must resist degradation caused by ultraviolet radiation. 2. Direct contact of ey dissimilar metals is not allowed. Electrolytic corrosion must be prevented by insulating dissimilar materials from each other with gaskets, washers, sleeves, or bushings of suitable insulating material. 3. Aluminium alloy types 5086, and dual rated 5086/5083 H116/321 must be used for plate; aluminium alloy 6061-T6 (anodized grade), suitable for type 5356 filler alloy, must be used for extruded shapes and welded tubing and pipe. Transverse bulkheads or lightened plate frames may use type 5052 to facilitate braked tabs. Specialized use of type 6061 T6 plate in fresh water for high strength delta pads is allowed. Non-hull

	<p>structural items of trim and outfit such as hatch frames, castings, consoles, and hardware items may be of other aluminium alloys suitable for commercial saltwater marine use such as type 5052 or 6063.</p> <p>4. Stainless Steel: Stainless steel plate type 316 must be used for all stainless steel applications except as noted. Alloy 316L must be used in welded underwater components. Many commercial components, some fasteners and rivets, use other acceptable grades of stainless steel such as types 18-8 and 304.</p>
3.3	<p>Fasteners</p> <ol style="list-style-type: none"> 1. All fasteners must be of corrosion resistant materials. 2. Cadmium plated parts and fasteners, including washers, must not be used. 3. Direct attachment of alloys containing copper to aluminium is not permitted except for an electrical bonding strap, with contact bolt and separating isolation washer. 4. No fasteners must be directly threaded into aluminium alloys, except with adequate bolt or insert sizes, minimum 1/4" diameter, tapped into a suitable alloy type, and thickness, such as 1/4" 6061, with the use of thread adhesive type material. Aluminium or Stainless steel washers or backing plates must be used as appropriate. 5. Where nuts will become inaccessible after assembly of the vessel, nuts must be captured, or tapped inserts used, to allow reassembly and prevent backing off. Unless otherwise specified, self-locking nuts must be installed to prevent loosening of fasteners due to shock and vibration, and adequate thread showing as required. 6. Fasteners in deck traffic areas must be flush-mounted, flat head or oval head, to eliminate tripping and snagging hazards.
3.4	<p>Construction Procedures</p> <p>Hulls must be fabricated as per the requirements quoted in Construction Standards and requirements of Vessel Particulars.</p>
3.4.	<p>Main Hull and Appendages; Hull Form and flotation.</p> <ol style="list-style-type: none"> 1. Hull shape must not impede water flow to the propulsion units and must direct spray and waves away from onboard personnel. 2. Watertight and tank bulkheads. The hull design must be such that a sufficient number of water tight compartments, including hull compartments and fire rated low smoke and flame spread flotation foam or fire retardant flotation, or flotation devices will allow for adequate stability and positive buoyancy in a flooded condition. See references to vessel certification, re. TP1332 / ISO testing.
3.4.	<p>Stowage:</p> <ol style="list-style-type: none"> 2 Weather tight stowage for small items of equipment must be provided in void spaces beneath seats, and where practicable, inside console(s). All interior and exterior stowage compartments must be lockable, secured by positive means and operable by gloved or insensitive hands.
3.5	<p>Painting and Preservation</p>

	<p>2. Aluminium components must not be painted except on decks as outline in 13.6</p> <p>3. Prior to delivery the Contractor must ensure that all non-painted exposed aluminium is free of cosmetic blemishes, including all construction marks, scratches, gouges and stains</p>
<p>3.6</p>	<p>Propulsion</p> <p>1. Propulsion motor and auxiliary motors will be 4-stroke Suzuki Outboards provided and installed by the contractor per Outfitting section 18.</p> <p>2. Run-in operation: The Engines must be installed and operated in accordance with the engine manufacturer's recommendations. (Contractor to have the engines OEM Installation, initial start –up overview to initiate the engines warranty) The use of engine manufacturer's approved accessories and equipment is required except for outboard motor control cables (which must be heavy duty Morse 33C Supreme Red-Jacket ® cables, with manufacturer’s cable ends installed, or manufacturer’s best quality cable sets). Equipment and components must not be used, or trials performed on the engines that would, in any way, void the engine manufacturer's warranties.</p> <p>3. Warranty: All components of the propulsion system must be warranted by the original equipment manufacturer for the standard term, sourced by GSM or as Contractor Furnished Material (CFM).</p> <p>4. Propellers/Impellers: Unless otherwise specified, propeller(s)/impeller(s) must be as per Sec 18. Contractor must record in the trials report and equipment lists, the appropriate pitch and diameter to meet the Performance Requirements as determined by the Contractor developed design check, and trials. Propellers must be CFM.</p>
<p>3.6.</p>	<p>Steering Systems</p> <p>1. Steering systems must be remote Sea-Star hydraulic with self-contained oil reservoir, located in the helm pump and with replaceable seals on the rams. The steering system must be installed as per Outfitting Detail, Section 19.</p> <p>2. Hydraulic hoses must be of sufficient size and length to prevent pulsing. Hoses must be suitable for use in an exposed marine environment complete with stainless steel fittings.</p>
<p>3.7</p>	<p>Electrical System</p> <p>1. The electrical system design, component selection and installation must be in accordance with Canadian Standards Association C22.2 No. 183.2-M1983 (R1999) “Standards for D.C. Electrical Installations on Boats”, or ABYC ‘E’ as referenced by TP1332. All electrical equipment and hardware must be installed in accordance with the manufacturer’s specifications. AC systems will be called up in sec. 17, Outfitting.</p>

	<p>2. All fitted electrical equipment must be capable of operating simultaneously with any other fitted electronics equipment without causing interference to any electronic equipment or to the magnetic compass.</p> <p>3. Galvanic corrosion is to be controlled by installation of an effective bonding and grounding systems with galvanic isolation. Cathodic protection is to be effected by installation of sufficient anodes positioned so as to minimise cathodic currents per ABYC and TP1332.</p>
<p>3.7</p>	<p>Twelve (12) volt DC distribution system must be provided to power the engine starting and boat service loads including:</p> <ol style="list-style-type: none"> 1. Navigation and exterior lighting. 2. Electrical equipment. 3. Instrumentation. 4. Bilge Pumps.
<p>3.7 .2</p>	<p>Batteries and Switches</p> <ol style="list-style-type: none"> 1. Batteries must be marine grade, 12 V, deep cycle maintenance free, and with the ability to cross connect for twin-engine start up of either engine from either battery. Some engine packages may require larger capacity for injection systems, see Sec.17, Outfitting. 2. Battery switch must be Certification Agency, (CE, CSA, USCG, etc.) approved and must be mounted to prevent snagging or accidental switching. 3. Battery compartment must be weather tight and fitted with a suitable means of gas venting including for 'sealed' batteries.
<p>3.7 .3</p>	<p>Power Distribution</p> <p>Cables for all electrical distribution must be ample in size for the particular service, and of marine grade tinned boat cable.</p>
<p>3.7 .4</p>	<p>Cabling Installation</p> <ol style="list-style-type: none"> 1. Cables must be grouped in wiring harnesses wherever possible. All wiring harnesses must be routed below deck. All below deck cabling must be through conduit pipe.

	<p>2. Cabling / conductors passing through watertight boundaries, decks, bulkheads or other exposed surfaces must be installed to maintain watertight integrity of the structure. Cable entry into watertight enclosures must be through watertight marine glands of suitable size. All electrical equipment must be readily accessible for performing maintenance.</p> <p>3. Cables and conductors must be supported with clamps or straps at least every 18 inches on horizontal runs and every 14 inches on vertical runs.</p> <p>4. Cabling / conductors passing through structures without watertight glands, must be protected against chafing by the use of abrasive resistant grommets.</p> <p>5. Routing cables through foamed spaces must be avoided wherever possible. Cables that must be routed through foamed spaces must be run in PVC conduit pipe. The pipe must be arranged in a manner that prevents water from becoming entrapped in the pipe.</p>
<p>3.7.</p>	<p>Control and Monitoring Systems - Gauges and Indicators, Dimensions and Mounting</p> <ol style="list-style-type: none">1. Unless otherwise specified, gauges must be analogue-style, or Engine Manufacturers' digital equipment. Gauges must be installed so that they are readily visible by the operator while operating the boat.2. All gauges must be backlit with an adjustable dimmer. Lighting for gauges and lighting for compass must use separate dimmers.3. Propulsion control system installation must include independent remote shifter for each engine (main and auxiliary), to be located at the operator's position on the starboard side of the control station. Controls must conform to engine manufacturer's recommendations for commercial use.4. The Operator's position must be fitted with a lanyard style emergency shut down switch which is attached to the operator and must shut down the engine if the lanyard is pulled from the switch, as well as the following:5. Bilge Pump operation/ indication for each compartment so equipped.6. High water alarm for the engine installation space, which could be the 'pod' for outboards, and every other space serviced by a bilge pump.7. Engine space heat rise for inboard installation, with required fire system alarm.8. Allowance for at least one additional input, if a single integrated alarm panel used.
<p>3.7. 6</p>	<p>Piping Systems</p> <ol style="list-style-type: none">1. Flexible Connections - Where flexible connections are required for steering and fuel systems, suitable hose with permanently crimped, detachable reusable type fittings must be used.

	<ol style="list-style-type: none"> 2. Fuel Tanks must be welded aluminum (no plastic) and hydrostatically tested, or air tested to 3.0 psi and be labelled per the requirements of TP1332. 3. Fittings and clamps must be stainless steel. Bolts used in all fittings must be Type 316 stainless steel. 4. Each watertight Hull compartment is to have its own 12V DC bilge pump, plumbed to discharge overboard from the compartment, as per TP1332.
3.8	<p>Navigation Equipment (COLREGS) http://www.tc.gc.ca/acts-regulations/GENERAL/C/csa/regulations/010/csa014/csa14.html</p> <ol style="list-style-type: none"> 1. Navigation lighting fixtures must be of such a design as to resist the effects of vibration and moisture and must be provided with adequate protection from damage. 2. Particular COLREGS rules to note (vessels under 12 M.); Rules 22, 23, and Annex 1, rules 2, 9, and 10. (NOTE: The lights must be installed parallel to the "Normal Load" waterline that often may not be parallel to the deck.) 3. The navigation lights must be mounted so as not to interfere with vision of the operator. 4. The navigation lights must be permanently mounted. 5. The Contractor must supply and install an electric horn that ensures the requirements of the Collision Regulations, Rule 32 are met, i.e. with a standard small vessel 'horn' audible 0.5 NM. The horn must be installed on the vessel exterior with the 'horn' facing forward. (See Section 13.6.) 6. A Magnetic Compass must be mounted near the centreline of the helm station, in easy view of the operator when facing forward. Deviation card development is DFO responsibility.
4.0	<p><u>Warranty Service and Parts:</u></p>
4.1	<p>Components and Equipment Support All components and all mechanical, auxiliary, electronic and electrical equipment installed on the boat, with the exception of the collar, must be supportable by parts and service in Canada within 30 days. A collar, if any, must be supportable by parts and service in Canada within 30 days. All components and equipment must be current models.</p>
4.2	<p>Spare Parts To facilitate replacement and inter-changeability of parts, as well as maintenance procedures and operator training wherever practicable the Contractor must standardize on selection of equipment, fittings and fabrication methods within all boats supplied.</p>
4.3	<p>Parts and Service Depot(s) Contractor's parts depots must be capable of efficiently supplying all British Columbia with spare parts for all components of the vessel and warranty service for all components of the vessel. It is recognized that many equipment items will have their own manufacturer's warranty cards for owner registration. Contractors must have a factory authorized service representative capable of call back response in all regions of Canada within 48 hours of receiving a service call.</p>
5.0	<p><u>Documentation:</u></p>

5.1	Technical Publications General The Contractor must provide, upon delivery of the vessel, one (1) copy per vessel produced, plus one for the regional client department TA: of a comprehensive owner/operator manual that provides a physical and functional description of the craft, its machinery and equipment, as well as delivery testing and sea-trial result documentation. The manual should include but not be limited to sections such as: General Information, Technical Information, and an Initial Spare Parts List.
5.2	General Information Section <ol style="list-style-type: none">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;2. Operating procedures;3. Basic operating characteristics (such as temperatures, pressures, flow rates, etc.)4. Installation criteria and drawings, assembly and disassembly instructions with comprehensive illustrations showing each step5. Recommended planned maintenance.6. Complete troubleshooting procedures.
5.3	Technical Information Section The technical manual should include a complete set of detailed owner / operator instructions, drawings (Section 15), parts lists and supplemental data for all components of the boat (whether acquired from external sources or custom-manufactured). <ol style="list-style-type: none">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.2. Hull; including hull data, TEST and TRIAL results, serial or manufacturer's numbers, and equipment warranty cards.3. NOT USED Collar; including collar materials and glue materials, and procedures necessary for onboard repair of the collar.4. Engine(s) and equipment: including engine and propulsion serial numbers.5. Electronics, (if applicable): including model and serial numbers.6. Regulatory and Stability information: as required per TP 1332, which references ISO12217 that further references ISO 6185 for RIBs or TP7301 Transport Canada Stability Publication
5.4	Initial Spare Parts List The Technical manual must also include a list of recommended initial onboard spare parts to be stocked for the craft. At a minimum this list must include the following items (as applicable): <ol style="list-style-type: none">1. Propulsion: Propeller / impeller, filters, water pump impeller, starting battery, throttle and shift cables, any special engine tools.2. Electrical: fuses, light bulbs, electrical panel breakers;3. Boat Structures and Fittings: Miscellaneous commonly used fasteners.

6.0	<u>Quality Assurance</u> The basic reference to ISO 900x compliance is as per the contract document.
7.0	<u>Test and Trials:</u>
7.1	<p>The Contractor must inspect and test the following items, as a minimum, for adherence to the contract requirements and proper operation (proper operation means that the equipment can be started, operated, connected together and demonstrated to function in a normal fashion, as applicable). All discrepancies must be corrected prior to delivery.</p> <p>The required inspections and tests are minimums and are not intended to supplant any controls, examinations, inspections or tests normally employed by the Contractor to assure the quality of the boat:</p> <ol style="list-style-type: none">1. Weight2. Construction Quality3. Lifting Gear4. Propulsion Engines, including starting and controls5. Steering System6. Fuel System7. Electrical System8. Electronics
7.2	Sea Trials – General <p>The Inspection Authority must be notified no less than 24 hours prior to sea trials. The Inspection Authority reserves the right to witness or decline attendance of sea trials. Absence of the Inspection Authority at sea trials does not relieve the Contractor of its responsibility to conduct and record sea trials. Sea trial results must be forwarded to the Inspection Authority prior to delivery of the vessel. The Inspection Authority will inform the Technical Authority of trials so they may attend.</p>
7.3	Sea trials <ol style="list-style-type: none">1. Must be conducted by the Contractor to demonstrate the boat and its equipment conform to the requirements as stated in the Contract and the Performance Requirements. All expenses incident to the trials must be borne by the Contractor, including fuel unless otherwise specified. A crew provided by the Contractor must operate the vessel during sea trials. Residual fuel, if not drained for shipping, will be delivered in its tank with the boat.2. All Sea Trial instrumentation and equipment must be furnished and operated by the Contractor. Trial instrumentation, where applicable, is not to replace the boat's instruments (e.g., engine tachometer, pressure gauges, and 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.

	<p>3. The Contractor is required to run the vessel during builders' trials until the engine(s) have accumulated the operation hours sufficient for the initial engine service by the engine supplier, and to have the manufacturers' service agent perform the service and provide an initial service report.</p>
7.4	<p>The Contractor must submit a Test & Trials Plan, 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.</p> <ol style="list-style-type: none">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.2. Endurance Trial - During the endurance trials, it must be demonstrated that all parts of the propulsion system are in full operation. All systems must be operated to check for proper installation. Fuel consumption can be calculated using manufacturers' data.3. Astern Propulsion - The vessel must be operated and manoeuvred using astern propulsion to establish the astern performance. During the backing performance tests the throttles must be set to provide approximately 1/3 of the rated engine horsepower.4. Steering Gear; Tests must be conducted on the steering gear to demonstrate the adequacy of the steering system under all operations. Manoeuvring tests must be performed to ensure that the boat meets the stated Basic Performance requirements, per Sec 11. Manoeuvring trials must be conducted in the Normal Operating Condition.5. Lifting Gear Load Test; Vessel and bridle or lift frame must be tested at 150% of normal load condition, as specified in the Vessel Particulars; to lift and hold without deformation of the lift points or associated hull. Lift points to be certified for load.6. Stern towing arrangement: Testing bollard pull to design capacity in a direct astern load.7. At the conclusion of sea trials each boat must be thoroughly cleaned and inspected. Outboard engine cooling systems must be flushed through with fresh water. The Contractor must repair any damage to the vessel or ancillary equipment resulting from sea trials, to the satisfaction of the Inspection Authority.8. For the purpose of the trials, Normal Loaded Condition is to be considered to be the basic boat, fitted with all normal equipment, full fuel, with complement and loads per Vessel Particulars, section 10.
7.5	<p>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 boat must be ready for delivery in all respects, except for final preparation for shipment. The Contractor must provide personnel, as required, to resolve questions and to demonstrate equipment operation maintenance accessibility, removal and installation. The Contractor must document the results of the final inspection and submit these results to the Technical Inspector; a copy of the trial results must be shipped with the deliverables for each boat, per 7.6/ 7.7</p>

	The finished vessel weight must be provided at the time of final inspection. Weighting of the vessel must be using a calibrated weighting device. <u>THE VESSEL MUST HAVE A FINISHED WEIGHT (INCLUDING VESSEL ELECTRONICS, HARDWARE, SAFETY EQUIPMENT, ENGINE AND ANCILLIARIES ACCESSORIES AND FULL TANK OF GAS OF 4,500 lbs OR A LOWER WEIGHT.</u>
7.6	Stability Examination per TP1332 (from ISO standards 12217-1 which for RHIBs delegates to ISO 6185-3) requires the Contractor to record all stability/ structural, calculation and trial results and provide a copy for each boat produced, to be placed in the technical manual. See Sec. 14 Standards. The trial of the first of a series of vessels can be used for all vessels.
7.7	Trial Records The Contractor must maintain records of testing for each boat for a minimum of two years. The Contractor must prepare a trials check sheet that certifies that each test has been completed. The check sheet must indicate the actual weight of the boat in Light Condition, per section 10. The check sheet must also indicate the Normal Loaded weight and the date for the 150% load lifting gear test, if required. This check sheet must be included with the deliverables of each vessel.
7.8	Standard Deliverables with each completed vessel, one manual per vessel plus one for the regional client department TA: 1. A detailed operator manual must be provided for all equipment, and systems, per Sec 5. 2. Sea Trial results, and shop testing sheets, including fuel tank test report, per Sec 8.8.6. 3. Acceptance Certificates, and compliance sheets or certificates distributed with equipment, i.e., lifesaving appliances, lifting appliances, engine test reports, calibration certificates, navlight certificates, fire suppression material certificates, flotation foam rating sheets (if any). The initial inspection of the vessel(s) after delivery, by Department Self Inspector, will establish TP 1332 / ISO compliance. (SVMIP self-inspection checklist.) 4. Stability information, including ISO calculation sheets or manufacturers flotation tests.
8.0	<u>Packaging and Shipping:</u>
8.1	Prior to shipping, the boat must be cleaned throughout, preserved and covered (shrink wrapped), secured on the boat trailer if any, or chocked as required, in accordance with this section. If the shipping time is under 2 hours to the Pacific Biological Station in Nanaimo it is not necessary to shrink wrap the vessel.
8.2	Bilges must be dry and free of oil and debris and the fuel tanks must be drained.
8.3	The propulsion system must be preserved in accordance with the manufacturer's recommendations for storage of up to one year in an environment that will be subjected to freezing temperatures.
8.4	The batteries must be disconnected.
8.5	A durable warning tag must be wire tied to the steering wheel indicating that the boat has been preserved for shipping and storage and should not be started until the propulsion machinery has been reactivated.

8.6	Lengthy shipping arrangements must protect the boat hull from deformation from road irregularities producing, due to repeated bouncing, dents in hulls supported on roller assemblies, by the insertion of a temporary bunk to distribute loads.
8.7	Towed Delivery on the boats' trailer: - in local short haul trips in non-freezing weather, only the cleaning and covering provisions may be required, with the approval of the Technical Inspector.
9.0	Trailer Information: See Section 20.1 at the end of Vessel Particulars for specific trailer information. Trailer to be supplied by builder.

	<u>VESSEL PARTICULARS</u>
10.	<p><u>Physical Particulars:</u></p> <ol style="list-style-type: none"> 1. Length must be 6.4m (21') from bow to transom, excluding the outboard pod with an overall length including the outboard pod of not more than 7.5m (24.6'). 2. Breadth overall 8'5" to 8'6". No more than 8'6" wide to avoid trailering restrictions. 3. Draft (outboard motor lowered) .75 meters 4. Draft (outboard motor raised) 0.5 meters 5. Deck length from transom to dashboard between 3.8m (12.5') and 4m (13')_ <p>Finished vessel weight including engines, all electronics, accessories and full tank of fuel MUST NOT EXCEED 4,500 lbs.</p> <ol style="list-style-type: none"> 1. Deep-V hull configuration, with full reverse chine, welded aluminum construction self bailing decks lifting eyes, <36" side height (maximum for divers entering water) 2. Walk-through windshield and hard top style vessel, with removable canvas facing deck. 3. Two forward facing seats on suspension posts forward or suspension seats. Two lockable removable box type bench seats (one on either side) behind the front seats. Maximum length of bench seats 30" long by 18"wide. 4. Plastic doors on any compartments will not be accepted 5. Outboard engine HP Rating up to single 200hp 4-stroke and 20hp auxiliary kicker motor (with power trim). 6. Cabin to have lockable storage compartment forward under the bow. 7. Anchor locker with exterior access on bow, covered well to house NO. 13 Danforth style anchor 8. Fuel capacity not less than 180 litres (48 US gal.)

	<p>9. Removable, side-mounted dive ladder, mounted same side as steering (Starboard). Installation of pipe sleeve for grab bar for divers climbing up the ladder (see picture # 4).</p> <p>10. Removable bow ladder for beaching exits.</p> <p>Normal Load conditions:</p> <ul style="list-style-type: none"> - Normal crew of 4 = 330 kg - Maximum crew of 6 - Fuel= minimum 180 litres (48 imp. gal) in one or two tank(s), (160 kg) tanks capacity to meet the endurance requirement stated in section 11.0 with the engine supplied by builder. - Equipment & supplies = 450 kg Load capacity

11.	<p><u>Operational Performance</u></p> <p>Unless otherwise stated, performance must be for conditions of zero sea state and no wind, with Normal Load and complement.</p> <p>The craft must be designed and constructed for ease of maintenance and repair, long life, and to be easily supportable by local commercial facilities and suppliers. The craft is expected to have a service life of at least 10 years, with an expected usage of between 250 and 500 hours per year.</p> <ol style="list-style-type: none"> 1. Cruising speed: 25 knots at normal load condition. 2. Maximum speed: 25-30 knots. 3. Endurance: 100 nautical miles at 25 knots cruising speed. 4. Effective steering in Beaufort Force 4, with seas from any direction. 5. Steer and manoeuvre effectively at 3 knots in Beaufort Force 5. 6. Maintain course made good over ground, when proceeding at 3 knots with relative crosswind of 15 knots.
11.	<p><u>Beaching</u></p> <ol style="list-style-type: none"> 1. Capable of beaching on soft (sand, earth or clay) surfaces at a speed of up to 5 knots without damage to the hull. 2. Capable of beaching on hard (stone or concrete) surfaces at speeds of up to 3 knots without damage to the hull.
11.2	<p><u>Depth under Keel</u></p> <ol style="list-style-type: none"> 1. Operate carefully in depths of 1 meter with outboard motor or outdrive lowered. 2. Basic manoeuvring in depths of 0.80 meters with outboard motor or outdrive in the partially raised position

12.0	<p><u>Environmental Conditions:</u></p> <p>Capable of operating day or night in the following conditions:</p> <ol style="list-style-type: none"> 1. Average ambient air temperature range: -5°C to + 30°C 2. Average water temperature: 0°C to +20°C. 3. Wave heights of up to 2.5 meters
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	4. Wind speeds of up to 35 knots
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13.	<u>Vessel Configuration</u>
13.1	<p>Cabin</p> <ul style="list-style-type: none"> a. Aluminum and glass walk through windshield hard top. Large open rear deck behind with same deck height from dashboard to transom b. Hard top required to support pressure from lifting straps used for lifting the boat onto the CCG vessels. c. Walk through windshield (rear-sloping) to allow access to flat bow (no raised cuddy cabin). Step built in middle of dash. d. Canvas facing deck with zippered door. e. Canvas to be light grey in colour. f. Minimum side deck width to be 6”. g. Lockable forward storage compartment under bow. h. Anchor rope/chain locker (with drain) in front of forward storage compartment and accessible from the bow and large enough to store the anchor and chain. i. Helmsman suspension seat and station on Starboard side j. Front passenger suspension seat on Port side k. Removable Flip-top bench seats, with storage underneath, behind front seats. Removable cushion on top of seat. Bench seat maximum length 36” long by 22” wide (with an opening of 20”X28”). Under seat storage must have means for draining l. Heavy duty electric wipers for all forward facing windows m. Lighting for all instruments n. Three (3) 12-volt cigarette lighter-style auxiliary power outlets o. All cabin windows to be aluminum framed Laminated-Tempered Safety glass or lighter but meet TP 1332 and vessel rating as stated in section 11.0 p. Floor of cabin to be at same level as self-bailing rear deck (i.e. no dropped floor in cabin) painted with non-skid material. q. Heater
13.2	<p>External Specifications</p> <ul style="list-style-type: none"> a. Self-bailing cockpit b. Bow eye (for trailering) c. Bow roller d. Bow guardrails paint mat black to minimize glare. e. 4 Lifting eyes for lifting on deck of CCG ships using ship’s crane. f. Forward Radar arch (above canvas top), sufficient to support 2 VHF antennae’s, Lowrance 3G Broadband Dome, horns. Arch must also be a minimum of 7’ above the deck height to clear canvas and lifting straps. g. Non-skid decking material non-skid paint. h. Rear swim grid extending width of transom

	<p>i. Lateral rubber rub strips at the sheer strake and a welded aluminum rub strake (hull stiffener) between the water line and the sheer strake.</p> <p>j. Bilge pump (s) (as required per TP 1332), below decks, with 3-way switch (on/off/auto)</p> <p>k. Exterior deck lighting mounted on back of radar arch, lighting direction toward the aft deck</p> <p>l. Side gunwale-storage with deep shelves on running from dash to transom 4" wide X 4" deep, 8" off the deck.</p> <p>m. Storage built into transom (width of deck) above batteries with drains and a hatch cover.</p> <p>n. If side railings are required aft of cabin to meet the TP 1332, they MUST be removable type (drop into sleeves built in the gunwhales) so that divers can enter the water.</p> <p>o. Top of gunwales, aft of the cabin must be a minimum of 6" wide.</p> <p>p. Open rear deck (No additional seating)</p> <p>q. Dual battery bank electrical system with battery isolation switch</p> <p>r. Built-in aluminum fuel tanks, under the floor, compatible with Transport Canada regulations</p> <p>s. Side mounted welded aluminum dive ladder (starboard side), spine type, flip-up design, bolt-on mounting bracket on starboard side (MUST be on same side as steering). Center of dive ladder to be mounted 7.5" ahead of front of transom. Dive ladder and mounting bracket must be removable. Mounting bracket to be installed on top of starboard gunwhale. Dive ladder mounting bracket and hinge to be designed as per Picture 1. Center post of dive ladder must be 2 ¼" diameter aluminum pipe. Ladder must be designed so that it will extend 28" below the water line. Rungs to be made of 1 ¼" diameter aluminum pipe, 10" wide on either side of center post (22 ¼" overall width) and spaced 10" apart (see Picture 2). Center post must be drilled-through with rungs running through the center post. Ladder design must include post to keep the ladder off the side of the vessel when in down position (see Picture 3) and at a 75 degree angle relative to the water. Aluminium backing plate, 3/8" thick, to be installed under gunwhale under the dive ladder bracket.</p> <p>t. Sleeve in gunwhale aft of dive ladder for 1 7/8" diameter pipe insert to act as a grab-bar to aid divers climbing up the ladder See picture # 4.</p> <p>u. Pipe/Sleeve insert (for 1 7/8" diameter pipe) on Starboard gunwhale, 1 foot behind bench seat, to mount line hauler. See picture # 5.</p> <p>v. Wired plug-in (Scotty electrical socket, 25amp) for electric line hauler, Starboard side, just aft of cabin and below forward pipe sleeve insert.</p> <p>w. Removable rail across transom. Rail to be made of 1 7/8" aluminum tubing and extend 36" above the deck.</p> <p>x. Arch above cabin must accommodate Radar dome, radio antennas (two (2)), all around light and running lights. Arch to be constructed and positioned to avoid interference with lifting straps. Must have a minimum clearance of no less than 7' from the floor/deck.</p> <p>y. Cleats as per section 13.5.</p> <p>z. Two (2) transducer mounts on stern.</p>
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	aa. Zinc mounts as required.
13.	<p>Dash / Helm Station</p> <ol style="list-style-type: none"> The Helm station will be on the starboard side of the cabin. A Seastar Hydraulic steering system capable of handling the horsepower of the vessel, with manufacturers' engine controls designed for the power units. Gauges on dash will include: Engine manufacturer engine gauge that will include, Tachometer, oil pressure and over heat alarm. In addition to the manufacturers gauge, an independent fuel level and engine hour gauges will be installed. Switches/controls on dash will include: bilge pump (on/off/auto), lights (navigational side lights, anchor, exterior deck, instruments, compass), and wipers. Additional switched fuse panel for connection of electronics (sounder, GPS, plotter, radar, radios, line hauler and 3 cigarette-lighter type power outlets).
13.	<p>Navigation Lighting and Equipment</p> <ol style="list-style-type: none"> 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 dash. Navigation lights must be permanently fitted to radar arch and must be waterproof, LED type. 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 lying along side a vessel or a pier. Non-white lighting must be wired together on a separate breaker of the 12-volt DC electrical system. All around Mast /Anchor light must be on the radar arch. Two switches on the dash to be provided and labelled: Nav 1 (masthead / anchor) and Nav 2 (sidelights) The Contractor must provide and install a dash mounted magnetic compass, with light.
13. 5	<p>Exterior Equipment</p> <ol style="list-style-type: none"> Two cleats mounted aft (at the transom) on the top of the gunwales, two cleats lined up on port & starboard sides of aft section of the canvas and one cleat forward center. All cleats to be 9" aluminum and welded on. Transom deck drainage scuppers will be of a size to allow sufficient drainage of forward and aft sections of exposed deck surfaces per TP 1332 and ISO. Fuel filler access for gas tank(s).
13. 6	<p>Finishes</p> <ol style="list-style-type: none"> Outside of hull to be left un-painted, except as specified below Inside of cabin un-painted, except where stated in the specification. Entire Decks to be covered with non-slip paint (including fordeck (bow))

<p>14. 0</p>	<p><u>Construction Standards</u></p> <p>The vessel must be designed, constructed, inspected, and certified to meet the requirements of the following standards, regulations and codes:</p> <ol style="list-style-type: none">1. Transport Canada Marine Safety Regulation TP 1332 “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, etc. as delegated to ISO 12217 and then to ISO 6185 for RIBs http://www.tc.gc.ca/MarineSafety/Directorate/TP/tp1332/tp1332e.htm2. Canadian Standards Association C22.2 NO. 183.2-M1983 (R1999) “Standards for D.C. Electrical Installations on Boats and ABYC ‘E’ electrical standards.”3. Canadian Standards Association (CSA) CSA W47.2-M1987; Certification of Companies for Fusion Welding of Aluminium
<p>15.0</p>	<p><u>Construction Drawings and Data</u></p> <ol style="list-style-type: none">1. The following, “As Fitted”, dimensioned drawings must be produced for manuals to record the vessel particulars.2. Lines Plan with approximately ten sections through hull.3. Vessel midship section showing the console / operating position in the deck.4. Plan and Profile, general arrangement5. Systems drawings presented on as many sheets as required for clarity covering Bilge, Fuel, Electrical, Fire fighting, and Driveline or mechanical drawing as required.
<p>16. 0 16. 1</p>	<p><u>Construction and Finish:</u></p> <p>Hull and Deck</p> <p>The hull, deck, and cabin must be constructed as specified in paragraph 3.2. Mil Certificates are required for all aluminium used in the fabrication.</p>

	<p>The Exterior of the vessel must be bare aluminium. Deck non-skid must be painted.</p> <ol style="list-style-type: none">1. Vessel to have a fully welded hull and engine mount. Framing welds must be continuous in areas subject to vibration in the vicinity of machinery bedplates and bow areas subject to impact.2. The hull is to be a continuous V shape with bar keel protruding from motor pod transom to chine at stem.3. The hull and decks are to be transversely framed and longitudinally stringered, with ¼” bottom and chine plating and minimum 3/16” side plating.4. The self-bailing non-skid cockpit deck shall be 3/16” plating and meet ISO 11812 drainage requirements.5. There must be a flat extrusion at the sheer to carry a suitable plastic or rubber rubstrake at the sheer, from transom corners around the bow.6. There must be a welded longitudinal rub strake and hull stiffener between the waterline and the sheer strake.
<p>16. 2</p>	<p>The hull is to be between 16 and 21 degree deadrise “V” style monohull with a full reverse chine and hull bottom to incorporate a minimum of one substantial spray strake (~1.5” vertical, aft, located approx mid bottom panel) or two smaller spray strakes on the bottom, per side, which run out to the stem.</p>

<p>16. 3</p>	<p>Deck</p> <p>1. The deck above the watertight compartments must have bolted, watertight access plates / hatches for easy removal to allow for repair of tanks and buoyancy compartments beneath, and separate plates for inspection access to the fuel system components per TP 1332.</p>
<p>16. 4</p>	<p>Bow Eye, Lifting and Towing</p> <p>1. A system is to be designed and incorporated into the construction of the stem that allows for the bowline and or trailering hook to be attached to the bow and which must not protrude from the line of the stem. The fitting must be of a non-corrosive material.</p> <p>2. The vessel must be equipped with a four (4) leg, webbing lifting bridle. The location and arrangement of lifting gear must be such that it does not pose a safety hazard to the operator or crew nor interfere with boat operation. All bridle lifting lugs must be reinforced and proof tested in accordance with CSA Tackle Regulations. Lifting points must not be located below the deck or within lockers or compartments. Lifting points must be located so that the bridle does not snag on the boat structure, outfit or machinery. Lifting slings provided must be webbing strap type certified to safely lift the vessel in the fully loaded condition. Test margin 150% for four straps, or per CSA if higher standard. Preferred location of aft lifting points is on the back of the transom if possible.</p> <p>3. Tie Downs: Port and Starboard trailering tie down points to be incorporated in transom.</p>
<p>16. 5</p>	<p>Pumping and Drainage:</p> <p>1. The electric bilge pump control panel must be located visibly on the operator's console, with settings for 'on', 'off' and 'automatic' operation. An indicator light must be provided at the console that lights when the bilge pump is operating.</p> <p>2. An automatic float switch control must be fitted that turns on the electric bilge pump when water is present in the bilge. (This "float switch" must have the float mechanism contained in a protected housing, at the base of the pump or separately.</p> <p>3. Bilge High Water Alarm for each compartment equipped with a pump with alarm indicators at helm to be clearly visible by the operator.</p> <p>4. Hull drainage - a non-corroding threaded plug must be provided in the lowest point to drain the aft compartments of the hull when out of the water</p> <p>5. Any forward water retaining compartment must be fitted with a bilge pump.</p>
<p>17.</p>	<p><u>Outfitting and Equipment</u></p>
<p>17.</p>	<p>Lifesaving equipment</p>

	<p>Emergency equipment will be supplied by the government. Contractor must provide appropriate stowage / securing arrangements for emergency equipment (as appropriate for each item). All CFM fittings must be heavy duty, corrosion resistant fittings. All items must be readily accessible:</p> <ol style="list-style-type: none"> 1. Fire extinguisher (Class 5BC, marine type) 2. Boat hook, 8 feet long (retractable) 3. 2 paddles, 4. Anchor (Fortress model FX-7 or equivalent) and line with chain 5. Mooring lines: Five (5) Sampson Dock line 1/2" by 15' 6. One (1) buoyant heaving line 7. One (1) LED water proof flashlight w/ spare batteries 8. One (1) whistle 9. First aid kit in waterproof container 10. Thermal protective aids 11. Buoyant safety knife 12. 6 flares, Type A, B or C
<p>17.</p>	<p>Electrical System</p> <ol style="list-style-type: none"> 1. The electrical system must be completely waterproofed and easily accessible, incorporating a waterproof breaker panel with a minimum of 10 circuits fitted. 2. Twelve (12) volt DC distribution system must be provided to power the engine starting and boat service loads including: <ol style="list-style-type: none"> a. Navigation lights b. Navigational equipment c. Instrumentation d. Communications e. Three (3) 12V DC cigarette lighter type outlets wired to separate fuses
<p>17.</p>	<p>Batteries</p> <ol style="list-style-type: none"> 1- The boat 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. 2- Batteries must be marine grade glass mat or gel type maintenance free to eliminate leakage, and a minimum 1000 deep-cycle cranking amps.
<p>17.</p>	<p>Wipers</p> <p>Wipers with pantograph arms are to be installed to each forward facing windows. They are to be activated individually by a variable speed switch located on the operator's console.</p>
<p>17.</p>	<p>Navigation Electronics</p> <p>This vessel must be constructed to fit (configured) the following electronics navigation package, with displays located across the forward dash, in addition to the Collision regulations required equipment. Arrangement to be approved by the owner's TA prior starting of building the console. All electronics are contractor furnished material (CFM)</p> <p>ALLOWANCE REQUIRED FOR:</p> <ol style="list-style-type: none"> 1. Two Lowrance networked HDS-7 Marine Multifunction Display (7 inch) complete chart plotter (AIS Compatible), GPS receiver and sonar at the helmsman position. One for Plotter / Sounder, second for radar / backup sounder.

	<ol style="list-style-type: none">2. One (1) marine VHF radio with DSC and AIS receiver, connected to a GPS receiver and with Shakespeare Galaxy 5255-xt antenna. Standard Horizon Matrix GX2150.3. Arch mounted transmitter dome for radar scanner, Lowrance BR24 3G Radar Dome. Radar is to be provided with all necessary software and latest software upgrade.
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18.	<u>Propulsion</u>
	<ol style="list-style-type: none">1. Propulsion must be a single 200hp Suzuki 4-stroke gasoline-powered outboard engine, joined with a tie bar to an auxiliary 4-stroke 20hp 4-stroke Suzuki engine, complete with charging system and power trim remote start. And be capable of a sustained cruising speed of 25 knots under moderate to heavy load and a maximum speed of 30 knots and rated for salt water use.2. Vessel should be built to accommodate a single 200hp Suzuki main engine (25" shaft) and a 20hp Suzuki auxiliary engine (25" shaft)3. Installation of engines is to be performed by the contractor. Controls and gauges are to be provided and installed by the contractor.4. Electric tilt and trim are required for all engines.5. Each engine will have its own remote control shifter mounted side by side, at the helm. One shifter for main engine and one for kicker engine.6. Motor must be mounted and operated in accordance with manufacturer's recommendations. The use of engine manufacturer's approved accessories and equipment is required. Equipment and components must not be used, or trials performed on the engines that would, in any way, void the engine manufacturer's warranties.7. Contractor to supply and install equipment included in the manufacturers' standard gauge package for the specified engine: All gauges must be backlit with an adjustable dimmer. Lighting for gauges and lighting for compass must use separate dimmers.<ol style="list-style-type: none">a. Tachometer for engine (Engine manufacturer gauge)b. Ignition harnessc. Fuel gauged. Controls, cables,e. Ignition harnessf. Additional/separate hour meter for engine,8. Propellers: Contractor must inform the Technical Authority of appropriate pitch and diameter to meet the Performance Requirements as determined by the Contractor developed design check. A spare propeller must be provided for each engine. Preferably Aluminum propellers if available for the selected engine(s).9. Main engine package must incorporate an automatic shutdown feature (kill switch) for the engine to be mounted near the ignition switch.

18.	Fuel Systems:
1	
	<ol style="list-style-type: none"> 1. Fuel systems must meet with all requirements of TP 1332 “Construction Standards for Small Vessels”, which reference the ABYC standards 2. The vessel must be fitted with one (1) aluminum fuel tank with baffles, to be located under the deck for a total capacity of a minimum 180 litres. 3. There must be inspection hatches (8”) in the deck, to allow access to the fuel pick-ups, fuel shutoff valve at tank, vent, and fill connections, and tank level indicators. 4. Arrangements must be provided for fuel tank and associated lines, vent, fill, and on / off selector manifold, using three way valves, to be fitted to the boat, to provide fuel for the engines. 5. Fuel lines from the inboard shutoff valve or manifold to the outboard motor(s) to be protected against chafing and wear. 6. A fuel / water separator filter is to be mounted “in-line” to each engine with easy access to drain the sediment bowl. 7. Fuel shutoff valves are to be installed at fuel tank outlets and be easily accessible by vessel operators. Near the filters and engines, additional ‘service’ fuel shutoff valves to be located, to facilitate engine or filter service, 8. Fuel fills to be located at aft cabin bulkhead location. 9. The Fuel tank space will require flow through ventilation per TP1332 and ABYC. 10. The Fuel tank space must have a fume detector, Marine Tech 2” or equal.

19.	<u>Steering system:</u>
0	
	<ol style="list-style-type: none"> 1. Steering systems must be hydraulic with a maximum of 3.5 turns from hard over to hard over. (The SeaStar® steering system from Teleflex meets this requirement). 2. All hydraulic steering hoses must be routed below deck and all hoses must be routed so that there are no pinches or chafing points on the hoses. 3. The wheel / console connection must be of robust construction, to eliminate fore and aft or lateral movement of wheel / steering shaft fixture. 4. The steering wheel must be stainless steel and may be rubber or plastic covered. The steering wheel must be stiff enough that during rough water operations there is no flexing of the wheel and the wheel should be padded to provide a comfortable non-slip surface for the operator to grip.
20.	<u>Trailer</u>
1	
	The area of operation is British Columbia, and the trailer MUST be compliant with BC trailer laws.

	<p>Must be rated at least 20% over the anticipated 'normal load' weight of the boat, and to be specified as follows:</p> <ol style="list-style-type: none"> 1. 5200 lb, net carry capacity galvanized, welded frame bunk trailer; tandem axle with spare tire. 2. Stainless Steel disc brakes; 3. Stainless Steel wheel bearing protectors; 4. 2 5/16" ball size surge actuator; 5. submersible LED lighting, with all wiring heat shrunk, and loomed where exposed, 7-prong round wiring plug; 6. 15", 5-bolt galvanized rims with equivalent size spare on vertical mount bracket and lug wrench; 7. manual two speed hand winch with brake, with nylon winch strap and hook installed, with front bow-eye to trailer turnbuckle; 8. heavy duty adjustable v-block roller under the forefoot; 9. swivel mount jack with pad foot, with a 5000lb static capacity jack; 10. full length stand on fenders; 11. four bunk design (no rollers); 12. rear hooks for attaching tie-downs to boat; one pair of rear ratchet tie downs; and 13. Must have horizontal side loading guides aft.
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<u>21.0</u>	<u>Additional Requirements</u>
21.1	Bumper
	1. The entire length of the gunwale on each side and around the bow (except back of transom) must be fitted with a suitable resilient guard 'D' rubber(1-2 inches) secured to a sheer strip of ¼ inch flat bar fastening strip inserted in the 'D' rubber and the 'D' rubber drilled for fastening bolts.
21.2	Total Weight
	Total weight upon completion, including all motors, electronics, interior/exterior equipment, safety equipment and full fuel tank(s) cannot exceed <u>4,500 lbs.</u> Weight of completed vessel to be reported by bidder _____

PICTURES:



Picture 1: Dive ladder bolt-on bracket design



Picture 2: Dive ladder design. Rungs 10” long on either side of spine (22 ¼” total width) and rungs spaced 10” apart.



Picture 3: Dive ladder post. Angle between water and ladder is 75 degrees. End of post resting on hull must have a pad to distribute weight (see Picture 8).



Picture 4: Picture of diver on ladder utilizing pipe insert grab bar



Picture 5: Picture pipe insert that can house a davit or line hauler p

ANNEX "B"

BASIS OF PAYMENT

DO NOT USE – Complete Annex E – Financial Presentation Sheet

Item	Description	Unit Price (CAD\$)	Quantity	Total Price (CAD\$)
1	Dive skiff built in accordance with Annex "A".	\$	1	\$
2	Delivery of skiff to DFO , Nanaimo, BC. By Feb 27, 2023	\$	1	\$
Total (excluding taxes)				\$

Unscheduled Work Rates

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

Bidders must provide the following rates:

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.

B-5 Price for additional - Optional boats:

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

2. Canada reserves the right to negotiate the priced option.

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

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ANNEX "C"

SUBCONTRACTORS

Specification Item	Description of Goods/Services (Incl. Make, Model Number as applicable)	Name of Supplier	Address of Supplier

ANNEX "D"

INSURANCE REQUIREMENTS

Commercial General Liability Insurance

1. The Contractor must obtain Commercial General Liability Insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$2,000,000 per accident or occurrence and in the annual aggregate.
2. The Commercial General Liability policy must include the following:
 - (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows: Canada, as represented by Public Works and Government Services Canada.
 - (b) Bodily Injury and Property Damage to third parties arising out of the operations of the Contractor.
 - (c) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Contractor and/or arising out of operations that have been completed by the Contractor.
 - (d) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character.
 - (e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
 - (f) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.
 - (g) Employees and, if applicable, Volunteers must be included as Additional Insured.
 - (h) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar program)
 - (i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy.
 - (j) Notice of Cancellation: The Contractor will provide the Contracting Authority thirty (30) days prior written notice of policy cancellation or any changes to the insurance policy.
 - (k) If the policy is written on a claims-made basis, coverage must be in place for a period of at least 12 months after the completion or termination of the Contract.
 - (l) Owners' or Contractors' Protective Liability: Covers the damages that the Contractor becomes legally obligated to pay arising out of the operations of a subcontractor.
 - (m) Non-Owned Automobile Liability - Coverage for suits against the Contractor resulting from the use of hired or non-owned vehicles.
 - (n), (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:

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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.

ANNEX "E"

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

The price of the bid will be evaluated in Canadian dollars, customs duties are included, applicable taxes are extra, Incoterms 2010 DDP to destination.

Item	Description	Quantities	Extended Firm Price
a.	Known Work –(dive skiff) As per Part 7, article 7.2 and Annex A - Technical Statement of Requirement and Annex G - Bidders Questions and Canada's Responses	1	\$ _____
b.	Shipping and Delivery (dive skiff) Incoterms 2010 DDP to destination Destination Nanaimo, BC per Part 7, article 7.4.4 and 7.4.5	1	\$ _____
c.	Unscheduled Work (for evaluation) <i>Labour Cost:</i> Estimated labour hours at a firm <i>Charge-out Labor Rate</i> , including overhead and profit: 50 person hours X \$ _____ per hour for a PRICE of: See articles E-1 below.	50	\$ _____
d.	EVALUATION PRICE [a + b + c] For an EVALUATION PRICE of: (customs duties are included and applicable taxes are excluded)		\$ _____

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

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

\$ _____ per hour, GST/HST extra,

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

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

E-2 Overtime

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

The Overtime Rates are as follows:

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

Double Time Rate: \$ _____ / per person hour

Overtime shall be calculated and paid as follows:

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

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

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

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

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

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

E-4 Price for additional dive skiffs:

- a. if additional funding becomes available, DFO may choose to exercise the option to purchase up to 2 additional dive skiffs built in accordance with the TSOR, **Annex "A" Technical Statement of Requirements (Contract) and Annex "G" – Bidders Questions and Canada Responses.**(Contract)
- b. for the supply of 1 additional dive skiff (GST/HST and transportation charge excluded): A firm price of \$ _____(CAD)
- c. for the supply of 2 additional dive skiffs (GST/HST and transportation charge excluded): A firm price of \$ _____(CAD)
- d. The price quoted for the option must be firm, remain valid and open for acceptance by Canada for two (2) years after the delivery of the initial vessel. The option proposed must be in accordance with the terms and conditions of this bid solicitation.
- e. The proposed optional items will not form part of the Evaluation for the award of a contract in response to this RFP.
- f. Only the option proposed by the successful bidder may be considered by Canada.
- g. The option, if incorporated into the Contract, in whole or in part, may or may not be exercised at the sole discretion of Canada.
- h. Canada reserves the right to negotiate the priced option.

ANNEX "F"

BID PACKAGE CHECKLIST

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

I1.1 - Bidder's Bid Package Check List

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

M: Mandatory with the bid.

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

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

Table I-1

No.	Solicitation Reference	Description	Period	Document provided
1	Front Page	Request for Proposal document part 1 page 1 completed and signed;	M	<input type="checkbox"/>
2	Annex A -1 and 3.1	Mandatory Technical Criteria	M	
3	3.1.2, Annex E	Section III - Financial Bid - Annex E- Detailed Financial Bid Presentation Sheet	M	<input type="checkbox"/>
4	5.1.1	Integrity Provisions - Declaration of Convicted Offences – If Applicable	M	<input type="checkbox"/>
5	5.1.2	Manufacturer Identification Code (MIC)	M <i>(If Applicable)</i>	<input type="checkbox"/>
6	5.1.3	Hull Serial Numbers Used in past 2 Years: (a) Annual Production Report – TC form 80-0010E (or equivalent), (b) Minimum of 5 Small Vessel Declaration of Conformity – TC form 80-009E (or equivalent), and (c) Copies of the Compliance Notices for each of the vessels indicated in (b).	M	<input type="checkbox"/>
7	5.1.4	Vessel Construction Experience 1. The bidder must have built a minimum of 2 boats; built within the last 10 years, that meet the following criteria: (a) Fiberglass Construction; and, (b) Have a registered length between 42ft and 48ft. (c) Vessel tonnage must be under 15 tonnes (GRT).	M	<input type="checkbox"/>

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8	5.1.4	Vessel Construction Experience 2. The bidder must provide objective evidence supporting the requirements of article 1 by the submission of 2 or more of the following: (a) General Arrangement drawings; (b) Photographs; (c) References; (d) Builder's plates (if applicable); and (e) Hull identification numbers confirming multiple builds.	M	<input type="checkbox"/>
9	5.1.5	Canadian Content declaration - <u>if Applicable</u>	M	<input type="checkbox"/>
10	5.1.1, Annex J	Integrity Regime – List of Directors form from Annex J completed.	48 Hrs	<input type="checkbox"/>
11	5.2.2, Annex G	Federal Contractors Program for Employment Equity- Certification	48 Hrs	<input type="checkbox"/>
12	5.2.3.1	Worker Compensation Certificate – Letter of Good Standing	48 Hrs	<input type="checkbox"/>
13	5.2.3.2	Welding certification – Valid Certificates for CSA W47.2	48 Hrs	<input type="checkbox"/>
14	7.11	Applicable laws – British Columbia by default.	48 Hrs	<input type="checkbox"/>
15	5.2.3.3, 7.18, Annex E	Insurance - Proof of Availability Prior to Contract Award in accordance with Annex D - INSURANCE REQUIREMENTS	5 days	<input type="checkbox"/>
16	5.2.3.4, Annex F	Contractor Quality Management System in accordance with 5.2.3.4 Contractor Quality Management System	5 days	<input type="checkbox"/>
17	5.2.3.5, Annex C	List of Subcontractors	5 days	<input type="checkbox"/>
18	5.2.3.6, 7.10	Project Schedule	5 days	<input type="checkbox"/>

I1.2 Contract Deliverable Requirements

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

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

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2	Part 7	7.21	Insurance certificate	10 days	
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Buyer ID - Id de l'acheteur
XLV166
CCC No./N° CCC - FMS No./N° VME

Annex G – Bidders Questions and Canada's Answers

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

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

For further information on the Federal Contractors Program for Employment Equity visit [Employment and Social Development Canada \(ESDC\) – Labour's](#) website.

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

Complete both A and B.

A. Check only one of the following:

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

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

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

OR

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

B. Check only one of the following:

Solicitation No. - N° de l'invitation
FP197-220002/A
Client Ref. No. - N° de réf. du client
FP197-220002

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

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B1. The Bidder is not a Joint Venture.

OR

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

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