March 27, 2019

Dear Applicant:

Re: Your request for access to information under Part II of the Access to Information and Protection of Privacy Act [Our File #: TW/037/2019]

On February 27, 2019, the Department of Transportation and Works received your request for access to the following records:

Tender package for the Ferry Service for Gaultois. I would to obtain the information on actual bids considered for the Gaultois Ferry Service. I want information an any and all bids that were submitted for consideration for the Gaultois service. I want to know who made the decision to remove MV Terra Nova from the Gaultois ferry service and was any consultation with the Transportation Committee of Gaultois.

I am pleased to inform you that a decision has been made by the Deputy Minister for Transportation and Works to provide access to some of the requested records. In accordance with your request, the appropriate copies have been enclosed.

There are no responsive records for the second half of your request. Please note: ATIPP relates to proving records that are in the custody or control of Transportation and Works. Transportation and Works is not obligated to create records to respond to a request.

Access to the remaining records, and/or information contained within the records, has been refused in accordance with the following exceptions to disclosure, as specified in the Access to Information and Protection of Privacy Act (the Act):

Subsection 35(1)(d) - (1) The head of a public body may refuse to disclose to an applicant information which could reasonably be expected to disclose (d) information, the disclosure of which could reasonably be expected to result in the premature disclosure of a proposal or project or in significant loss or gain to a third party;

Subsection 39(1)(a)(ii) - (1) The head of a public body shall refuse to disclose to an applicant information (a) that would reveal (ii) commercial, financial, labour relations, scientific or technical information of a third party;

Subsection 39(1)(b) - (1) The head of a public body shall refuse to disclose to an applicant information (b) that is supplied, implicitly or explicitly, in confidence;

Subsection 39(1)(c)(iii) - (1) The head of a public body shall refuse to disclose to an applicant information (c) the disclosure of which could reasonably be expected to (iii) result in undue financial loss or gain to any person, or
Subsection 40(1) - The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party's personal privacy.

As required by 8(2) of the Act, we have severed information that is unable to be disclosed and have provided you with as much information as possible. In accordance with your request for a copy of the records, the appropriate copies have been enclosed.

Please be advised that you may ask the Information and Privacy Commissioner to review the processing of your access request, as set out in section 42 of the Access to Information and Protection of Privacy Act (the Act). A request to the Commissioner must be made in writing within 15 business days of the date of this letter or within a longer period that may be allowed by the Commissioner.

The address and contact information of the Information and Privacy Commissioner is as follows:

Office of the Information and Privacy Commissioner
2 Canada Drive
P. O. Box 13004, Stn. A
St. John’s, NL. A1B 3V8

Telephone: (709) 729-6309
Toll-Free: 1-877-729-6309
Facsimile: (709) 729-6500

You may also appeal directly to the Supreme Court Trial Division within 15 business days after you receive the decision of the public body, pursuant to section 52 of the Act.

Please be advised that responsive records will be published following a 72 hour period after the response is sent electronically to you or five business days in the case where records are mailed to you. It is the goal to have the responsive records posted to the Completed Access to Information Requests website within one business day following the applicable period of time. Please note that requests for personal information will not be posted online.

If you have any further questions, please contact me by telephone at 709-729-5351 or by email at ATTW@gov.nl.ca.

Sincerely,

Angela McIntyre
ATIPP Coordinator
Disclosure harmful to the financial or economic interests of a public body

35. (1) The head of a public body may refuse to disclose to an applicant information which could reasonably be expected to disclose

(a) trade secrets of a public body or the government of the province;

(b) financial, commercial, scientific or technical information that belongs to a public body or to the government of the province and that has, or is reasonably likely to have, monetary value;

(c) plans that relate to the management of personnel of or the administration of a public body and that have not yet been implemented or made public;

(d) information, the disclosure of which could reasonably be expected to result in the premature disclosure of a proposal or project or in significant loss or gain to a third party;

(e) scientific or technical information obtained through research by an employee of a public body, the disclosure of which could reasonably be expected to deprive the employee of priority of publication;

(f) positions, plans, procedures, criteria or instructions developed for the purpose of contractual or other negotiations by or on behalf of the government of the province or a public body, or considerations which relate to those negotiations;

(g) information, the disclosure of which could reasonably be expected to prejudice the financial or economic interest of the government of the province or a public body; or

(h) information, the disclosure of which could reasonably be expected to be injurious to the ability of the government of the province to manage the economy of the province.

(2) The head of a public body shall not refuse to disclose under subsection (1) the results of product or environmental testing carried out by or for that public body, unless the testing was done

(a) for a fee as a service to a person or a group of persons other than the public body; or

(b) for the purpose of developing methods of testing.
Disclosure harmful to business interests of a third party

39. (1) The head of a public body shall refuse to disclose to an applicant information

(a) that would reveal

   (i) trade secrets of a third party, or

   (ii) commercial, financial, labour relations, scientific or technical information of a third party;

(b) that is supplied, implicitly or explicitly, in confidence; and

(c) the disclosure of which could reasonably be expected to

   (i) harm significantly the competitive position or interfere significantly with the negotiating position of the third party,

   (ii) result in similar information no longer being supplied to the public body when it is in the public interest that similar information continue to be supplied,

   (iii) result in undue financial loss or gain to any person, or

   (iv) reveal information supplied to, or the report of, an arbitrator, mediator, labour relations officer or other person or body appointed to resolve or inquire into a labour relations dispute.

(2) The head of a public body shall refuse to disclose to an applicant information that was obtained on a tax return, gathered for the purpose of determining tax liability or collecting a tax, or royalty information submitted on royalty returns, except where that information is non-identifying aggregate royalty information.

(3) Subsections (1) and (2) do not apply where

(a) the third party consents to the disclosure; or

(b) the information is in a record that is in the custody or control of the Provincial Archives of Newfoundland and Labrador or the archives of a public body and that has been in existence for 50 years or more.
Disclosure harmful to personal privacy

40. (1) The head of a public body shall refuse to disclose personal information to an applicant where the disclosure would be an unreasonable invasion of a third party’s personal privacy.

(2) A disclosure of personal information is not an unreasonable invasion of a third party’s personal privacy where

(a) the applicant is the individual to whom the information relates;

(b) the third party to whom the information relates has, in writing, consented to or requested the disclosure;

(c) there are compelling circumstances affecting a person’s health or safety and notice of disclosure is given in the form appropriate in the circumstances to the third party to whom the information relates;

(d) an Act or regulation of the province or of Canada authorizes the disclosure;

(e) the disclosure is for a research or statistical purpose and is in accordance with section 70;

(f) the information is about a third party’s position, functions or remuneration as an officer, employee or member of a public body or as a member of a minister’s staff;

(g) the disclosure reveals financial and other details of a contract to supply goods or services to a public body;

(h) the disclosure reveals the opinions or views of a third party given in the course of performing services for a public body, except where they are given in respect of another individual;

(i) public access to the information is provided under the Financial Administration Act;

(j) the information is about expenses incurred by a third party while travelling at the expense of a public body;

(k) the disclosure reveals details of a licence, permit or a similar discretionary benefit granted to a third party by a public body, not including personal information supplied in support of the application for the benefit;

(l) the disclosure reveals details of a discretionary benefit of a financial nature granted to a third party by a public body, not including
(i) personal information that is supplied in support of the application for the benefit, or

(ii) personal information that relates to eligibility for income and employment support under the *Income and Employment Support Act* or to the determination of income or employment support levels; or

(m) the disclosure is not contrary to the public interest as described in subsection (3) and reveals only the following personal information about a third party:

   (i) attendance at or participation in a public event or activity related to a public body, including a graduation ceremony, sporting event, cultural program or club, or field trip, or

   (ii) receipt of an honour or award granted by or through a public body.

(3) The disclosure of personal information under paragraph (2)(m) is an unreasonable invasion of personal privacy where the third party whom the information is about has requested that the information not be disclosed.

(4) A disclosure of personal information is presumed to be an unreasonable invasion of a third party's personal privacy where

   (a) the personal information relates to a medical, psychiatric or psychological history, diagnosis, condition, treatment or evaluation;

   (b) the personal information is an identifiable part of a law enforcement record, except to the extent that the disclosure is necessary to dispose of the law enforcement matter or to continue an investigation;

   (c) the personal information relates to employment or educational history;

   (d) the personal information was collected on a tax return or gathered for the purpose of collecting a tax;

   (e) the personal information consists of an individual's bank account information or credit card information;

   (f) the personal information consists of personal recommendations or evaluations, character references or personnel evaluations;

   (g) the personal information consists of the third party's name where

       (i) it appears with other personal information about the third party, or
(ii) the disclosure of the name itself would reveal personal information about the third party; or

(h) the personal information indicates the third party's racial or ethnic origin or religious or political beliefs or associations.

(5) In determining under subsections (1) and (4) whether a disclosure of personal information constitutes an unreasonable invasion of a third party's personal privacy, the head of a public body shall consider all the relevant circumstances, including whether

(a) the disclosure is desirable for the purpose of subjecting the activities of the province or a public body to public scrutiny;

(b) the disclosure is likely to promote public health and safety or the protection of the environment;

(c) the personal information is relevant to a fair determination of the applicant's rights;

(d) the disclosure will assist in researching or validating the claims, disputes or grievances of aboriginal people;

(e) the third party will be exposed unfairly to financial or other harm;

(f) the personal information has been supplied in confidence;

(g) the personal information is likely to be inaccurate or unreliable;

(h) the disclosure may unfairly damage the reputation of a person referred to in the record requested by the applicant;

(i) the personal information was originally provided to the applicant; and

(j) the information is about a deceased person and, if so, whether the length of time the person has been deceased indicates the disclosure is not an unreasonable invasion of the deceased person's personal privacy.
Access or correction complaint

42. (1) A person who makes a request under this Act for access to a record or for correction of personal information may file a complaint with the commissioner respecting a decision, act or failure to act of the head of the public body that relates to the request.

(2) A complaint under subsection (1) shall be filed in writing not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16 (2).

(3) A third party informed under section 19 of a decision of the head of a public body to grant access to a record or part of a record in response to a request may file a complaint with the commissioner respecting that decision.

(4) A complaint under subsection (3) shall be filed in writing not later than 15 business days after the third party is informed of the decision of the head of the public body.

(5) The commissioner may allow a longer time period for the filing of a complaint under this section.

(6) A person or third party who has appealed directly to the Trial Division under subsection 52 (1) or 53 (1) shall not file a complaint with the commissioner.

(7) The commissioner shall refuse to investigate a complaint where an appeal has been commenced in the Trial Division.

(8) A complaint shall not be filed under this section with respect to

(a) a request that is disregarded under section 21 ;

(b) a decision respecting an extension of time under section 23 ;

(c) a variation of a procedure under section 24 ; or

(d) an estimate of costs or a decision not to waive a cost under section 26.

(9) The commissioner shall provide a copy of the complaint to the head of the public body concerned.
Direct appeal to Trial Division by an applicant

52. (1) Where an applicant has made a request to a public body for access to a record or correction of personal information and has not filed a complaint with the commissioner under section 42, the applicant may appeal the decision, act or failure to act of the head of the public body that relates to the request directly to the Trial Division.

(2) An appeal shall be commenced under subsection (1) not later than 15 business days

(a) after the applicant is notified of the decision of the head of the public body, or the date of the act or failure to act; or

(b) after the date the head of the public body is considered to have refused the request under subsection 16 (2).

(3) Where an applicant has filed a complaint with the commissioner under section 42 and the commissioner has refused to investigate the complaint, the applicant may commence an appeal in the Trial Division of the decision, act or failure to act of the head of the public body that relates to the request for access to a record or for correction of personal information.

(4) An appeal shall be commenced under subsection (3) not later than 15 business days after the applicant
DEPARTMENT OF TRANSPORTATION AND WORKS

ADDENDUM NO. 1

106-18POF - Gaultois - McCallum - Hermitage Ferry Service

1. PRECEDENCE

This addendum shall form an integral part of the contract specification to be read in conjunction therewith. This addendum shall take precedence over all forms of the aforementioned specification with which it may prove to be at variance or may be otherwise be qualified in writing by authorized personnel.

2. GENERAL

The general conditions and all documents issued with this specification shall apply to govern all phases for the work covered by this Addendum.

3. PURPOSE

The purpose of this Addendum is to:

Advise Contractors

For bidding purposes the bidder shall identify the vessel being bid and have included the General Arrangement of said vessel illustrating how the vessel meets the tender requirements. Also, shall have confirmation from the seller of the vessel (if not in current bidder’s possession) an agreement to purchase that has been signed pending successful in the bidding process. The bidder shall forfeit the bid security if the bidder fails to have the vessel ready in time to commence service April 1, 2019.

Contractors are advised to acknowledge receipt of this Addendum.

Stephen Slaney
Tendering and Contracts
Transportation and Works
Ground Floor, Confederation Building
St. John’s, NL A1B 4J6
709-729-3925
Fax: 709-729-6729
stephenslayan@gov.nl.ca
END
November 27, 2018
DEPARTMENT OF TRANSPORTATION AND WORKS

ADDENDUM NO 2.

106-18POF - Gaultois - McCallum - Hermitage Ferry Service

1. PRECEDENCE

This addendum shall form an integral part of the contract specification to be read in conjunction therewith. This addendum shall take precedence over all forms of the aforementioned specification with which it may prove to be at variance or may be otherwise be qualified in writing by authorized personnel.

2. GENERAL

The general conditions and all documents issued with this specification shall apply to govern all phases for the work covered by this Addendum.

3. PURPOSE

The purpose of this Addendum is to:

Advise Contractors

For bidding purposes the bidder shall use the updated schedule for Gaultois - McCallum – Hermitage

Contractors are advised to acknowledge receipt of this Addendum.

Stephen Slaney
Tendering and Contracts
Transportation and Works
Ground Floor, Confederation Building
St. John’s, NL A1B 4J6
709-729-3925
Fax: 709-729-6729
stephenslaney@gov.nl.ca
END
December 3, 2018
### Monday

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Serviced via the MV Marine Voyager on the Francois Service - Click here for Schedule

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Contact:
Marine Services Branch
Department of Transportation and Works
Tel: 1-888-638-5454
Office hours: Monday-Friday 8:30 AM-4:30 PM (NST)

MV Terra Nova
Passenger and Freight (No Vehicles) Passengers: 40
Crossing Times:
Gaultois - Hermitage 20 minutes (6 km)
Gaultois - McCallum 1.5 hours (27 km)
McCallum - Hermitage 1.5 hours (26 km)
DEPARTMENT OF TRANSPORTATION AND WORKS

ADDENDUM NO 3.

106-18POF – Gaultois – McCallum – Hermitage Ferry Service

1. PRECEDENCE

This addendum shall form an integral part of the contract specification to be read in conjunction therewith. This addendum shall take precedence over all forms of the aforementioned specification with which it may prove to be at variance or may be otherwise be qualified in writing by authorized personnel.

2. GENERAL

The general conditions and all documents issued with this specification shall apply to govern all phases for the work covered by this Addendum.

3. PURPOSE

The purpose of this Addendum is to provide answers to the questions below:

1. Average Operating Hours per Day?
   Average Operating Hours per day for the Gaultois/McCallum/Hermitage Service is 6.46 hours

2. Cost of Fuel per litre to be used for calculation purposes?
   The cost of fuel per litre to be used for the Gaultois/McCallum/Hermitage service is based on December 13, 2018, Maximum Retail Motor Fuel Prices for Zone 4 (Connaigre Peninsula) without applicable taxes and retail margin $0.9883

   Contractors are advised to acknowledge receipt of this Addendum

   Stephen Slaney
   Tendering and Contracts
   Transportation and Works
   Ground Floor, Confederation Building
   St. John’s, NL A1B 4J6
   709-729-3925
   Fax: 709-729-6729
   stephenslaney@gov.nl.ca
DEPARTMENT OF TRANSPORTATION AND WORKS

ADDENDUM NO 4.

0106-18POF – Gaultois – McCallum – Hermitage Ferry Service

1. PRECEDENCE

This addendum shall form an integral part of the contract specification to be read in conjunction therewith. This addendum shall take precedence over all forms of the aforementioned specification with which it may prove to be at variance or may be otherwise be qualified in writing by authorized personnel.

2. GENERAL

The general conditions and all documents issued with this specification shall apply to govern all phases for the work covered by this Addendum.

3. PURPOSE

The purpose of this Addendum is to inform bidders of changes and/or additions to the contract documents:

SGC 5. Vessel Requirements: 5(b)

The vessel shall be registered in Canada and duly certified by a classification society or Transport Canada and have one of the recognized organizations authorized by Transport Canada to act on its behalf. Copies of certificates of full compliance with classification society and/or Transport Canada requirement are to be provided to the Department prior to the vessel entering service on April 1, 2019. These certificates shall be valid until December 31, 2019, 2400 hours, before the vessel requires downtime for the renewal of certificates. During the term of the Agreement, the Contractor shall maintain current copies of all vessel certificates prior to entering into service and throughout the Agreement and provide the Department with proof thereof each year on the yearly anniversary date of the Agreement or at any other time when the Department requests the Contractor to provide such proof. The vessel shall be certified for Near Coastal II voyages as a passenger vessel for the service noted.
Contractors are advised to acknowledge receipt of this Addendum.

Stephen Slaney
Tendering and Contracts
Transportation and Works
Ground Floor, Confederation Building
St. John’s, NL A1B 4J6
709-729-3925
Fax: 709-729-6729
stephenslaney@gov.nl.ca
DEPARTMENT OF TRANSPORTATION AND WORKS

ADDENDUM NO 5.

0106-18POF – Gaultois – McCallum – Hermitage Ferry Service

1. PRECEDENCE

This addendum shall form an integral part of the contract specification to be read in conjunction therewith. This addendum shall take precedence over all forms of the aforementioned specification with which it may prove to be at variance or may be otherwise be qualified in writing by authorized personnel.

2. GENERAL

The general conditions and all documents issued with this specification shall apply to govern all phases for the work covered by this Addendum.

3. PURPOSE

The purpose of this Addendum is to inform bidders of changes and/or additions to the tender documents:

SGC 2. The Term/Renewal

The Contract will provide for the supply and operation of a passenger/freight Vessel (the “Vessel”) for the period of commencement on April 1, 2019, to March 31, 2024.

Replace with:

a) The Contract will provide for the supply and operation of a passenger/freight Vessel (the "Vessel") for the period of commencement on April 1, 2019, to March 31, 2021, inclusive.

b) Upon the giving of a 90 day written notice to the Contractor, prior to the expiry of this Agreement, the Department at the Department’s sole discretion, has the option to renew this Agreement for up to a further two (2) one (1) year period or any part thereof. The renewal is on the same terms and conditions as apply to this Agreement, except as to the renewal option dates. The Department may exercise the unused renewal period remaining of the two (2) one (1) year renewal periods, upon the giving of a further 90 day written notice to the Contractor prior to the end of the Agreement.
Addendum to cover the Tender Form:

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period of April 1, 2019 to March 31, 2024, inclusive.

Replace with:

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period of April 1, 2019 to March 31, 2021, inclusive.

Addendum to cover the Form of Agreement:

ARTICLE A-2 THE TERM OF THE CONTRACT

2.1 The term of the Contract shall be five (5) years commencing not later than ________________.

Replace with:

ARTICLE A-2 THE TERM OF THE CONTRACT

2.1 The term of the Contract shall be two (2) years commencing not later than April 1, 2019, with an option to renew for an additional two (2) one (1) year periods on an annual basis or any part thereof in the manner prescribed in the Contract Documents at the sole discretion of the Department.

2.2 The Contract shall terminate on March 31, 2021, if the option to renew for a one (1) or two (2) year period or any part thereof is not exercised at least 90 days prior to termination or such lesser notice as mutually agreed in writing between the Parties.

Contractors are advised to acknowledge receipt of this Addendum on Page 4 Item 10 of the Tender Form when submitting a bid.

Stephen Slaney
Manager
Tendering and Contracts
Transportation and Works
Ground Floor, Confederation Building
St. John’s, NL A1B 4J6
709-729-3925
Fax: 709-729-6729
stephenslaney@gov.nl.ca
TENDER FORM
TENDER FORM

TENDER FOR: Gautoits – McCallum - Hermitage Ferry Service

TENDER FROM: Norcon Marine Services Ltd ("Bidder")

TO: Deputy Minister
c/o Tendering and Contracts
Department of Transportation and Works
Ground Floor, West Wing Confederation Bldg., East Block
P.O. Box 8700, St. John’s, NL A1B 4J6

THE UNDERSIGNED

A) Offers to supply and operate the Vessel MV Norcon Garita (insert name of specified Vessel) for the Service described in this Tender Document.

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period April 1st, 2019 to March 31st, 2024 inclusive.

YEAR 1: Vessel Daily Rate $1,820.25 X 365 Days = $673,075.87 (Daily Rate)

(Carry Forward this amount to Part "D")

(DURING THE TERM OF THE CONTRACT, THE VESSEL DAILY RATE WILL BE INCREASED BY THE CHANGE IN AVERAGE CPI (ST. JOHN’S) OR 3%, WHICHEVER IS THE LESSER, ANNUALLY ON THE ANNIVERSARY DATE OF COMMENCEMENT.)

HST shall be added at the invoicing stage.
C) Calculation of Daily Fuel Costs (for evaluation purposes only)

<table>
<thead>
<tr>
<th>(A) Main Propulsion Fuel Consumption (litres/hour)</th>
<th>(B) Average Operating Hours per Day (hours)</th>
<th>(C) Cost of Fuel per Litre Allowance for Vessel Main Propulsion ($/litre)</th>
<th>(D) Average Daily Cost of Fuel for Main Propulsion ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.74 L/hr</td>
<td>6.46 hrs</td>
<td>$0.9827/L</td>
<td>$1123.66</td>
</tr>
</tbody>
</table>

The information provided in this table forms a part of the basis for the evaluation and award of this tender.

Main Propulsion Fuel Consumption (litres/hour) is the average hourly fuel consumption, steaming under power from dock to dock, of the vessel's main propulsion engines operating in accordance to the weekly service schedule over the yearly operating season. Fuel costs for generators, etc. not required for main propulsion shall be included in the Vessel Daily Rate in Part B of the Tender Form. In addition to the consumption rate in (A), bidders are to indicate how the rate is to be calculated, e.g. Speed, RPM, HP.

Average Operating Hours per Day (hours) is the average hours per day the Vessel is steaming under power from dock to dock, to operate in accordance to the weekly service schedule over a yearly operating season.

Bidders are advised, in assessing the tender of any bidder, the Department may, but shall not be obligated to, verify by means of an independent Naval Architect or designate acting reasonably, that the rate provided in the tender for the Main Propulsion Fuel Consumption (litres/hour) - (A) applied together with the Average Operating Hours per Day (hours) - (B) for the Vessel, is fair and reasonable. The Bidder shall satisfy the Department that the submitted information for the Vessel operating in accordance to the service schedule of this Tender Document is fair and reasonable. The Bidder shall also supply, if requested, a letter from the engine manufacturer confirming engine fuel consumption.

Actual sea trial testing and evaluation may be requested of the Bidder to verify the submitted information. If the information submitted in the Tender Form is not considered fair and reasonable, then the Tender Submission shall be rendered as non-compliant and disqualify the tender submission from further consideration. The Department's determination of whether this defect is material is final and shall not be made the subject of judicial review.
D) Cost of Yearly Operating Season

Daily Rate $ \text{\$4.967} \times 365 \text{ Days} = \text{\$1,820.25} \text{ Per Yearly Operating Season}

This rate is exclusive of HST. HST shall be added at the invoicing stage. In the case of an error in the extension of prices, the Daily Rate will govern.

The number of operating days in the operating season is assumed for the purpose of this calculation to be 365 days; the actual length of the operating season may prove to be lesser.

E) Cost of Fuel per Round Trip

$1123.46

F) Volume of Fuel per Round Trip

1134.76 litres

G) Total Cost per Round Trip outside Normal Operating Hours, including direct incremental labour cost.

$3500.50

H) Acknowledges receipt of the following addenda:

None or,

#1, dated Nov 27

#2, dated Dec 03

#3, dated Dec 17

#4, Dec 18

#5, Dec 24
Execution by the Bidder

Name of Bidder (Person or Firm)  Norco Marine Services Ltd  709 424 8662

Address  P.O. Box 33  709 466 454

Postal Code  A0G 2L0

Fax Number  July 10, 2018

Witness

Signature

Name & Title (Print)
The following report describes how the Norcon Galatea meets the requirements of “Ferry Accessibility for Persons with Disabilities” Code of Practice.

Section 1 Vessel Accessibility

1.0 Signage Vessel Accessibility
In accordance with the standard, new signage will be provided to aid passengers. It shall be noted that this signage is in addition to the Transport Canada mandated signage for crewing and safety.

1.1 Lighting
The lighting installed on MV Norcon Galatea does not create glare or shadows in areas where passengers are permitted. Sufficient lighting will be installed such that doors, sills, handrails, and signage is easily visible.

1.2 Stairways
There are no stairways onboard Norcon Galatea which are intended for passenger use.

1.3 Handrails
Handrails, meeting the standard described in the code of Practice, will be fitted prior to the commencement date as part of the planned modifications.

1.4 Corridors and Passageways
Norcon Galatea has a minimum headroom of 2400mm in the passageways. With the exception of doorways, all corridors have a clear width of 1500mm or greater. Turning circles are shown on the provided General Arrangement. Door frames, wall corners and other protrusions will be painted in a contrasting colour prior to the commencement date.

1.5 Floors
The flooring provided on the exterior passenger areas is slip resistant, with little to no glare. The interior spaces will be fitted with marine rated flooring which has little to no glare effect under the installed lighting. There will be no carpet installed onboard Norcon Galatea.

1.6 Doorways and Doors
Passengers will enter and exit through doors which have a clear opening of at least 810mm. On both sides of the door there is enough space to maneuver a wheelchair as the turning circles on the provided General Arrangement show.

Doors to washrooms will not be fitted with deadbolts or other means of locking which cannot be overridden from the outside in an emergency.

Where door sills are required, they will be either easily removable by a crew member or suitcase ramps will be provided to allow a mobility impaired person easy passage over them.

Interior doors are easily manipulated by persons with disabilities. Exterior door closures are as required by Flag requirements. Operating instructions and contrasting colours will be provided to allow ease of operation by persons with disabilities.

No sliding doors will be fitted on Norcon Galatea.
1.7 Counters
Norcon Galatea will not have any counters provided for serving passengers.

1.8 Operator Provided Wheelchairs
One wheelchair will be provided for the use of passengers if requested. Signage will be posted advising passengers who require assistance to notify a crew member who will make the wheelchair available.

1.9 Elevators
No elevators will be fitted on Norcon Galatea.

1.10 Vehicle Decks
No elevators will be fitted on Norcon Galatea.

1.11 Passenger Lounges
Although many of the seats onboard Norcon Galatea will be accessible to a person in a wheelchair, one seat (%5) will be designated by signage as being intended for persons with disabilities as shown on the General Arrangement provided. This seat provides extra room for storing a wheelchair, allowing a service animal to lie down, or for an attendant for the disabled person to sit with them.

1.12 Cafeterias
There will be no cafeteria installed on Norcon Galatea. A snack service will be available, and the details will be provided during the passenger briefing made upon boarding.

1.13 Cabins
There will be no passenger cabins installed on Norcon Galatea.

1.14 Washrooms
There will be two passenger washrooms provided. Both are gender neutral, while one is an accessible washroom which also includes a baby changing station.

Additional signage will be posted as determined necessary to direct passengers to the washrooms.

All fixtures will be in accordance with the code of practice.

A call station will be fitted prior to the commencement date.

1.15 Relieving Area for Service Animals
Norcon Galatea will not have any routes with a duration of over four hours. Therefore, no relieving areas are required. Passengers travelling with service animals will be made aware of this prior to departure allowing an opportunity for relief prior to departure.

Section 2 Maintenance
The vessels preventative maintenance system will include daily and weekly inspections on the accessibility features onboard. Any deficiencies found will be addressed in a timely manner.
Section 3 Communication
As far as practical, voyage related information will be made available in various formats depending upon the needs of the travelling public, and in line with GNL operated passenger vessels.

Section 4 Disability Related Services
4.0 Passenger Assistance
Signage is posted onboard advising passengers who require assistance to contact a crew member. In addition to this, the passenger briefing which is played over the PA system also advises any passengers requiring assistance to make their needs known to a crew member. Passengers who appear to need assistance are approached by a crew member asking if they can be of assistance.

4.1 Carriage of Service Animals
Service animals are permitted onboard, and the seating identified as accessible has space beside it for a service animal to lie or sit beside the person.

4.2 Carriage of Mobility Aids as Baggage
Passengers who make use of mobility aids are permitted to retain these devices while onboard. Where required, crew members will assist with getting these devices onboard at no cost.

Section 5 Personnel Training
5.0 Disability Related Training
The training videos provided by the Canadian Transportation Agency form part of the routine training onboard. All crew members are required to have a valid certification of completion.
<table>
<thead>
<tr>
<th>Task Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crane Installation Completed</td>
<td>13-Feb</td>
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<tr>
<td>Crane Certification (DNVGL)</td>
<td>22-Feb</td>
</tr>
<tr>
<td>Sea Can installation Completed</td>
<td>20-Feb</td>
</tr>
<tr>
<td>Landing Pad Completed</td>
<td>27-Feb</td>
</tr>
<tr>
<td>Elevated Decking Completed</td>
<td>25-Feb</td>
</tr>
<tr>
<td>New Lounge Steel Work Completed</td>
<td>07-Mar</td>
</tr>
<tr>
<td>New Lounge Interior Work Completed</td>
<td>20-Mar</td>
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<tr>
<td>Norcon Galatea Modifications Completed</td>
<td>25-Mar</td>
</tr>
<tr>
<td>Vessel</td>
<td>Official Number</td>
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<tr>
<td>--------</td>
<td>----------------</td>
</tr>
<tr>
<td>Vessel Name</td>
<td>NORCON GALATEA</td>
</tr>
<tr>
<td>Former Vessel Name</td>
<td>NORTHERN DAWN</td>
</tr>
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<td>IMO Number</td>
<td>6826860</td>
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<tr>
<td>Hull Number</td>
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<tr>
<td>Year Built</td>
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<tr>
<td>Year Rebuilt</td>
<td>-</td>
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<td>Number of Encumbrances</td>
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**General Statistics**

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<tr>
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<td>Net Tonnage</td>
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<td>Construction Material</td>
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<td>Vessel Breadth (m)</td>
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<td>Vessel Depth (m)</td>
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**Engine**

<table>
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<tr>
<td>Propulsion Type</td>
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<td>Speed (knots)</td>
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<td>Propulsion Method</td>
<td>TWIN SCREW</td>
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<td>820</td>
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<tr>
<td>Unit of Power</td>
<td>BRAKE HORSEPOWER</td>
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Date Modified: 2018-08-02
Builder

Name
Address
City
Country
Postal Code

VERREault NAVIGATION INC.
LES MECHINS
CANADA
-

Owners

Sequence #1. Number of Shares: 64

Name
Address
City
Country
Postal Code

NORCON MARINE SERVICES LTD.
3 WHARF ROAD
CLARENVILLE
CANADA
A5A 2B2

Authorized Representative

Name
Address
City
Country
Postal Code

NORCON MARINE SERVICES LTD.
3 WHARF ROAD
CLARENVILLE
CANADA
A5A 2B2
### Periodical surveys / audits and certificates

<table>
<thead>
<tr>
<th>TABLE</th>
<th>TIMELINE</th>
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<td>5 YEARS</td>
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<td>6</td>
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<td>Canadian Vessel Inspection Certificate (Statutory FullTerm)</td>
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<td>MO 1 - As per owner's representative inform...</td>
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<td>S</td>
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<td>6</td>
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<td>S</td>
<td>MO</td>
<td>6</td>
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<td></td>
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<td>MO</td>
<td>6</td>
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<td>S</td>
<td>MO</td>
<td>6</td>
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<td></td>
<td>MO 5 - Marine Technical Review Board Decision -...</td>
<td>MO</td>
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<td>MO</td>
<td>6</td>
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<tr>
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<td>MO 6 - Hull Survey History found on Transport C...</td>
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<td>MO</td>
<td>6</td>
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<tr>
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<td>MO 7 - Machinery Survey history is found on Tra...</td>
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<td>6</td>
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<td>MO 8 - The Bottom Surveys dates are as follows...</td>
<td>MO</td>
<td>S</td>
<td>MO</td>
<td>6</td>
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<td>Canadian Vessel Inspection Certificate renewal</td>
<td>MO</td>
<td>S</td>
<td>CAN-SHA.R</td>
<td>6</td>
</tr>
<tr>
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<td>Canada Radio Inspection Certificate (Statutory ShortTerm)</td>
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<td>Canada Radio Inspection Certificate renewal</td>
<td>MO</td>
<td>S</td>
<td>CAN-SSR.R</td>
<td>6</td>
</tr>
</tbody>
</table>

---

**Survey/audit Recommendation**

No recommendations.

**Request survey / vessel audit**

https://maritime.dnvgl.com/Fleet/Vessel/37373/Status/
TENDER FORM
TENDER FORM

TENDER # 0106-18POF

TENDER FOR: Gaultois – McCallum - Hermitage Ferry Service

TENDER FROM: Puddigter Trading Company Limited (“Bidder”)

TO: Deputy Minister
    c/o Tendering and Contracts
    Department of Transportation and Works
    Ground Floor, West Wing Confederation Bldg., East Block
    P.O. Box 8700, St. John’s, NL A1B 4J6

THE UNDERSIGNED

A) Offers to supply and operate the Vessel Marine Eagle (insert name of specified Vessel) for the Service described in this Tender Document.

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period April 1st, 2019 to March 31st, 2024 inclusive.

YEAR 1: VESSEL DAILY RATE $3,936.00 (Daily Rate) x 365 DAYS = $1,436,640.00 (Carry Forward this amount to Part “D”)

(DURING THE TERM OF THE CONTRACT, THE VESSEL DAILY RATE WILL BE INCREASED BY THE CHANGE IN AVERAGE CPI (ST. JOHN’S) OR 3%, WHICHEVER IS THE LESSER, ANNUALLY ON THE ANNIVERSARY DATE OF COMMENCEMENT.)

HST shall be added at the invoicing stage.
### Calculation of Daily Fuel Costs (for evaluation purposes only)

<table>
<thead>
<tr>
<th>(A) Main Propulsion Fuel Consumption (litres/hour)</th>
<th>(B) Average Operating Hours per Day (hours)</th>
<th>(C) Cost of Fuel per Litre Allowance for Vessel Main Propulsion ($/litre)</th>
<th>(D) Average Daily Cost of Fuel for Main Propulsion ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>150.2 L/hr</td>
<td>6.46 hrs</td>
<td>$9883 /L</td>
<td>$958.94</td>
</tr>
</tbody>
</table>

The information provided in this table forms a part of the basis for the evaluation and award of this tender.

**Main Propulsion Fuel Consumption** (litres/hour) is the average hourly fuel consumption, steaming under power from dock to dock, of the vessel’s main propulsion engines operating in accordance to the weekly service schedule over the yearly operating season. Fuel costs for generators, etc. not required for main propulsion shall be included in the Vessel Daily Rate in Part B of the Tender Form. In addition to the consumption rate in (A), bidders are to indicate how the rate is to be calculated, e.g. Speed, RPM, HP.

**Average Operating Hours per Day (hours)** is the average hours per day the Vessel is steaming under power from dock to dock, to operate in accordance to the weekly service schedule over a yearly operating season.

Bidders are advised, in assessing the tender of any bidder, the Department may, but shall not be obligated to, verify by means of an independent Naval Architect or designate acting reasonably, that the rate provided in the tender for the Main Propulsion Fuel Consumption (litres/hour) - (A) applied together with the Average Operating Hours per Day (hours) - (B) for the Vessel, is fair and reasonable. The Bidder shall satisfy the Department that the submitted information for the Vessel operating in accordance to the service schedule of this Tender Document is fair and reasonable. The Bidder shall also supply, if requested, a letter from the engine manufacturer confirming engine fuel consumption.

Actual sea trial testing and evaluation may be requested of the Bidder to verify the submitted information. If the information submitted in the Tender Form is not considered fair and reasonable, then the Tender Submission shall be rendered as non-compliant and disqualify the tender submission from further consideration. The Department’s determination of whether this defect is material is final and shall not be made the subject of judicial review.
D) Cost of Yearly Operating Season

Daily Rate $3,936.00 x 365 Days = $1,436,640.00 Per Yearly Operating Season

This rate is exclusive of HST. HST shall be added at the invoicing stage. In the case of an error in the extension of prices, the Daily Rate will govern.

The number of operating days in the operating season is assumed for the purpose of this calculation to be 365 days; the actual length of the operating season may prove to be lesser.

E) Cost of Fuel per Round Trip

$148.25

F) Volume of Fuel per Round Trip

150.2 litres

G) Total Cost per Round Trip outside Normal Operating Hours, including direct incremental labour cost.

$656.00

H) Acknowledges receipt of the following addenda:

None or,

#1, dated 7/1/2018
#2, dated 7/1/2019
#3, dated 7/1/2019
#4, dated 7/1/2019
#5, dated 7/1/2019
Tender for Gaultois - McCallum - Hermitage Ferry Service

EXECUTION BY THE BIDDER

Puddister Trading Company Limited
Name of Bidder (Person or Firm)
23 Springdale Street, St. John's, NL
Address
709-722-6000
Telephone Number
709-722-8008
Fax Number

A101 5H5
Postal Code
puddister@nf.mibh.com
E-mail

Signature

Name & Title (Print)

Signature

Name & Title (Print)
Attached is a GA of the Marine Eagle. The vessel presently is certified to carry 12 passengers.

If we are successful in obtaining a contract we will be adding a 4 meter extension to the vessel. We have engaged naval architects to design an extension giving the vessel more carrying capacity for cargo and meeting the requirements of transport canada for the carriage of 20 passengers.

The crane will be replaced

The vessel upon entering service will be compliant with the tender
### M/V 'Marine Eagle'

<table>
<thead>
<tr>
<th>Year Built</th>
<th>1986</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yard</td>
<td>Georgetown Shipyard Inc. Georgetown, PEL Canada</td>
</tr>
<tr>
<td>Length (BP)</td>
<td>22.0 m</td>
</tr>
<tr>
<td>Breath</td>
<td>7.6 m</td>
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<tr>
<td>Official Number</td>
<td>807679</td>
</tr>
<tr>
<td>Port of Registry</td>
<td>Ottawa</td>
</tr>
<tr>
<td>Voyage Class</td>
<td>NC 2, Home Trade III</td>
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<tr>
<td>Service</td>
<td>Cargo</td>
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<tr>
<td>Tonnage (Gross)</td>
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</tr>
<tr>
<td>Lightship</td>
<td>175 MT</td>
</tr>
<tr>
<td>Length (OA)</td>
<td>24.5 m</td>
</tr>
<tr>
<td>Depth (main deck)</td>
<td>3.5 m</td>
</tr>
<tr>
<td>Draft</td>
<td>2.5 (approx)</td>
</tr>
<tr>
<td>Speed (kn)</td>
<td>10</td>
</tr>
<tr>
<td>Passenger Complement</td>
<td>20</td>
</tr>
<tr>
<td>Vehicles</td>
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<tr>
<td>Main Engines</td>
<td>850 hp</td>
</tr>
<tr>
<td>Propulsion Method</td>
<td>Twin Screw</td>
</tr>
</tbody>
</table>
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Marine Eagle - Fuel Consumption

2 engines 3408-B Caterpillar @ 400 HP each @ 1650 RPM
Fuel consumption at 1650 RPM giving 10 knots more than adequate to meet the schedule

19.84 US gallons per hour 1 US gallon = 3.785 litres

19.84 US gal per hour x 3.785 litres = 75.09 litres x 2 engines

150.2 litres per hour
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
TENDER FORM
TENDER FORM

TENDER # 0106-18POF

TENDER FOR: Gaultois – McCallum - Hermitage Ferry Service

TENDER FROM: Paddister Shipping Limited (“Bidder”)

TO: Deputy Minister
c/o Tendering and Contracts
Department of Transportation and Works
Ground Floor, West Wing Confederation Bldg., East Block
P.O. Box 8700, St. John’s, NL A1B 4J6

THE UNDERSIGNED

A) Offers to supply and operate the Vessel _____Challenge One______ (insert name of specified Vessel) for the Service described in this Tender Document.

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period April 1st, 2019 to March 31st, 2024 inclusive.

YEAR 1: VESSEL DAILY RATE $ 3,766.00 X 365 DAYS = $ 1,374,390.00
(Daily Rate) (Carry Forward this amount to Part “D”)

(DURING THE TERM OF THE CONTRACT, THE VESSEL DAILY RATE WILL BE INCREASED BY THE CHANGE IN AVERAGE CPI (ST. JOHN’S) OR 3%, WHICHEVER IS THE LESSE, ANNUALLY ON THE ANNIVERSARY DATE OF COMMENCEMENT.)

HST shall be added at the invoicing stage.
C) Calculation of Daily Fuel Costs (for evaluation purposes only)

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<tr>
<th>(A) Main Propulsion Fuel Consumption (litres/hour)</th>
<th>(B) Average Operating Hours per Day (hours)</th>
<th>(C) Cost of Fuel per Litre Allowance for Vessel Main Propulsion ($/litre)</th>
<th>(D) Average Daily Cost of Fuel for Main Propulsion ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.69 L/hr</td>
<td>6.46 hrs</td>
<td>$0.9883/L</td>
<td>$821.61 (Carry Forward this amount to Part E)</td>
</tr>
</tbody>
</table>

The information provided in this table forms a part of the basis for the evaluation and award of this tender.

Main Propulsion Fuel Consumption (litres/hour) is the average hourly fuel consumption, steaming under power from dock to dock, of the vessel's main propulsion engines operating in accordance to the weekly service schedule over the yearly operating season. Fuel costs for generators, etc. not required for main propulsion shall be included in the Vessel Daily Rate in Part B of the Tender Form. In addition to the consumption rate in (A), bidders are to indicate how the rate is to be calculated, e.g. Speed, RPM, HP.

Average Operating Hours per Day (hours) is the average hours per day the Vessel is steaming under power from dock to dock, to operate in accordance to the weekly service schedule over a yearly operating season.

Bidders are advised, in assessing the tender of any bidder, the Department may, but shall not be obligated to, verify by means of an independent Naval Architect or designate acting reasonably, that the rate provided in the tender for the Main Propulsion Fuel Consumption (litres/hour) - (A) applied together with the Average Operating Hours per Day (hours) - (B) for the Vessel, is fair and reasonable. The Bidder shall satisfy the Department that the submitted information for the Vessel operating in accordance to the service schedule of this Tender Document is fair and reasonable. The Bidder shall also supply, if requested, a letter from the engine manufacturer confirming engine fuel consumption.

Actual sea trial testing and evaluation may be requested of the Bidder to verify the submitted information. If the information submitted in the Tender Form is not considered fair and reasonable, then the Tender Submission shall be rendered as non-compliant and disqualify the tender submission from further consideration. The Department's determination of whether this defect is material is final and shall not be made the subject of judicial review.
D) Cost of Yearly Operating Season

Daily Rate $1,766.00 x 365 Days = $1,374,590.00 Per Yearly Operating Season

This rate is exclusive of HST. HST shall be added at the invoicing stage. In the case of an error in the extension of prices, the Daily Rate will govern.

The number of operating days in the operating season is assumed for the purpose of this calculation to be 365 days; the actual length of the operating season may prove to be lesser.

E) Cost of Fuel per Round Trip

F) Volume of Fuel per Round Trip

G) Total Cost per Round Trip outside Normal Operating Hours, including direct incremental labour cost.

H) Acknowledges receipt of the following addenda:

None  or,

# 1. dated 27/11/2018
# 2. dated 3/12/2018
# 3. dated 17/12/2018
# 4. dated 18/12/2018
5. 24/12/2018

$ 782.48

128 litres

$ 627.00
Tender Form: Tender for Gauttois – McCallum – Hermitage Ferry Service

EXECUTION BY THE BIDDER

<table>
<thead>
<tr>
<th>Puddister Shipping Limited</th>
<th>709-722-4000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Bidder (Person or Firm)</td>
<td>Telephone Number</td>
</tr>
<tr>
<td>23 Springdale Street, St. John's, NL</td>
<td>709-722-8008</td>
</tr>
<tr>
<td>Address</td>
<td>Fax Number</td>
</tr>
</tbody>
</table>

A1C 5H5 puddister@nf.aibn.com

E-mail

Signature

Name & Title (Print)

Signature

Name & Title (Print)
Attached is a GA of the Challenge one

The vessel presently is certified to carry 28 passengers.

We intend to change the deck house to accommodate 20 passengers which is the requirement for the new tender. This will give more space on deck for the carriage of deck cargoes. Crane to be upgraded.

The vessel will be compliant with the tender requirements.
### M/V 'Challenge One' Specifications

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Built</td>
<td>1974</td>
</tr>
<tr>
<td>Yard</td>
<td>Bloount Marine Corporation, Warren, R.I. USA</td>
</tr>
<tr>
<td>Length (BP)</td>
<td>75' 0&quot;</td>
</tr>
<tr>
<td>Breath</td>
<td>18' 4&quot;</td>
</tr>
<tr>
<td>Official Number</td>
<td>804001</td>
</tr>
<tr>
<td>Port of Registry</td>
<td>St. John's, NL</td>
</tr>
<tr>
<td>Draft</td>
<td>6' 9&quot; (approx)</td>
</tr>
<tr>
<td>Speed (kn)</td>
<td>13</td>
</tr>
<tr>
<td>Service</td>
<td>Passenger</td>
</tr>
<tr>
<td>Passenger Complement</td>
<td>20</td>
</tr>
<tr>
<td>Tonnage (Gross)</td>
<td>81</td>
</tr>
<tr>
<td>Vehicles</td>
<td>1</td>
</tr>
<tr>
<td>Lightship</td>
<td>83.19 LT</td>
</tr>
<tr>
<td>Main Engines</td>
<td>596 kW</td>
</tr>
<tr>
<td>Length (OA)</td>
<td>87' 8 3/4&quot;</td>
</tr>
<tr>
<td>Propulsion Method</td>
<td>Twin Screw</td>
</tr>
</tbody>
</table>
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Challenge One  - Fuel Consumption

2 engines V12 - 71 GH engines 350 HP each @ 1800 RPM

Fuel consumption at 1700 RPM giving 11 knots more than adequate to do the schedule

17 US gallons per hour  1 US gallon = 3.785 litres
17 US gallons per hour x 3.785 litres = 64.345 litres x 2 engines =

128.69 litres per hour
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
TENDER FORM
TENDER FORM

TENDER # 0106-18POF

TENDER FOR: Gaultois – McCallum - Hermitage Ferry Service

TENDER FROM: Puddister Shipping Limited (“Bidder”)

TO: Deputy Minister
c/o Tendering and Contracts
Department of Transportation and Works
Ground Floor, West Wing Confederation Bldg., East Block
P.O. Box 8700, St. John’s, NL A1B 4J6

THE UNDERSIGNED

A) Offers to supply and operate the Vessel Terra Nova (insert name of specified Vessel) for the Service described in this Tender Document.

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period April 1st, 2019 to March 31st, 2024 inclusive.

YEAR 1: VESSEL DAILY RATE $3,966.00 X 365 DAYS = $1,447,590.00
(Daily Rate) (Carry Forward this amount to Part “D”)

(DURING THE TERM OF THE CONTRACT, THE VESSEL DAILY RATE WILL BE INCREASED BY THE CHANGE IN AVERAGE CPI (ST. JOHN’S) OR 3%, WHICHEVER IS THE LESSER, ANNUALLY ON THE ANNIVERSARY DATE OF COMMENCEMENT.)

HST shall be added at the invoicing stage.
C) Calculation of Daily Fuel Costs (for evaluation purposes only)

<table>
<thead>
<tr>
<th>(A) Main Propulsion Fuel Consumption (litres/hour)</th>
<th>(B) Average Operating Hours per Day (hours)</th>
<th>(C) Cost of Fuel per Litre Allowance for Vessel Main Propulsion ($/litre)</th>
<th>(D) Average Daily Cost of Fuel for Main Propulsion ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>122.56 L/hr</td>
<td>6.46 hrs</td>
<td>$0.9883/L</td>
<td>$782.48 (Carry Forward this amount to Part E)</td>
</tr>
</tbody>
</table>

The information provided in this table forms a part of the basis for the evaluation and award of this tender.

Main Propulsion Fuel Consumption (litres/hour) is the average hourly fuel consumption, steaming under power from dock to dock, of the vessel’s main propulsion engines operating in accordance to the weekly service schedule over the yearly operating season. Fuel costs for generators, etc. not required for main propulsion shall be included in the Vessel Daily Rate in Part B of the Tender Form. In addition to the consumption rate in (A), bidders are to indicate how the rate is to be calculated, e.g. Speed, RPM, HP.

Average Operating Hours per Day (hours) is the average hours per day the Vessel is steaming under power from dock to dock, to operate in accordance to the weekly service schedule over a yearly operating season.

Bidders are advised, in assessing the tender of any bidder, the Department may, but shall not be obliged to, verify by means of an independent Naval Architect or designate acting reasonably, that the rate provided in the tender for the Main Propulsion Fuel Consumption (litres/hour) - (A) applied together with the Average Operating Hours per Day (hours) - (B) for the Vessel, is fair and reasonable. The Bidder shall satisfy the Department that the submitted information for the Vessel operating in accordance to the service schedule of this Tender Document is fair and reasonable. The Bidder shall also supply, if requested, a letter from the engine manufacturer confirming engine fuel consumption.

Actual sea trial testing and evaluation may be requested of the Bidder to verify the submitted information. If the information submitted in the Tender Form is not considered fair and reasonable, then the Tender Submission shall be rendered as non-compliant and disqualify the tender submission from further consideration. The Department's determination of whether this defect is material is final and shall not be made the subject of judicial review.
D) Cost of Yearly Operating Season

Daily Rate $3,966.00 x 365 Days = $1,447,590.00 Per Yearly Operating Season

This rate is exclusive of HST. HST shall be added at the invoicing stage. In the case of an error in the extension of prices, the Daily Rate will govern.

The number of operating days in the operating season is assumed for the purpose of this calculation to be 365 days; the actual length of the operating season may prove to be lesser.

E) Cost of Fuel per Round Trip

$ 121.13

F) Volume of Fuel per Round Trip

122.56 litres

G) Total Cost per Round Trip outside Normal Operating Hours, including direct incremental labour cost.

$ 651.00

H) Acknowledges receipt of the following addenda:

None or,

# 1, dated 7/1/2018
# 2, dated 7/1/2018
# 3, dated 7/1/2018
4 7/1/2018
5 7/1/2018
The Terra Nova is presently in service in Gaultois, McCallum Hermitage service. The vessel carries 40 passengers and carries all required cargo. The vessel will be certified to carry in excess of the 20 passenger requirement, and recertified to be compliant with the new tender requirements. New seating will be added, and crane modified.


M/V 'Terra Nova'

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Length (BP)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Built</td>
<td>1961</td>
<td>107' 0&quot;</td>
<td></td>
</tr>
<tr>
<td>Yard</td>
<td>Halifax ShipYards Ltd</td>
<td>25' 0&quot;</td>
<td></td>
</tr>
<tr>
<td>Official Number</td>
<td>318511</td>
<td>13' 0&quot;</td>
<td></td>
</tr>
<tr>
<td>Port of Registry</td>
<td>Ottawa</td>
<td>7' 10&quot; (approx)</td>
<td></td>
</tr>
<tr>
<td>Voyage Class</td>
<td>NC II</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Service</td>
<td>Passenger</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Tonnage (Gross)</td>
<td>262</td>
<td>536kW</td>
<td></td>
</tr>
<tr>
<td>Lightship</td>
<td>200.22 LT</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Length (OA)</td>
<td>115' 0&quot;</td>
<td>Twin Screw</td>
<td></td>
</tr>
</tbody>
</table>
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Terra Nova – Fuel Consumption

2 engines 3406-B Caterpillar @ 322 HP @ 1800 RPM

Fuel consumption at 1800 RPM giving 11 knots more than adequate to meet the schedule

16.19 US gallons per hour 1 US gallon = 3.785 litres

16.19 US gal per hour x 3.785 litres = 61.28 LPH x 2 engines

122.56 LPH
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atipoffice@gov.nl.ca.
TENDER FORM

TENDER FOR: Gaultois - McCallum - Hermitage Ferry Service

TENDER FROM: Puddister Shipping Limited ("Bidder")

TO: Deputy Minister
c/o Tendering and Contracts
Department of Transportation and Works
Ground Floor, West Wing Confederation Bldg., East Block
P.O. Box 8700, St. John's, NL A1B 4J6

THE UNDERSIGNED

A) Offers to supply and operate the Vessel (insert name of specified Vessel) for the Service described in this Tender Document.

B) Vessel Daily Rate

Tenders the following Vessel Daily Rate for provision of the Passenger/Freight Service (exclusive of fuel which will be paid directly by the Department and HST) described in this Tender Document for the period April 1st, 2019 to March 31st, 2024 inclusive.

\[
\text{YEAR 1: VESSEL DAILY RATE } \frac{\$3,766.00}{\text{(Daily Rate)}} \times 365 \text{ DAYS} = \$1,374,590.00
\]

(CARRY FORWARD THIS AMOUNT TO PART "D"

(DURING THE TERM OF THE CONTRACT, THE VESSEL DAILY RATE WILL BE INCREASED BY THE CHANGE IN AVERAGE CPI (ST. JOHN'S) OR 3%, WHICHEVER IS THE LESSER, ANNUALLY ON THE ANNIVERSARY DATE OF COMMENCEMENT.)

HST shall be added at the invoicing stage.
### C) Calculation of Daily Fuel Costs (for evaluation purposes only)

<table>
<thead>
<tr>
<th>(A) Main Propulsion Fuel Consumption (litres/hour)</th>
<th>(B) Average Operating Hours per Day (hours)</th>
<th>(C) Cost of Fuel per Litre Allowance for Vessel Main Propulsion ($/litre)</th>
<th>(D) Average Daily Cost of Fuel for Main Propulsion ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>106 L/hr</td>
<td>X 6.46 hrs</td>
<td>$0.9883/L</td>
<td>= $676.75 (Carry Forward this amount to Part E)</td>
</tr>
</tbody>
</table>

The information provided in this table forms a part of the basis for the evaluation and award of this tender.

**Main Propulsion Fuel Consumption (litres/hour)** is the average hourly fuel consumption, steaming under power from dock to dock, of the vessel’s main propulsion engines operating in accordance to the weekly service schedule over the yearly operating season. Fuel costs for generators, etc. not required for main propulsion shall be included in the Vessel Daily Rate in Part B of the Tender Form. In addition to the consumption rate in (A), bidders are to indicate how the rate is to be calculated, e.g. Speed, RPM, HP.

**Average Operating Hours per Day (hours)** is the average hours per day the Vessel is steaming under power from dock to dock, to operate in accordance to the weekly service schedule over a yearly operating season.

Bidders are advised, in assessing the tender of any bidder, the Department may, but shall not be obligated to, verify by means of an independent Naval Architect or designate acting reasonably, that the rate provided in the tender for the Main Propulsion Fuel Consumption (litres/hour) - (A) applied together with the Average Operating Hours per Day (hours) - (B) for the Vessel, is fair and reasonable. The Bidder shall satisfy the Department that the submitted information for the Vessel operating in accordance to the service schedule of this Tender Document is fair and reasonable. The Bidder shall also supply, if requested, a letter from the engine manufacturer confirming engine fuel consumption.

Actual sea trial testing and evaluation may be requested of the Bidder to verify the submitted information. If the information submitted in the Tender Form is not considered fair and reasonable, then the Tender Submission shall be rendered as non-compliant and disqualify the tender submission from further consideration. The Department’s determination of whether this defect is material is final and shall not be made the subject of judicial review.
D) Cost of Yearly Operating Season

Daily Rate $3,766.00 x 365 Days = $1,374,590.00 Per Yearly Operating Season

This rate is exclusive of HST. HST shall be added at the invoicing stage. In the case of an error in the extension of prices, the Daily Rate will govern.

The number of operating days in the operating season is assumed for the purpose of this calculation to be 365 days; the actual length of the operating season may prove to be lesser.

E) Cost of Fuel per Round Trip

F) Volume of Fuel per Round Trip

G) Total Cost per Round Trip outside Normal Operating Hours, including direct incremental labour cost.

H) Acknowledges receipt of the following addenda:

None ______, or,
# 1, dated 27/12/2018
# 2, dated 3/12/2018
# 3, dated 17/12/2018
# 4, 18/12/2018
# 5, 24/12/2018

$104.76

106 litres

$627.67
Tender Form:
Tender for Gaultois - McCallum - Hermitage Ferry Service

EXECUTION BY THE BIDDER

Puddister Shipping Limited 709-722-4000
Name of Bidder (Person or Firm)

23 Springdale Street, St. John's, NL 709-722-8008
Address

A1C 5H5 puddister@nf.aibn.com

Witness

E-mail

Signature

Name & Title (Print)

Signature
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
Puddister Group

M/V COASTER III

January 8, 2019

Seashore Maritime Services Ltd.
• 44 Duffy Place
• Jeff@seashoreltd.com • www.seashoreconsultants.com
INTRODUCTION

The M/V Coaster III, a catamaran style vessel with twin screw push, pull propulsion design with the capacity to carry 40 passengers, 4 crew, 9 cars or one transport truck with vehicle ramps forward and aft is to be modified to provide:

1. 20 tons of Cargo either on its 40 square meters of open Cargo deck or in a 40 cubic meter enclosed Cargo Storage.
2. More comfort to passengers.
3. Better accommodations and comfort to Crew members.
4. Roll on and roll off capability.
5. A new Medivac Room.

The Modifications being done are:

1. Shifting the forward engine room to the after starboard side. Hence the push pull arrangement now becomes a standard twin screw pushing arrangement.
2. Removing the Forward Ramp and adding a deflector Bow to the vessel. Allowing seawater to be deflected away from the main deck and a more protected drier deck due to the enclosed bow and more bow trim with reduction in weights of the removed ramp and engine room. This new arrangement also allows for the reduction of the vessel pounding during certain sea conditions and providing for an enhanced passenger and crew comfort.
3. The removal of propulsion machinery and equipment in the forward compartment allows for the installation of new crew mess and galley thus enhancing crew comfort.
4. Addition of a flared bow on the two pontoons allows for better vessel steerability, speed and sea keeping capabilities all to enhance better vessel handling for safety and passenger and crew comfort.
5. Maintaining the after car ramp allows for roll on and roll off capability for cars and/or transport vehicles.
Marine Coaster - Fuel consumption

2 engines 6.7 V-71 CM engines 1800HP @ 1800 RPM
14 US gallons per hour at 1800 RPM
14 US gallons @ 3.785 = 53 litres x 2 engines =

106 litres
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
A liter of diesel weighs 0.8508 kilograms, or 1.8757 pounds. A U.S. gallon contains 3.79 liters. Therefore, a gallon of diesel fuel weighs 3.2245 kilograms, or 7.1089 pounds. An Imperial gallon contains 4.546 liters and weighs 3.8677 kilograms, or 8.5269 lbs.
The Marine Coaster III was purchased by our company 5 years ago. We are bidding this vessel on this service.

If successful we intend to do extensive modifications to the vessel. We intend to removed both ramps and install a smaller ramp on the stern. We are going to install another engine and thruster on the stern and remove the forward engine and thruster making the vessel have two engines on the stern. Boarding and embarking passengers will have acceptable ramps and gangways consistent with marine practices. The vessel will have dramatic increased speed, also we will install a new crane meeting the tender requirements and have an enclosed area for cargo meeting the tender specifications.

The vessel will be able to carry 20 passengers, have a medivac room, and have crew accommodations added independent of the passenger area.

We can have a more detailed submission if successful.
### M/V 'Marine Coaster III'

<table>
<thead>
<tr>
<th>Year Built</th>
<th>1976</th>
<th>Length (BP)</th>
<th>79' 0&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yard</td>
<td>Apex Machine Works Ltd.</td>
<td>Breath</td>
<td>32' 0&quot;</td>
</tr>
<tr>
<td>Official Number</td>
<td>345442</td>
<td>Depth (main deck)</td>
<td>6' 3&quot;</td>
</tr>
<tr>
<td>Port of Registry</td>
<td>St. John's, NL</td>
<td>Draft</td>
<td>4' 9&quot;</td>
</tr>
<tr>
<td>Voyage Class</td>
<td>NC II</td>
<td>Speed (kn)</td>
<td>8</td>
</tr>
<tr>
<td>Service</td>
<td>Passenger</td>
<td>Passenger Complement</td>
<td>45</td>
</tr>
<tr>
<td>Tonnage (Gross)</td>
<td>112</td>
<td>Vehicles</td>
<td>10-12</td>
</tr>
<tr>
<td>Lightship</td>
<td>142 LT</td>
<td>Main Engines</td>
<td>348kW</td>
</tr>
<tr>
<td>Length (OA)</td>
<td>80' 4&quot; + Ramps</td>
<td>Propulsion Method</td>
<td>Deck mounted, direct drive, azimuthing thruster (1 fwd, 1 aft)</td>
</tr>
</tbody>
</table>
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
AGREEMENT AND DISPOSITION OF TIED BIDS

THIS AGREEMENT was made in the City of St. John’s, in the Province of Newfoundland and Labrador, on the 22nd of February, 2019.

We, (A) Puddister Shipping Limited, (Challenge One) and (B) Puddister Shipping Limited (Marine Coaster III) agree (for consideration mutually exchanged the receipt and sufficiency of which is hereby acknowledged) that we are tied as preferred bidder on Project No. 106-18POF - Gaulois - McCallum - Hermitage Ferry Service and covenant and agree to select a winner, to be known and acknowledged as the sole preferred bidder, by a coin toss to be carried out by representatives of Tendering and Contracts. In signing below the parties hereto agree to be bound by the result of that coin toss.

AND each of the above noted parties, A and B, hereby specifically waive against, release and discharge the Department of Transportation and Works and its principals and any successors thereof from any claim arising from the winner of the coin toss being treated as the sole preferred bidder under this Contract. The parties, A and B, agree that no review of this result shall be made to any Court or tribunal.

AND for their part, the Department of Transportation and Works, its principals and successors agree to be bound by the result of the coin toss herein.

SIGNED, SEALED AND DELIVERED by the parties hereto on the day and year first before written.

Witness

Witness

Witness

Puddister Shipping Limited (Challenge One)
For: (A)

Puddister Shipping Limited (Marine Coaster III)
For: (B)

Winner