



Confederated Tribes of the Colville Reservation

P.O. Box 150, Nespalem, WA 99155 (509) 634-2277

Request For Proposals:

Design and Construction of a 28 ft. by 8 ft 6 in Mono Hull
Landing Craft Research Boat

SECTION 1. GENERAL INFORMATION

1.01 Significant Dates

Posted Date: April 10, 2024

Deadline for Questions: May 2, 2024

Closing Time and Date: May 3, 2024

Bid Opening Date: May 6, 2024

1.02 Description of Proposals Sought:

The purpose of this RFP is to solicit proposals to establish a contract for the design and construction of a 28' x 8'6" aluminum landing craft boat for fisheries research activities on Lake Roosevelt located in the upper Columbia River above Grand Coulee Dam in Washington State. This procurement will be supported by Federal funds and so provision should be made for GSA pricing, if available.

1.03 About the Colville Tribes:

The Confederated Tribes of the Colville Reservation is a Sovereign Nation. Presidential Executive Order established the Colville Indian Reservation in 1872, with a land base of 1.4 million acres, located in North Central Washington State. The Tribes' Indian Country now includes various off-reservation trust land holdings. The Tribes' administrative Headquarters are located at the Colville Indian Agency Campus, approximately 2 miles south of Nespelam, WA with offices located throughout our reservation. Tribal business hours are Monday thru Thursday 7:00 and 5:30 p.m. excluding Fridays, Saturdays, Sundays, Tribal and Federal holidays.

1.04 Response Format:

Proposals should be prepared simply, providing a straightforward and concise delineation of the Contractors approach and capabilities necessary to satisfy the criteria listed in Section 3. The proposal may not be longer than 30 pages, single-spaced with no less than 12-point font. Emphasis in the proposals should be on completeness, clarity of content, and adherence to the presentation structure required by this RFP. Contractors that deviate from the required format may be deemed non-responsive.

1.05 Completeness of Proposal

The Contractor must submit a completed Proposal signed by a Contractor representative authorized to bind the proposing Contractor contractually. The Contractor must identify on the form any exceptions the Contractor takes to the Tribes RFP, or declare that there are no exceptions taken.

1.06 Response Date and Location

Proposals must be provided in Portable Document Format (.pdf) and received on or before **4:00 p.m. Pacific Time on May 3, 2024**. Submittals shall be sent via e-mail to:

holly.mclellan@colvilletribes.com

Include “**CTCR Kokanee Research Vessel**” in the .pdf file name and the submission e-mail subject line. A response will be sent to verify successful transmission of the message and associated submittal.

1.07 Contractor’s Cost to Develop Proposals

Costs for developing proposals in response to the RFP are entirely the obligation of the Contractor and are not be chargeable in any manner to the Tribes—no exceptions.

1.08 Site Visitations

A site visit is not required. By submitting his/her proposal, the Contractor acknowledges that he/she has satisfied him/herself as to the nature of the work requested.

SECTION 2. TERMS AND CONDITIONS

2.01 Questions Regarding the RFP

Requests for interpretation/clarification of this RFP must be emailed to holly.mclellan@colvilletribes.com. Any communication other than by email to the point of contact, may result in disqualification. All oral communications will be considered unofficial and non-binding.

All questions must be submitted no later than **4:00 p.m., PST, May 2, 2024**.

2.02 RFP Amendments

The Tribes reserves the right to request any respondent clarify its proposal or to supply any additional material deemed necessary to assist in the evaluation of the proposal.

The Tribes reserves the right to change the RFP schedule or issue amendments to the RFP at any time. The Tribes also reserves the right to cancel or reissue the RFP. All such addenda will become part of the RFP. It is the Contractor’s responsibility to check the Tribes’ website for the issuance of any amendments prior to submitting a proposal response.

2.03 Withdrawal of Proposal

Provided notification is received in writing to the address provided in Section 1.06, proposals may be withdrawn at any time prior to the proposal response due date and time specified. Proposals cannot be changed or withdrawn after the time designated for receipt.

2.04 Rejection of Proposals

The Tribes reserves the right to reject any or all proposals, to waive any minor informalities or

irregularities contained in any proposal, and to accept any proposal deemed to be in the best interest of the Tribes.

2.05 Proposal Validity Period

Submission of a proposal will signify the Contractor's agreement that its proposal and the content thereof are valid for 120 days following the proposal response deadline unless otherwise agreed to in writing by both parties. The proposal may become part of the Contract negotiated between the Colville Tribes and the successful Contractor.

2.06 Proposal Signatures

An authorized representative of the Contractor must sign proposals, with the Contractor's address and telephone information provided. Unsigned proposals will not be considered.

2.07 Insurance Requirements

The selected Offeror shall procure and maintain for the duration of its Contract awarded pursuant to this RFP insurance against claims for injuries or damages to property, which may arise from or in connection with the performance of the work by the Offeror, his agents, representatives, employees or subcontractors. The Offeror shall pay the cost of such insurance. Insurance shall meet or exceed the following unless otherwise approved by the Colville Tribes.

A. Minimum Insurance

1. Commercial General Liability coverage with limits not less than \$1,000,000 per occurrence / \$2,000,000 annual aggregate.
2. Stop Gap/Employers Liability coverage with limits not less than \$ 1,000,000 per accident/disease.
3. Business Automobile Liability coverage with limits not less than \$1,000,000 per accident for any auto.
4. Worker's Compensation coverage as required by the Industrial Insurance Laws of the State of Washington/

B. Self-Insured Retentions

Self-insured retentions must be declared to and approved in writing by the Colville Tribes.

C. Other Provisions

Commercial General Liability policies shall be endorsed to:

1. Include the Colville Tribes, its officials, employees and volunteers as additional insured.
2. Provide that such insurance shall be primary as respects any insurance or self-insurance maintained by the Colville Tribes.
3. Each insurance policy shall provide that coverage shall not be canceled except after thirty (30) days written notice has been given to the Colville Tribes.

D. Acceptability of Insurers

Insurance shall be placed with insurers with a rating acceptable to the Colville Tribes.

- E. Verification of Coverage
Offeror awarded a contract under this RFP shall furnish the Colville Tribes with certificates of insurance required herein. The certificates are to be received and approved by the Colville Tribes before work commences. The Colville Tribes reserves the right to require complete, certified copies of all required insurance policies at any time.
- F. Subcontractors
Subcontractors hired pursuant to this RFP must provide coverage, which complies with the requirements state herein.

2.08 Retainage/Performance Bond

Any contract negotiated in response to this RFP will require either a 25% retainage or a performance bond. Any contract awarded with a value greater than \$100,000 will require a performance bond.

2.09 Ownership of Documents

Any reports, studies, conclusions, and summaries prepared by the Contractor shall become the property of the Tribes. The Tribes may provide the Contractor with a limited license to use such material.

2.10 Hold Harmless

The Contractor shall hold harmless, defend, and indemnify the Tribes and the Tribes officers, agents, and employees against any liability that may be imposed upon them by reason of the Contractor's failure to provide worker's compensation coverage or liability coverage.

2.11 Limitations on Costs and Expenses

The Contractor's cost proposal may not include: any costs that can be described as overhead, including secretarial, clerical, or file management work; on-line research services charges (in-house photocopying; unnecessary express mail/overnight courier mailings); or for developing invoices for the Tribes.

2.12 Dispute Resolution and Venue

The Tribes will require the selected Contractor to expressly consent to the jurisdiction of the Colville Tribal Court for any and all disputes that may arise from the Tribes engagement of the Contractor's services, including the application of tribal law.

2.13 Appropriated Funds

Any contract awarded pursuant to this RFP is subject the Tribes' appropriation and budgetary process, which operates on a fiscal year from October 1 to September 30. Any required payments under the contract are contingent on the availability of funds in the tribal treasury. As funds are appropriated yearly any contract awarded would be for the remainder of the fiscal year, at which time it would be renewable on a yearly basis.

2.14 Indian Preference

Indian preference applies to any award of contract pursuant to this RFP and the Contractor shall comply with all applicable Indian preference requirements set forth in Chapter 10-1, the Colville Tribal Employment Rights Ordinance (TERO), and Chapter 10-3, Indian Preference in Contracting. The tribal code is available at <https://www.cct-cbc.com/current-code/>.

2.15 Debarment

Selected Contractor must sign a Certification Regarding Debarment and Suspension (See Attachment B).

2.16 Contract

The selected Offeror will be required to enter into the Colville Tribes' standard form contract which will include a "no assignment" provision indicating that the Contract may not be assigned without written consent of the Tribes. Any increase in contract price following execution of the contract requires a written modification to the term to continue.

SECTION 3. REQUESTED SERVICES

3.01 Duration of Services

The Tribes anticipates the service period for this work to be completed no later than **December 31, 2025 or negotiated with the project leads.**

3.02 Scope of Work

Phase I. Pre-Production Design

In this phase, the Contractor will undertake the development of Working Plans for review by the CTCR. Working Plans shall be provided to the CTCR in PDF format and shall be of sufficient detail for boat construction and shall provide detailed material and equipment selections. At a minimum, the working plans will include the following:

- General Arrangements
- Pilothouse Arrangement Schematic Diagram
- Main Control Console Layout
- Under-Deck Wiring/Hose Conduit Arrangements
- Fuel Tank Design, Foundation and Securing Details (including filling details)
- Hydraulic Systems Arrangements.

The Contractor will consent to at least two (2) design reviews by the CTCR technical representative prior to final approval. Drawing revisions, when required, shall be clearly indicated by revision symbols and clouds. Normal CTCR review will require five (5) work days. The Contractor shall reply to all CTCR review comments within five (5) work days indicating planned action. After final approval of the working plans the CTCR shall issue a Notice-to-Proceed to Phase II. Any deviation from the working plans during the construction phase must be approved by the CTCR in writing.

Phase II: Production

This phase will consist of vessel construction, inspections and sea-trial, and delivery. Work on this phase by the Contractor shall not commence until final approval of Working Plans and issuance of a Notice-to-Proceed by the CTCR technical representative. All construction work undertaken in advance of CTCR review and approval shall be at the Contractor's risk.

During construction, the Contractor shall allow for a minimum of one (1) inspection when the vessel hull and pilothouse structure is complete and ready for installation of operating systems to allow for deficiencies to be noted and adjustments to be made. A second inspection shall occur during sea-trials. The CTCR shall not accept the vessel with any deficiencies noted at the final inspection that are not corrected.

The Contractor shall provide the following “As Built” drawings to the CTCR prior to delivery:

- General Arrangements

- Under-Deck Wiring/Hose Conduit Arrangements
- Fuel Tank Design, Foundation and Securing Details
- Hydraulic Systems Arrangement.

The Contractor shall also provide the CTCR with a photographic record of all stages of construction.

The vessel shall be delivered from the point of manufacture to the CTCR on the provided trailer to the following address: Colville Tribes, Purchasing Department, 21 Colville Street, Nespelem, WA 99155.

A qualified delivery person representing the Contractor shall deliver the vessel. The Contractor shall notify the CTCR of the intended delivery date at least five (5) working days in advance.

Vessel Specifications

These Specifications provide general descriptions and requirements for the design and construction of a 28' long x 8'6" beam high-speed aluminum mono-hull landing craft research boat for the Confederated Tribes of the Colville Reservation. The Specifications assume the Contractor is competent and knowledgeable of common system and detail requirements in the various control, machinery, cargo, stowage and other spaces aboard this Vessel. Accordingly, the Contractor shall be responsible for providing and installing systems, equipment and details necessary to deliver a serviceable and outfitted Vessel that is ready for service within the scope of these Specifications.

The intended area of operation for this Vessel is Lake Roosevelt, located in the upper Columbia River above Grand Coulee Dam. The Vessel will be used to conduct various fisheries surveys on Kokanee, Rainbow Trout, and Northern Pike. Research activities include, but not limited to, gill netting (using a gillnet drum), set lining, plankton netting, anchor setting and moving, acoustic receiver downloading, and ponar dredging. The Vessel will be used in all types of weather including high heat, snow, rain, sleet, fog, and high winds.

The Vessel will be trailered on a daily basis while conducting field surveys. As such, the total height of the Vessel and trailer (including instrumentation antennas mounted on pilothouse roof) **must** be less than 13'.

General operating conditions will include:

- Air temperature range of -10 to 40 °C
- Water temperature range of 2 to 25 °C
- Wind conditions of 0 to 30 knots
- Sea-state conditions from calm to 2 meter, short period, steep wind driven waves
- Riverine and lacustrine freshwater environments with water flow velocities ranging 0 to 12 knots, and depths ranging from 3 to >100 meters.
- Daily trailering to launches
- Daylight and night operations

- Daily on-the-water runs of up to 100 miles

General Specifications

Hull Length	28'
Beam	8' 6"
Propulsion	An efficient, gas or diesel, inboard/outboard 300 HP or greater, capable of speeds up to 40-45mph
Row Door Clearance	At least 72 inches
Transom Deadrise	At least 18 degrees
Person and Cargo Capacity	3,000 lbs
Fuel Capacity	100 US gallons
Bottom Plating	0.250" 5086-H116
Transom and Sides Plating	0.250" 5086-H116
Deck Plating	0.190" 5086-H116
Centerline Vertical Keel	0.500" x 4" 6061-T6 (or better)

Regulatory Bodies

This Vessel shall comply with all the applicable laws of the United States and the requirements of the various regulatory bodies and rules listed below in force at the time of Delivery insofar as they may have jurisdiction.

- American Boat and Yacht Council (ABYC)
- American Bureau of Shipping (ABS)
- American Society of Mechanical Engineers (ASME)
- American Society of Testing & Materials (ASTM)
- American Welding Society (AWS)
- Environmental Protection Agency (EPA)
- Federal Communications Commission (FCC)
- Institute of Electrical and Electronics Engineers (IEEE)
- International Maritime Organization (IMO)
- International Organization for Standardization (ISO)
- National Academy of Sciences (NAS)
- National Fire Protection Association (NFPA)
- National Electrical Manufacturer's Association (NEMA)
- Occupational Safety and Health Administration (OSHA)
- Underwriter's Laboratories (UL)
- United States Coast Guard (USCG)

Materials and Workmanship

All apparatus (machinery, equipment, piping, etc.) is to conform to best marine practice for vessels of this class. The CTCR will give consideration to items differing in detail from those

described herein, provided that these differences will not impair the efficiency, reliability, and durability of the apparatus and its suitability for the vessel.

All work is to be performed to high-quality marine construction standards. All welding shall be in accordance with welding procedures approved by the American Bureau of Shipping, Rules for Building, and Classing High Speed Aluminum Vessels. All weld spatter, soot, and construction scars shall be removed or faired. All sharp edges and corners shall be dressed to prevent hazards to personnel and equipment.

When the phrase "or equal" follow the name of a manufacturer or trade designation, it is used herein to indicate the general character of the design, quality, and construction of items. It is not the intent to restrict source of supply to such brands, but substitutes shall not be inferior to the item named in the Specification and shall be to the CTCR's satisfaction and approval. At a minimum, substitution requests should consider the following: dimensions, weight, materials, service facilities, performance, power requirements, cost and special features. The judgment of the CTCR shall in this regard be conclusive. Requests for any substitution by the Contractor shall be submitted in writing to the CTCR for review and approval, and all work undertaken in advance of this review shall be at the Contractor's risk.

When the phrase "or equal" does not follow the name or trade designation, the Contractor's bid shall be based on the product or item as specified and no substitution is acceptable in this bid.

Materials shall be ordered to recognized standard sizes wherever such apply to facilitate replacement or repair. All materials and equipment shall be new and of good commercial quality.

Specifications

General Requirements

The vessel shall be designed so that the various systems and parts are readily accessible for inspection, adjustment, maintenance, lubrication and repair. Placement of equipment whenever possible must allow for its removal from the vessel without having to disturb permanently installed structural members, and equipment shall be situated to allow for in-place overhaul and repair. Structure and fittings in way of propulsion and auxiliary machinery shall be arranged to provide clearance for disassembling parts and components without dismantling other machinery, structure or piping.

Vessel design shall maximize storage in all areas and include storage under decks, and in the cabin, where possible.

Filling compound or flame straightening shall not be used to compensate for unfairness in the boat structure. Weld beads may be applied to the center of panels or alongside stiffeners to reduce unfairness, subject to the approval of the CTCR. All beads, or any visible markings from them left on the opposite side of the plate of such welds, shall be ground off visible surfaces. Beads, or any visible markings, need not be ground off surfaces that will be insulated or other

surfaces not visible after construction, surfaces inside voids, or other unmanned spaces. "Panting" or "oil-canning" is not permitted.

The hull and weather decks shall be watertight. Deck and bulkhead penetrations shall conform to the tightness of the deck or bulkhead on which they are installed. Consoles shall be watertight. Gunning material, caulking-type material, peening, paint etc. shall not be used to meet tightness requirements. Stuffing tubes, flanged joints, or cable/hose transits shall be provided to maintain the required tightness of structure where penetrated by non-welded items such as cables, wiring, hose, or tubing.

Structural members within the hull bottom, or in other areas where water may collect, shall have double continuous welds. This shall include keel, keelsons, girders, propulsion engine, and reduction gear foundations to shell plating welds, as far as they apply to this vessel.

Longitudinals, transverses and other main support structure below the main chine, engine girders, and similar structure loaded by vibration or sea impact shall be continuously welded. Full penetration welds shall be provided for butts and seams of the keel, bottom shell, side shell, main deck, and transom. Welded joints in the keel, keelsons, girders, propulsion engine foundations, and bottom longitudinals shall be full penetration welds at the webs as well as the flanges.

Attachments to bulkheads for the purpose of supporting local loads shall not impair the strength or tightness of the bulkhead. Insert and margin plates, additional reinforcing, special framing, or stiffening shall be installed to distribute local stress. Attachments shall be made to the framing and not directly to the bulkhead plating.

Full penetration welds shall be provided for butts and seams of the bulkheads and tanks. Tee joints at boundary connections of bulkheads and tanks shall have continuous welding on both sides.

Where wiring trunks or pipe tunnels terminate in transverse watertight bulkheads, the ends of such trunks or tunnels shall be sealed watertight at each such bulkhead.

Hull Design

1. The hull shall be aluminum construction mono-hull landing craft design
2. The hull length shall be 28'
3. The hull beam shall be 8'6"
4. Dead-rise at the transom shall be at least 18 degrees with a preference for greater angles
5. Cargo capacity (including crew of three, each 250 lbs.) shall be at least 3,000
6. Hull (bottom, side and transom) plating shall be 1/4 in" 5086-H116 aluminum throughout for heavy duty, high speed, rough water operations.

7. Deck plating shall be 3/16 in 5086-H116 aluminum
8. The hull shall incorporate two structural bulkheads.
9. Watertight aluminum access hatches to all below deck compartments shall be provided.
10. The transom shall be designed and properly framed for inboard/outboard motor propulsion.
11. Deck to gunwale height shall be no less than 24” at any point
12. The gunwale decks shall be at least 6.5” wide
13. Hull bottom shall have forefoot beaching wear plates.
14. The main deck shall be self-bailing via six 2” x 7” open scuppers, two large pipe drains in the stern, and two 1” pipe drains at the bow.

Hull Outfitting

1. 316 series stainless steel fastening hardware shall be used throughout the vessel.
2. Six (6) 10” welded cleats shall be installed on the gunwale (3 per side).
3. One (1) 15” x 24” welded aluminum deck hatch shall be installed in the main deck.
4. Side storage trays shall be installed along the port and starboard inner bulwarks.
5. One (1) 0.75” aluminum double pad-eye shall be welded on the centerline of the bow for securing the trailer winch and safety chain.
6. Two (2) aluminum double pad-eyes shall be welded to the transom for securing to the trailer.
7. One (1) 0.75” drain plug shall be installed in the transom.
8. Two (2) zinc anodes on brackets shall be welded to the transom.
9. One (1) welded transducer bracket shall be installed on the transom.
10. One (1) 36” wide lift out (removable) dive door shall be installed on the port side.
11. Two (2) steering/engine control consoles shall be installed:
 - a. One (1) at the main helm station in the T-top console.
 - b. One (1) on the starboard bow door locker.
12. A raised deck shall be installed in the area immediately aft of the T-top console to allow for incorporation of various storage bins/lockers (layout TBD).

Bow Door

1. A 64” wide bow door shall be installed to enable personnel and cargo transport.
2. The inside face of the bow door shall be double plated for a smooth working surface and a replaceable rubber gasket will seal the bow door watertight when closed.

3. Stainless steel safety chains shall be provided on both sides of the opening.
4. A 12V Superwinch S3000 shall be provided and installed to raise and lower the bow door.
5. The winch cable shall run through stainless steel cheek pulleys on each side providing equal tension when open and closed.
6. 12V winch activation switches shall be installed at the control console, and locally at the bow
7. A 1600lb manual hand crank drum winch shall be installed opposite the 12V winch to act as a backup winch in the event of a 12V winch failure.
8. The bow door shall be outfitted with 0.75" stainless steel positive locking pins port & starboard to prevent the bow door from opening while underway.
9. Lockable aluminum bow storage lockers shall be installed on each side of the bow door.
10. Provide one Kinematics Marine bow roller (unpowered, 36" horizontal drum length, 13.25" drum diameter, 3/8" rubber drum covering).
11. Provide and install removable brackets for Kinematics bow roller on bow door, and mount bow roller.

Davit Arm

1. One (1) 3" schedule 80 aluminum pipe davit arm complete with mounting socket shall be installed aft of the port dive door.
2. Davit shall have a vertical clearance under the span of at least 80 inches, and shall have a span of at least 42 inches and a supporting cross truss.
3. Davit shall sit in socket and shall rotate freely and lock at 90 degree intervals using a foot-operated 0.5" SS rod and spring detent system.
4. Kolstrand hydraulic line hauler shall be bolted to the davit between the vertical and the supporting cross truss.
5. Davits shall have a 6" aluminum cleat welded to the vertical member for making fast lines running from the pot hauler.
6. Davit shall be rated at a minimum 500 lbs working load.

Console T-top

1. A 48" wide console T-top shall be installed aft to mid-ship (forward of engine compartment) on centerline with 60" wide x 72" long roof.
2. All windows shall be constructed with safety glass.

3. The T-top roof shall have welded mounts for GPS antenna, radar, searchlight, navigation light, anchor-light, and deck floodlights.
4. Console shall have two lockable storage compartments under the dash and a 24" x 27" flat dash work area with a shelf on the passenger side.
5. The console dash shall be lipped and the lip shall be rounded for comfort.
6. A 48" wide leaning post and dual jump seats shall be installed at the console.
7. Footrests shall be installed on the doors of the console storage compartments.
8. The T-top roof shall incorporate 1" pipe roof railings and vertical grab rails on port and starboard sides.
9. Pipe ladder rungs shall be integrated into the aft T-top roof supports to provide access to the roof.
10. Wheel house outfitted with removable canvas enclosure.
11. A full width overhead radio bar shall be installed above the console for mounting VHF radio and chart plotter (see specifications below).

Live well

1. A live well that is approximately 96-inch-long x 26-inch-wide x 17-inch-deep will be installed, location TBD, in the main deck complete with one or two flush and guttered aluminum hatches. Actual size can be modified during the design phase.
2. The live well shall be self-filling and draining via a 2" thru hull welded pipe located in the aft starboard corner.
3. The deck shall overlap the live well by three inches and be strengthened for the thru bolting of a gill net drum.
4. One drain plug shall be provided
5. One drain stand pipe allowing for maintenance of 90% fill of the live well with live well pump running shall be provided.

Fuel System

1. Fuel tank shall be non-integral and have a total capacity of 150 US gallons.
2. Fuel tank shall be constructed of 0.25" aluminum plate (recommend 5052), be pressure tested, baffled and bolted into hull sections below deck with doublers and stainless steel fasteners.
3. Fuel tank shall be installed complete with fill, vent, fuel sending unit, and gauge. There shall be access to the sending unit for routine maintenance or repair if required.
4. The fuel tank fill and vents shall be located on the starboard rail adjacent to the pilot house.

5. The fuel tank fill and vent piping shall be sized, installed and located such that
 - a. Spills will not enter the boat or drain onto electrical connections or other components that would be adversely affected by fuel or would present a hazardous condition if contaminated by fuel;
 - b. No tripping hazard is created;
 - c. Filling can easily be accomplished at a gas station with the boat on its trailer.
6. The fuel delivery system shall comprise USCG approved fuel lines, fuel/water separators, and shut off valve(s).
7. Fuel lines shall be installed in such a way as to prevent damage or unnecessary wear.

Propulsion and Controls

1. An efficient, gas or diesel powered inboard/outboard engine of 300 HP or greater, with compatible dual propeller outdrive. Installed with gauge package, fuel management system, electronic binnacle controls, key switch panel, power trim and tilt, harnesses and stainless steel propellers.
2. The engine shall be of closed-loop cooling type with a single-point air-actuated drain for the fresh water side of the system.
3. The engine raw water intake shall be a welded through-hull fitting with seacock. The seacock shall be easily accessible.
4. The propulsion system shall be installed complete with hydraulic steering, tie bar, electronics, cooling system, and 12 VDC starting system with two group 27 starting batteries with selector switch.
5. Engine shall be installed complete with Teleflex Seastar hydraulic steering. Includes installation of the helms (2).
6. Engine shall be installed in accordance with OEM recommendations and guidance.
7. The propulsion system shall be free of critical torsional, longitudinal, and whirling vibrations throughout the operating range, which include possible engine misfires, over speeds in turns and rough water operation.

Hydraulic Systems

1. One (1) 13-20 GPM @ 1200 RPM hydraulic pump and 12 VDC electro-clutch assembly (Kolstrand V20 pump, or equal) to be operated by belt PTO from the main engine crankshaft.
2. One (1) Kolstrand 12" bulkhead hydraulic line haulers (Kolstrand SKU AKPL12-BLKHD_CI), on the port davit arm.

3. Hydraulic lines shall be installed from pump to spring-center (non-detent) control valves.
 - a. System 1: multispool mono-block valve for port davit arm/pot hauler installed forward of port dive door.
 - b. System 2: mono-block valve for gill net drum located at starboard (bow) helm station.
4. Hydraulics lines shall have quick disconnect fittings installed.
5. Hydraulic lines shall be run in chases under the main deck.
6. If the hydraulic system will comprise more than one circuit, and a selector valve is required, it shall be 12 VDC solenoid operated with switches located at the main helm console and at the starboard helm station.

Gillnet Drum

1. One stainless steel gillnet drum and removable heavy duty aluminum stand. Drum will be 48" x 24" x 19". Package will include twister planetary drive hydraulic motor with brake, freewheel valve, idle flange, bearing, dog and ratchet.

Electronics

1. One (1) Garmin 8612 XSV Multifunction Display Chart plotter and associated sonar transducer
2. One (1) Garmin GPS 19x NMEA 2000 antenna.
3. NMEA 2000 engine output data shall be interfaced with the Garmin chartplotter.
4. One (1) Garmin VHF 200 marine radio and antenna.
5. VHF shall be interfaced with Garmin chart plotter.
6. One (1) 18" 4kw Radar Dome

Electrical System

1. The electrical system shall be 12VDC.
2. All electrical cables shall be marine grade copper tinned boat cable and labeled for each circuit.
3. Cables shall be routed in wire-ways wherever possible. Wherever exposed to potential damage, cables shall be protected with rubber.
4. Electrical cable shall be sized in accordance with ABYC.
5. All electrical cables shall be marked in accordance with the marking in electrical drawings.
6. All 12VDC switches shall be of heavy-duty type toggles and properly insulated.

7. The electrical system shall be grounded. In any case the hull shall not be used as part of a galvanic feeding loop.
8. Two (2) group 27 lead acid marine batteries will be provided and installed in plastic battery boxes secured with straps.
9. Four position battery switches will be provided and installed.
10. Electrical breaker panels shall have sufficient and properly sized breakers for all circuits.

12VDC Electrical Components

1. One (1) 8-position 12VDC distribution panel on the console.
2. Two (2) Bennet 9" x 18" Bennet trim tabs complete with rocker switch on the console.
3. Four (4) 12VDC power receptacles on the dash.
4. Two (2) 2,200 gph 12VDC bilge pumps with automatic float switches, discharge piping, and thru-hull fittings, and auto/manual switch on the dash.
5. One (1) 12VDC 140 CFM ventilation blower in the fuel tank compartment. Switch to operate the blower shall be located on the dash.
6. One (1) Jabsco Parmax 7gpm 12VDC washdown pump complete with filters, welded thru-hull fittings and seacocks. The pump shall be plumbed to 2-port hose bib outlets. Switches to operate the pump shall be located on the dash.
7. One (1) self-parking windshield wiper with individual switch located on the dash. The wiper consists of a fully sealed, two speed marine rated wiper motor fitted with a heavy duty pantographic wiper arm with adjustable tension and matching blade.
8. One (1) 12V air trumpet horn shall be installed with momentary push button on dash.

Lighting

1. Navigation lights shall be installed to USCG requirements.
2. One (1) LED red/white wheelhouse dome light.
3. Four (4) LED floodlights (Rigid Dually LED) on wheelhouse roof (two facing forward, two facing stern) with separate switches at console to allow individual operation of each zone.
4. One (1) GoLight 2020 remote controlled searchlight on the T-top roof.
5. One (1) USCG approved LED navigation lighting kit with anchor light installed on hinging mast on T-top roof.
6. Two (2) flood lights (Rigid Dually LED), one on either side of the bow door. Bow lights shall be equipped with shrouds in order to avoid snagging with gill nets or other fishing gear.

Safety Package

1. Two (2) Class B fire extinguishers and install on mounting brackets.
2. One (1) USCG approved 50NM inshore kit in plastic keg.
3. One (1) USCG approved First Aid kit (Orion OLN 843).
4. One (1) life ring installed complete with three point stainless steel mounting bracket.

Transport Trailer

1. Tuff Trailer TTA1300TS 13,000 lb. capacity triple-axle aluminum I-beam trailer.
2. Trailer shall be equipped with electric hydraulic brakes on all three axles, spare tire, manual winch, LED lighting, two (2) post side guides, and 2-5/16" ball receiver.
3. Trailer shall have adequate capacity to carry boat plus 3,000 lbs with minimum 10% margin.

Paint, Graphics, Markings

1. Matson industrial floor grip non-skid deck coating applied to all walking surfaces
2. Custom vinyl package, bare hull (Research)

Sea Trials

1. Vessel shall undergo testing (Sea Trials) after completion to verify proper function and performance of all systems.

Documentation

1. Operation and Maintenance Manual.
2. OEM technical literature for all supplied equipment.
3. As-built boat drawings.
4. As-built electrical system drawings.
5. As-built hydraulic system drawings.
6. Certified Scale Weight of the boat and trailer.
7. Original Bill of Sale and Manufacturer's Statement of Origin conveying free and clear title(s).

3.03 Required Information

The Contractor's Proposal must include the following:

1. Introduction Cover Letter

- a. Submit a letter of introduction signed by a person authorized by your firm to obligate your firm to perform the commitments contained in this RFP.
2. Schedule
 - a. Provide a schedule and estimated timeline for the construction phase of the vessel between receiving a Notice-to-Proceed from the CTCR and final delivery.
3. Firm Qualifications
 - a. Knowledge of any pertinent regulatory issues, specifically United States Coast Guard rules.
 - b. Experience in the design and construction of at least three (3) landing-craft type vessels 26 feet or longer in length within the last five (5) years.
 - c. Bidder shall submit proof of any applicable insurance.
 - d. Any proposal that does not demonstrate that the proposer meets these minimum requirements by the deadline for submittal of proposals will be considered non-responsive and will not be eligible for award of the contract.
4. Fee Proposal
 - a. Provide an itemized fee proposal that includes a total fee with a not-to-exceed figure; itemized costs may be used to negotiate changes in the Scope of Work if necessary. The CTCR intends to award this contract to the firm that it considers will provide the best overall program services. The CTCR reserves the right to accept other than the lowest priced offer and to reject any proposals that are not responsive to this request.
5. Warranty
 - a. Provide copies of all warranties being offered for the vessel. The proposer shall warrant all workmanship and materials for at least 12 months following delivery. The proposer shall provide at least a 10 year warranty of the vessel structure from date of delivery.
6. Debarment/Suspension Certification
 - a. Submit a completed Debarment/Suspension Certification form. The form is provided at end of this RFP.
7. Selected contractor must be registered through www.sam.gov.

SECTION 4. PROPOSAL EVALUATION

4.01 Evaluation Procedures

A Selection Committee will evaluate proposals. The selection will consider how well the Contractor's proposal meets the needs of the Tribes as described in the Contractor's response to

each requirement listed in Section 3. In evaluating the proposals, the Tribes will use a criteria evaluation process. Evaluations will be based on criteria as outlined in Section 4.02. All proposals will be evaluated using the same criteria and weighting. Any proposal that does not contain each element described in this RFP, fully completed, initialed or executed, as appropriate, may be judged to be incomplete and may not be considered further.

4.02 Scoring and Evaluation Factors

The evaluation factors reflect a wide range of considerations. While cost is important, other factors are also significant. Consequently, the Tribes may select a contract other than the one providing the lowest cost solution. The objective is to choose the entity capable of providing reliable and effective services within a reasonable budget.

An award will be made to a responsible Indian Offeror if its proposed price is within 10% of the lowest non-Indian Offeror's Proposal Price and the Indian Offeror provides documentation of having the expertise and experience necessary to satisfactorily complete the work required.

Evaluation will be based on the following criteria:

1. Responsiveness of the proposal in clearly stating an understanding of the work to be performed and all requested documents delivered in the proposal. (0-30)
2. Reasonableness of overall time estimates as well as the time estimates for each major section of the work to be performed (0-20)
3. Qualifications and experience of Offeror (0-10)
4. Indian preference (0 – 10)
5. Proposed Cost of the boat (0-30)

Maximum Points: (100)

4.03 In-Person Discussion Sessions

One or more Offerors who have scored well on the evaluation may be invited by the Tribes, without cost to the tribes, to a discussion with the Colville Business Council, the managers of relevant tribal programs, and others invited to the Session to provide the Offeror the opportunity to demonstrate its services, to discuss its approach/methodologies, implementation process, schedule, staffing and other applicable professional services. The Discussion Session will be informal, as the Tribe is not interested in a sales presentation by Offeror but rather an interactive discussion with the CBC; it is important that those key personnel identified by the Offeror to be assigned to the project will fully participate in the presentation and discuss.

4.04 Final Selection

The Selection Committee will formulate their recommendation for award of the Contract, which will be forwarded to the Colville Business Council for formal acceptance.

4.05 Contract Award and Execution

The Tribes reserves the right to make an award without further discussion of the proposals submitted. Therefore, proposals should be initially submitted on the most favorable terms the Contractor can offer. This should not be interpreted to prohibit either party from proposing additional contract terms and conditions during negotiations of the final document.

The RFP document and the successful Contractor's/Offeror's proposal response, as amended by agreement between the Tribes and the Contractor/Offeror by e-mail correspondence relative to the RFP, may become part of the Contract between the Tribes and the successful Contractor/Offeror. Additionally, the Colville Tribes may verify the Contractor's/Offeror's representations appearing in the proposal. Failure of the Contractor/Offeror to perform as represented may result in elimination of the Contractor/Offeror from competition or in Contract cancellation or termination.

The apparent successful Contractor/Offeror will be expected to enter into a contract with the Tribes. If a contract is not entered into with a reasonable time after selecting the proposal, the Tribes may elect to cancel the award or award the Contract to the next highest ranked Offeror. The Tribes shall not be bound or in any way obligated until both parties have executed a contract. No party may incur any chargeable costs prior to the execution of a final contract.

After opening and ranking, an award may be made on the basis of the proposals initially submitted, without discussion, clarification or modification, or, the Tribes may discuss with the selected Contractor offers for cost reduction and other elements of the Contractor's proposal. If the Tribes determines that it is unable to reach a contract satisfactory to the Tribes with the selected Contractor, then the Tribes will terminate discussions with the selected Contractor and proceed to the next Contractor in order of selection ranking until a contract is reached or the Tribe has rejected all proposals. The Tribes will not disclose any information derived from the proposals submitted from competing offers in conducting such discussions.

The Tribes reserves the right to award a contract for all or any portion of the requirements proposed by reason of this request, award multiple Contracts, or to reject any and all proposals if deemed to be in the best interests of the Tribes and to re-solicit for proposals, or to reject any and all proposals if deemed to be in the best interests of the Tribes and to temporarily or permanently abandon the procurement.

ATTACHMENT A:

PROPOSAL COVER PAGE

CTCR Kokanee Research Vessel

Company Name _____ Date _____

Address _____

Contact Person and Title: _____

Telephone Number _____ Fax Number _____

Email address _____

Length of time in business _____

Gross revenue for the prior fiscal year (in US dollars). _____

Total number of similar clients served in similar capacity _____

TOTAL ESTIMATED PRICE OF SERVICES (Attach detailed budget if necessary)

Cost of Services (Anticipated Total Hours x Rate) _____

Overhead costs (describe) _____

Necessary travel _____

TERO Fees _____

Other (describe) _____

Total Price \$ _____

Authorized Offeror Signature _____

Telephone _____

ATTACHMENT B: CERTIFICATION REGARDING DEBARMENT, SUSPENSION, PROPOSED DEBARMENT, AND OTHER RESPONSIBILITY MATTERS.

A. The Contractor certifies, to the best of its knowledge and belief, that:

1. The Contractor/any of its Principals-

(a) Are () are not () presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by any Federal agency or any Tribal Government.

(b) Have () have not (), within a 7 year period preceding this offer, been convicted or had a civil judgment rendered against them for: commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) contract or subcontract; violation of Federal or state antitrust statutes relating to the submission of offers; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, ore receiving stolen property; and

(c) Are () are not () presently indicted for, or otherwise criminally or civilly charged by a government entity with, commission of any of the offenses enumerated in subdivision (A)(1)(b) above.

(d) The Contractor has () has not (), within a 7-year period preceding this offer, had one or more contracts terminated for default by any Federal agency or any Tribal Government.

2. Principals for the purposes of the certification, mean officers; directors, owners, partners, and persons having primary management or supervisory responsibilities within a business entity (e.g. general manager; plant manager, head of a subsidiary, division, or business segment, and similar positions). If this certification concerns a matter within the jurisdiction of an agency of the United States and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under 18 U.S.C. § 1001.

B. The Contractor shall provide immediate written notice to the Contract Officer if at any time prior to contract award the Contractor learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

C. A certification that any of the items in paragraph (A) of this provision exists will not necessarily result in withholding of an award under this solicitation. However, the certification will be considered in connection with a determination of the Contractor's responsibility. Failure of the Contractor to furnish a certification or provide such additional information as requested by the Contracting Officer may render the Contractor's proposal non-responsive.

D. Nothing contained in the foregoing shall be construed to require establishment of a system or records in order to render, in good faith, the certification required by paragraph (A) of this provision. The knowledge and information of a Contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

E. The certification in paragraph (A) of this provision is a material representation of fact

upon which reliance was placed when making award. If it is later determined that the Contractor knowingly rendered an erroneous certification, in addition to the remedies available to the Government, the Contracting Officer may terminate the contract resulting from this solicitation for default.

I hereby certify that the information above is true accurate and complete under penalty of fraud.

Authorized Signature

ATTACHMENT C:

CLIENT REFERENCES (Include additional pages if desired)

Client Reference # 1

Name of Entity/Contractor: _____

Mailing Address: _____

City/State/Zip Code: _____

Contact Name _____

Title _____

Phone Number _____

Date when work performed: _____

Description of work performed: _____

Client Reference # 2

Name of Entity/Contractor: _____

Mailing Address: _____

City/State/Zip Code: _____

Contact Name _____

Title _____

Phone Number _____

Date when work performed: _____

Description of work performed: _____

Client Reference # 3

Name of Entity/Contractor: _____

Mailing Address: _____

City/State/Zip Code: _____

Contact Name _____

Title _____

Phone Number _____

Date when work performed: _____

Description of work performed: _____
