May 1, 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/056/2019]

On April 1, 2019, the Department of Transportation and Works received your request for access to the following records:


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.

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 22(1)(b) The head of a public body may refuse to disclose a record or part of a record that is to be published or released to the public within 30 business days after the applicant’s request is received.

Note: The bids for Gaultois - McCallum – Hermitage were released under request TW/037/2019, and will be posted here [https://atipp-search.gov.nl.ca/#](https://atipp-search.gov.nl.ca/#) within 30 business days.

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,

[Signature]
Published material

22.  (1) The head of a public body may refuse to disclose a record or part of a record that

(a) is published and is available to the public whether without cost or for purchase; or

(b) is to be published or released to the public within 30 business days after the
applicant's request is received.

(2) The head of a public body shall notify an applicant of the publication or release of
information that the head has refused to give access to under paragraph (1)(b).

(3) Where the information is not published or released within 30 business days after the
applicant's request is received, the head of the public body shall reconsider the request as if it
were a new request received on the last day of that period, and access may not be refused under
paragraph (1)(b).
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,
(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
TENDER FORM

TENDER FOR: South East Bight – Petite Forte 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 M.V. Norcon Oceans (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 $4,983.00 x 365 DAYS = $1,820,255 (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>2.32 L/hr</td>
<td>2.23 hrs</td>
<td>( \times 0.9 \leq 2.6 ) L</td>
<td>= $ 6.37 (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 designee 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 $148.70 x 365 Days = $ 53,282.25 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 $596.87

F) Volume of Fuel per Round Trip 626.04 litres

G) Total Cost per Round Trip outside Normal Operating Hours, including direct incremental labour cost. $1,800.00

H) Acknowledges receipt of the following addenda:

None, or,
# 1, dated Nov 2, 7
# 2, dated Dec 1, 7
# 3, dated Dec 1, 8
# 4, dated Dec 2, 4
Tender Form:
Tender for South East Bight - Petite Forte Ferry Service

EXECUTION BY THE BIDDER

Norrcon Marine Services Ltd

Name of Bidder (Person or Firm)

P.O. Box 35

Address

Glovertown, N.L.

A0G 2L0

Postal Code

Witness

Signature

Telephone Number

Fax Number

Name & Title (Print)

Name & Title (Print)
Potential copyright material

If you wish to obtain a copy please contact the ATIPP Office at (709) 729-7072 or atippoffice@gov.nl.ca.
The following report describes how the Norcon Oceanus 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 Oceanus does not create glare or shadows in areas where passengers are permitted. Sufficient lighting is installed such that doors, sills, handrails, and signage is easily visible.

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

1.3 Handrails
New handrails, meeting the standard described in the code of Practice, will be fitted prior to the commencement date.

1.4 Corridors and Passageways
Norcon Oceanus has a minimum headroom of 2032mm 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 are fitted with marine rated flooring which has little to no glare effect under the installed lighting. There is no carpet installed onboard Norcon Oceanus.

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 are either easily removable by a crew member or suitcase ramps are 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 are fitted on Norcon Oceanus.
1.7 Counters
Norcon Oceanus does 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 Oceanus.

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

1.11 Passenger Lounges
Although many of the seats onboard Norcon Oceanus are 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 cafeterias installed on Norcon Oceanus. 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 Oceanus.

1.14 Washrooms
There are 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 new call station will be fitted prior to the commencement date.

1.15 Relieving Area for Service Animals
Norcon Oceanus does not have any routes with a duration of over two 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>Heater Modifications Completed</td>
<td>13-Feb</td>
</tr>
<tr>
<td>New Washroom Joinery Completed</td>
<td>19-Feb</td>
</tr>
<tr>
<td>New Washroom Plumbing Rough In Completed</td>
<td>18-Feb</td>
</tr>
<tr>
<td>New Washroom Electrical Rough In Completed</td>
<td>16-Feb</td>
</tr>
<tr>
<td>New Washroom Commissioning</td>
<td>09-Mar</td>
</tr>
<tr>
<td>Elevated Decking Completed</td>
<td>06-Mar</td>
</tr>
<tr>
<td>Sea Can Installation Completed</td>
<td>10-Mar</td>
</tr>
<tr>
<td>Refit Completion</td>
<td>16-Mar</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.
TENDER FORM
TENDER FORM

TENDER # 0107-18POF

TENDER FOR: South East Bight – Petite Forte 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 Marine Coaster III (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 $3,476.00 X 365 DAYS = $1,268,740.00 (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>
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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>106 L/hr</td>
<td>2.22 hrs</td>
<td>9526 / L</td>
<td>224.17 (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 $3,476.00 x 365 Days = $1,268,740.00 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

$100.98

F) Volume of Fuel per Round Trip

106 litres

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

$579.34

H) Acknowledges receipt of the following addenda:

None or,

# 1, dated 11/27/2018
# 2, dated 12/17/2018
# 3, dated 12/18/2018
# 4, dated 12/24/2018
**EXECUTION BY THE BIDDER**

<table>
<thead>
<tr>
<th>Name of Bidder (Person or Firm)</th>
<th>Telephone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Puddister Shipping Limited</td>
<td>709-722-4000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>23 Springdale Street, ST. John's, NL</td>
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<table>
<thead>
<tr>
<th>Fax Number</th>
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</thead>
<tbody>
<tr>
<td>709-722-8008</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Postal Code</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1C 5H5</td>
<td><a href="mailto:puddister@nf.aibn.com">puddister@nf.aibn.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Witness</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name &amp; Title (Print)</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Marine Egater: Fuel consumption

2 engines 6V-71 CM engines 180 HP ea @ 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.
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>
</tr>
</thead>
<tbody>
<tr>
<td>Yard</td>
<td>Apex Machine Works Ltd.</td>
</tr>
<tr>
<td>Length (BP)</td>
<td>79' 0&quot;</td>
</tr>
<tr>
<td>Breath</td>
<td>32' 0&quot;</td>
</tr>
<tr>
<td>Official Number</td>
<td>345442</td>
</tr>
<tr>
<td>Port of Registry</td>
<td>St. John's, NL</td>
</tr>
<tr>
<td>Deepth (main deck)</td>
<td>6' 3&quot;</td>
</tr>
<tr>
<td>Draft</td>
<td>4' 9&quot;</td>
</tr>
<tr>
<td>Voyage Class</td>
<td>NC II</td>
</tr>
<tr>
<td>Speed (kn)</td>
<td>8</td>
</tr>
<tr>
<td>Service</td>
<td>Passenger</td>
</tr>
<tr>
<td>Tonnage (Gross)</td>
<td>112</td>
</tr>
<tr>
<td>Passenger Complement</td>
<td>45</td>
</tr>
<tr>
<td>Vehicles</td>
<td>10-12</td>
</tr>
<tr>
<td>Lightship</td>
<td>142 LT</td>
</tr>
<tr>
<td>Main Engines</td>
<td>348kW</td>
</tr>
<tr>
<td>Length (OA)</td>
<td>80' 4&quot; + Ramps</td>
</tr>
<tr>
<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.
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.
TENDER FORM
TENDER FORM

TENDER # 0107-18POF

TENDER FOR: South East Bight – Petite Forte Ferry Service

TENDER FROM: Puddister 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 $3,726.00 × 365 DAYS = $1,359,990.00 (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%, WHICHERSOEVER 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>150.2 L/hr</td>
<td>2.22 hrs</td>
<td>$0.9526/L</td>
<td>$317.64</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 $3,726.00 \times 365 \text{ Days} = \$1,359,990.00 \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

$143.08

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.

$621.06

H) Acknowledges receipt of the following addenda:

None or,

1. dated 7/1/2019
2. dated 7/1/2019
3. dated 7/1/2019
4. dated 7/1/2019
| Tender Form: Tender for South East Bight - Pelite Forte Ferry Service |
| Execution by the Bidder |

**Name of Bidder (Person or Firm):** Puddister Trading Company Limited

| Address | 23 Springdale Street, St. John's, NL |

| Telephone Number | 709-722-4000 |
| Fax Number | 709-722-8008 |

| Postal Code | A1C 5H5 |

| E-mail | puddister@nf.aibn.com |

| Witness | [redacted] |

| Signature | [redacted] |

| Name & Title (Print) | [redacted] |

| Signature | [redacted] |

| Name & Title (Print) | [redacted] |
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 * 3.785 litres = 75.09 litres x 2 engines

150.1 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.
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'

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year Built</strong></td>
<td>1986</td>
<td><strong>Length (BP)</strong></td>
</tr>
<tr>
<td><strong>Yard</strong></td>
<td>Georgetown Shipyard Inc. Georgetown, PEI, Canada</td>
<td><strong>Breath</strong></td>
</tr>
<tr>
<td><strong>Official Number</strong></td>
<td>807679</td>
<td><strong>Depth (main deck)</strong></td>
</tr>
<tr>
<td><strong>Port of Registry</strong></td>
<td>Ottawa</td>
<td><strong>Draft</strong></td>
</tr>
<tr>
<td><strong>Voyage Class</strong></td>
<td>NC2, Home Trade III</td>
<td><strong>Speed (kn)</strong></td>
</tr>
<tr>
<td><strong>Service</strong></td>
<td>Cargo</td>
<td><strong>Passenger Complement</strong></td>
</tr>
<tr>
<td><strong>Tonnage (Gross)</strong></td>
<td>179.74</td>
<td><strong>Vehicles</strong></td>
</tr>
<tr>
<td><strong>Lightship</strong></td>
<td>175 M/T</td>
<td><strong>Main Engines</strong></td>
</tr>
<tr>
<td><strong>Length (OA)</strong></td>
<td>24.5 m</td>
<td><strong>Propulsion Method</strong></td>
</tr>
</tbody>
</table>

![Image of M/V 'Marine Eagle']
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 FORM

TENDER # 0108-18POF

TENDER FOR: La Poile – Rose Blanche Ferry Service

TENDER FROM: Puddister Shipping 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 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 $3,446.00 x 365 DAYS = $1,257,790.00 (Daily Rate)

(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>128.69 L/hr</td>
<td>X 3 hrs</td>
<td>X $1.0326 / L</td>
<td>= $398.66</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 $3,446.00 \times 365\text{ Days} = $1,257,790.00\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**

$s\, 398.66$

F) **Volume of Fuel per Round Trip**

$386.07\text{ litres}$

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

$s\, 861.50$

H) **Acknowledges receipt of the following addenda:**

None ______ or,

\# 1, dated 11/27/2018
\# 2, dated 12/17/2018
\# 3, dated 12/18/2018
\# 4, dated 12/21/2018
**Tender Form:**
**Tender for La Poile - Rose Blanche Ferry Service**

**EXECUTION BY THE BIDDER**

<table>
<thead>
<tr>
<th>Puddister Shipping Limited</th>
<th>709-722-4000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name of Bidder (Person or Firm)</strong></td>
<td><strong>Telephone Number</strong></td>
</tr>
<tr>
<td>23 Springdale Street, St. John's, NL, A1C 5H5</td>
<td>709-722-8008</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td><strong>Fax Number</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A1C 5H5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Post Code</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><a href="mailto:puddister@nf.aibn.com">puddister@nf.aibn.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E-mail</strong></td>
</tr>
</tbody>
</table>

| W
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Witness</strong></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th><strong>Signature</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name &amp; Title (Print)</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Signature</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name &amp; Title (Print)</strong></td>
</tr>
</tbody>
</table>
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'

<table>
<thead>
<tr>
<th><strong>Year Built</strong></th>
<th><strong>1974</strong></th>
<th><strong>Length (BP)</strong></th>
<th><strong>75' 0&quot;</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yard</strong></td>
<td>Blount Marine Corporation, Warren, R.I. USA</td>
<td><strong>Breath</strong></td>
<td><strong>18' 4&quot;</strong></td>
</tr>
<tr>
<td><strong>Official Number</strong></td>
<td>804001</td>
<td><strong>Depth (main deck)</strong></td>
<td><strong>9' 3 1/2&quot;</strong></td>
</tr>
<tr>
<td><strong>Port of Registry</strong></td>
<td>St. John's, NL</td>
<td><strong>Draft</strong></td>
<td><strong>6' 9&quot; (approx)</strong></td>
</tr>
<tr>
<td><strong>Voyage Class</strong></td>
<td>NC II</td>
<td><strong>Speed (kn)</strong></td>
<td><strong>13</strong></td>
</tr>
<tr>
<td><strong>Service</strong></td>
<td>Passenger</td>
<td><strong>Passenger Complement</strong></td>
<td><strong>20</strong></td>
</tr>
<tr>
<td><strong>Tonnage (Gross)</strong></td>
<td>81</td>
<td><strong>Vehicles</strong></td>
<td><strong>1</strong></td>
</tr>
<tr>
<td><strong>Lightship</strong></td>
<td>83.19 LT</td>
<td><strong>Main Engines</strong></td>
<td><strong>596kW</strong></td>
</tr>
<tr>
<td><strong>Length (OA)</strong></td>
<td>87' 8 3/4&quot;</td>
<td><strong>Propulsion Method</strong></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 atipoffice@gov.nl.ca.
Challenge One - Fuel Consumption

2 engines V 12 - 71 GM 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 gal 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 # 0108-18POF

TENDER FOR: La Poile – Rose Blanche Ferry Service

TENDER FROM: Puddister 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 $3,486.00 X 365 DAYS = $1,272,390.00
(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 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)

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<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>3 hrs</td>
<td>$1.0326 / L</td>
<td>$465.29 (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 $3,486.00 \times 365 \text{ Days} = $1,272,390.00 \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**

$465.29

F) **Volume of Fuel per Round Trip**

450.60 litres

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

$871.50

H) **Acknowledges receipt of the following addenda:**

None or,

# 1, dated 7/1/2019

# 2, dated 7/1/2019

# 3, dated 7/1/2019

# 4, dated 7/1/2019
| **Puddister Trading Company Limited** | 709-722-4000 |
| **Name of Bidder (Person or Firm)** | **Telephone Number** |
| 23 Springdale Street, St. John's, NL | 709-722-8008 |
| **Address** | **Fax Number** |

| **A1C 5H5** | **puddister@nf.aibn.com** |
| **P.O. Box** | **E-mail** |
| **Witness** | **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><strong>Year Built</strong></th>
<th>1986</th>
<th><strong>Length (BP)</strong></th>
<th>22.0m</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yard</strong></td>
<td>Georgetown Shipyard Inc. Georgetown, PEI. Canada</td>
<td><strong>Breath</strong></td>
<td>7.6 m</td>
</tr>
<tr>
<td><strong>Official Number</strong></td>
<td>807679</td>
<td><strong>Depth (main deck)</strong></td>
<td>3.5 m</td>
</tr>
<tr>
<td><strong>Port of Registry</strong></td>
<td>Ottawa</td>
<td><strong>Draft</strong></td>
<td>2.5 (approx)</td>
</tr>
<tr>
<td><strong>Voyage Class</strong></td>
<td>NC 2, Home Trade III</td>
<td><strong>Speed (kn)</strong></td>
<td>10</td>
</tr>
<tr>
<td><strong>Service</strong></td>
<td>Cargo</td>
<td><strong>Passenger Complement</strong></td>
<td>20</td>
</tr>
<tr>
<td><strong>Tonnage (Gross)</strong></td>
<td>179.74</td>
<td><strong>Vehicles</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Lightship</strong></td>
<td>175 MT</td>
<td><strong>Main Engines</strong></td>
<td>850 hp</td>
</tr>
<tr>
<td><strong>Length (OA)</strong></td>
<td>24.5 m</td>
<td><strong>Propulsion Method</strong></td>
<td>Twin Screw</td>
</tr>
</tbody>
</table>
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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

\[
\text{150.2 litres per hour}
\]
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TENDER FORM
TENDER FORM

TENDER # 0105-18POF

TENDER FOR: Francois – Grey River – Burgeo Ferry Service

TENDER FROM: Puddister 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 Voyager (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 x 365 DAYS = $1,436,640.00 (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>159 L/hr</td>
<td>X 7.86 hrs</td>
<td>X $0.9509/L</td>
<td>$1,188.38 (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, 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

$ 1,188.38

F) Volume of Fuel per Round Trip

1,249.74 litres

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

$ 984.00

H) Acknowledges receipt of the following addenda:

None or,

# 1, dated 7/1/2019
# 2, dated 7/1/2019
# 3, dated 7/1/2019
# 4, dated 7/1/2019
EXECUTION BY THE BIDDER

Puddister Trading Company Limited
709-722-4000
23 Springdale Street, St. John's, NL
709-722-8008

A1C 5H5
puddister@nf.aibn.com

Post:
Winnipeg

E-mail

Signature

Name & Title (Print)

Signature

(Print)
Attached is a GA of the Marine Voyager, the vessel is presently in service. We intend to refit the vessel shortly this winter, the vessel will be compliant upon entering service.

The vessel is ice classed has a speed that meets the schedule and carries in excess of 20 passengers.

This vessel has operated on the southcoast for over twenty years.
**M/V 'Marine Voyager'**

<table>
<thead>
<tr>
<th>Description</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year Built</td>
<td>1964</td>
</tr>
<tr>
<td>Yard</td>
<td>Allied Shipbuilders Ltd. Vancouver BC, Canada</td>
</tr>
<tr>
<td>Official Number</td>
<td>320939</td>
</tr>
<tr>
<td>Port of Registry</td>
<td>Ottawa</td>
</tr>
<tr>
<td>Voyage Class</td>
<td>NC II</td>
</tr>
<tr>
<td>Service</td>
<td>Passenger</td>
</tr>
<tr>
<td>Tonnage (Gross)</td>
<td>217</td>
</tr>
<tr>
<td>Lightship</td>
<td>240.98 MT</td>
</tr>
<tr>
<td>Length (OA)</td>
<td>32.08m</td>
</tr>
<tr>
<td>Length (BP)</td>
<td>27.2m</td>
</tr>
<tr>
<td>Breath</td>
<td>8.10m</td>
</tr>
<tr>
<td>Depth (main deck)</td>
<td>3.86m</td>
</tr>
<tr>
<td>Draft</td>
<td>2.22m (approx)</td>
</tr>
<tr>
<td>Speed (kn)</td>
<td>10.5</td>
</tr>
<tr>
<td>Passenger Complement</td>
<td>40</td>
</tr>
<tr>
<td>Vehicles</td>
<td>1</td>
</tr>
<tr>
<td>Main Engines</td>
<td>746kW</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 Voyager - Fuel Consumption

2 engines KTA - 19M engines 500 HP each @ 1800 RPM

Fuel consumption at 1650 RPM giving 11 knots more than adequate to do the schedule

21 US gallons per hour 1 US gallon = 3.785 litres

21 US gal per hour 3 3.785 litres = 79.5 litres x 2 engines =

159 litres per hour
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