Section 6: Schedule of Supply

**Contents**

1. List of Goods and Related Services 6-2

2. Delivery and Completion Schedule 6-3

3. Technical Specifications 6-4

|  |
| --- |
| 1. List of Goods and Related Services |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Item No. | Name of Goods or Related Services | Description | Unit of Measurement | Quantity |
| 1 | 7 Sea Vehicles  for Transportation of Vaccines | Sea Vehicles | Nos | 7 |

1. Delivery and Completion Schedule

Delivery shall take place in compliance with the dates, duration, and locations indicated below:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Item No. | Description  of Goods  or  Related Services | Delivery Schedule  (Duration) | Location | Required Arrival Date of Goods or  Completion Date for Related Services |
| 1 | 7 Sea Vehicles for Transportation of Vaccines | 210 days | Male’, Rep. of Maldives | July 2024 |

1. Technical Specifications

**3.1 GENERAL**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.1.1 The vessels shall contain simple, well‐proven, robust equipment and control systems. |  |
| 3.1.2 high-speed boat to use for transferring samples (Vessels) suitable for operation in weather and sea conditions regularly found throughout the Maldives. |  |
| 3.1.3 The vessels shall be able to meet all contract obligations for route turnaround time, seakeeping, and maneuverability under the following environmental conditions:  Design Category: Inshore Category (Category C)  Significant wave height: 6ft  Wind velocity: Wind of Beaufort Force 7 or less (28 knots with breaking waves begin to blow to 34 knots)  Minimum ambient air temperature: 25°C.  Maximum ambient air temperature: 37°C.  Minimum ambient sea water temperature: 30°C.  Maximum ambient sea water temperature: 40°C. |  |
| 3.1.4 The vessel shall be simple, yet aesthetically pleasing. An exterior, superstructure scheme shall include, but not be limited to, GOM’s branding in primary color stripes and logos must be painted |  |
| 3.1.5 The Vessel shall exhibit excellent motions to maximize passenger comfort during the normal operation. |  |
| 3.1.6 The vessel maneuverability characteristics shall allow for rapid, safe and controlled berthing in all weather and current conditions. |  |
| 3.1.7 The supplier shall be responsible to locate and correct unsatisfactory vibration or noise conditions arising during tests and/or trials, or subsequently during the warranty period. |  |
| 3.1.8 Under all service conditions, the entire propulsion system shall be free of harmful vibrations throughout the entire operating range |  |
| 3.1.9 Harmful vibrations in any part of the system shall be corrected at no cost to the Client. |  |
| 3.1.10 All the required vessel drawings and documents shall be approved by an IACS Classification society. (Any Classification society under the IACS is acceptable) Upon completion of the vessel, the vessel shall be registered and certificated by the Maldives Transport Authority. |  |
| 3.1.11 The vessel shall meet all regulatory requirements to achieve the necessary statutory certificates to operate it within the territorial waters of Maldives. |  |

**3.2 PRINCIPAL CHARACTERISTICS**

|  |  |  |
| --- | --- | --- |
| **Specification** | | **Bidders Response**  **(Y/N)** |
| **Characteristic** | **Requirement** |  |
| 3.2.1 Number of Vessels | 7 (Seven) |  |
| 3.2.2 Hull Length | 4 vessels overall length 38 ft to 40 ft, and 3 vessels overall length 41 ft to 45 ft |  |
| 3.2.3 Hull Form | Monohull |  |
| 3.2.4 Hull Material | Fiberglass |  |
| 3.2.5 Fuel Storage capacity | Minimum 1100 liters |  |
| 3.2.6 Water storage capacity | Minimum 150 liters |  |
| 3.2.7 Main Engine | Two outboard engines of 250 hp for 4 vessels of length overall of 38ft to 40ft  Three outboard engines of 250hp for 3 vessels of length overall of 41ft to 45ft  Engine suitable for tropical conditions with spare part availability |  |
| 3.2.8 Fuel Type | Gasoline (petrol) |  |
| 3.2.9 Battery System for Main Engines | AGM marine type maintenance free battery. Each propulsion engine shall be fitted with its own starting battery and charging system |  |
| 3.2.10 Battery system for general lighting and emergency equipment | AGM marine type maintenance free battery shall be fitted with a fully independent battery charger. |  |
| 3.2.11 Minimum Capacity | 13 including Skipper and crews |  |
| 3.2.12 Classification | All required drawings shall be approved by a Classification Society under IACS |  |
| 3.2.13 Regulatory | Vessels shall be registered, inspected and certified by the Maldives Transport Authority upon completion |  |
| 3.2.14 Stretcher | Minimum of one (1) stretcher shall be accommodated onboard the vessel |  |
| 3.2.15 Emergency breathing apparatus and oxygen cylinders | Provision shall be provided for emergency breathing apparatus and oxygen cylinders inside the vessel |  |
| 3.2.16 Ventilation | Ventilation shall be provided on the main deck with openings sufficiently sized and located to maximize passenger comfort |  |
| 3.2.17 Life Saving Equipment Requirement | Life‐saving and safety equipment onboard shall meet the Maldives Transport Authority Safety Regulations |  |
| 3.2.18 Toilet | One (1) unisex restroom |  |
| 3.2.19 Seating | Comfortable individual seats |  |
| 3.2.20 Light luggage storage Area | Sufficient luggage storage area shall be available onboard the vessel |  |

**3.3 STRUCTURE AND MATERIALS**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.3.1 All materials used for the construction of the vessel shall be of the approved material by classification society chosen by the bidder and hence shall submit the confirmation by respective class prior commencing the construction work for verification. |  |
| 3.3.2 All hull structure shall meet the requirements and conform to the classification society rules of the bidder's choice. |  |
| 3.3.3 The vessel will not be classed, however, the vessel shall be designed to one set of rules in their entirety, and the design shall be approved by the respective classification society. |  |
| 3.3.5 All overboard discharges and local structural reinforcement shall be constructed in accordance with the scantlings approved by the classification society. |  |
| 3.3.6 All shell plating /thickness in way of the propulsors shall be suitably thick to effectively dampen structure‐borne vibrations. |  |
| 3.3.7 A high level of structural detailing shall be used throughout the vessel. Structural connections shall be integrated into the framing design wherever possible. |  |
| 3.3.8 All materials used and the lay-up details shall be specified in all the required structural drawings and the structure shall withstand the impact to the hull during rough seas. |  |
| 3.3.9 All tanks shall be independent of the hull shell and shall have sufficient space between the tank and shell structure for inspection and maintenance of the shell and the tanks. |  |
| 3.3.10 All tanks shall be supported on foundations to support the tanks under all load conditions. |  |
| 3.3.11 The deck areas shall be constructed from fiberglass and well protected from exterior weather, noise, and odors of the machineries installed. |  |
| 3.3.12 A mast shall be installed as required for proper positioning of antennas and navigation lights. |  |
| 3.3.13 The bidder shall discuss and finalize a livery Design after discussing with the client. Once the branding is finalized, the bidder shall paint the hull accordingly. |  |

**3.4 STRUCTURE AND MATERIALS (TANKS SPECIFICATIONS)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Description** | Quantity | **Specification** | Bidders Response  (Y/N) |
| 3.4.1 Fuel Oil Storage Capacity | 2 | Fuel oil storage capacity of minimum 1100liters |  |
| 3.4.2 Fresh Water Storage | 1 | Fresh Water Storage of minimum 150 liters |  |

**3.5 MACHINERY AND PROPULSION**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.5.1 Two (2) outboard petrol engines of 250 hp for 4 vessels of length overall of 38ft to 40ft and three outboard engines of 250hp for 3 vessels of length overall of 41ft to 45ft each, suitable for tropical conditions shall provide the main propulsion power for the vessel. |  |
| 3.5.2 All propulsion machinery, equipment, components, and support systems shall be new and unused. Machinery and equipment shall be manufactured by recognized manufacturers of marine propulsion equipment and systems, having the capabilities to provide after sales service and supply spare parts to the Maldives. |  |
| 3.5.3 The Supplier shall ensure the engine manufacturer provides a fuel treatment and filtration system for each main engine. Each engine shall have its own system that shall provide treated fuel under pressure to each engine. |  |
| 3.5.4 Two (2) trim tabs must be fitted on the transom of the vessel to control the trim and improve planning of the vessel and control the surface and thus stabilize the vessel in the axis of rotation associated with the primary control. All Trim tabs fitted shall be adjustable. |  |

**3.6 ELECTRICAL SYSTEM**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.6.1 Each propulsion engine shall be fitted with its own starting battery and charging system. |  |
| 3.6.2 Each service generator shall be fitted with its own starting battery and a fully independent battery charger. |  |
| 3.6.3 All batteries provided onboard the Vessel shall be maintenance‐free AGM marine type. |  |
| 3.6.4 Batteries and battery banks shall be fully accessible for maintenance and located well clear of the bilge. All batteries shall be contained in battery boxes with covers. |  |
| 3.6.5 All batteries shall be installed with disconnect switches. |  |
| 3.6.6 All batteries shall be provided with appropriately sized chargers consistent with the requirements of the battery manufacturer. |  |
| 3.6.7 The Supplier shall provide interior lighting intended to use in a marine environment. |  |
| 3.6.8 General lighting in the main deck shall be flush mounted, down lights fitted with reflectors |  |
| 3.6.9 Equipment and fixtures exposed to weather or dampness shall be water tight, with metallic parts made of stainless steel or non‐metallic. |  |
| 3.6.10 Availability of spare parts shall be considered when selecting lighting equipment. |  |

**3.7 CONTROL AND MONITORING**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.7.1 The vessel shall be delivered complete with all supplementary navigation and signaling equipment required by the regulatory authorities of Maldives. |  |
| 3.7.2 Navigation lights shall be provided in accordance with the National Safety Regulations of Maldives or in accordance with the COLREGS applicable to the vessel’s size and intended service |  |
| 3.7.3 All Navigation lights shall be LED. |  |
| 3.7.4 Navigation and communications equipment shall conform to National Safety Regulations of Maldives. |  |
| 3.7.5 Instruments in the dashboard shall give a complete readout of engine performance with audible and visual alarms of propulsion faults. |  |
| 3.7.6 Comprehensive main engine control, monitoring, diagnostic, and alarm electronic systems shall fulfill all of the following requirements:   |  |  |  | | --- | --- | --- | | **Description** | **Monitor** | **Alarm** | | 3.7.6.1 Engine RPM | X |  | | 3.7.6.2Engine oil temperature monitor and alarm | X | x | | 3.7.6.3 Engine hour meters | X |  | | 3.7.6.4 Fuel tank monitor and high (85% and 90%) and low level | X | x | | 3.7.6.5 Water tank low level monitor | X | x | |  |
| 3.7.7 The bidder shall install at least one (1) new VHF radio, microphone, mount, cabling, cable penetrations, antenna, antenna mounts, fittings, power supplies, connections, etc. as required in order to form complete marine VHF radio system. |  |
| 3.7.8 All radio communication systems shall be in accordance with the Technical standards of the Communication Authority of Maldives (CAM). The installations shall be free of other radio interference. |  |
| 3.7.9 Provide a GPS system onboard the vessel. The GPS shall be interfaced other navigation displays, at a minimum with VHF radios and Electronic Charting System. |  |

**3.8 AUXILIARY REQUIREMENTS**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.8.1 All piping shall conform to strength, materials and testing. |  |
| 3.8.2 Piping runs shall be straight, neat, and out of the way of walkways and passageways. |  |
| 3.8.3 Pipe hangers welded to ship structure shall be suitably located to support pipe against stress and vibration. |  |
| 3.8.4 Wherever piping must be removed for maintenance or replacement of other components, flanges or take‐ down joints shall be fitted. |  |
| 3.8.5 All piping system fasteners shall be 316 stainless steel. |  |
| 3.8.6 To the greatest extent possible, pumps for a given service shall be provided by the same manufacturer and shall be of the same size and material. |  |
| 3.8.7 All spaces and tanks shall be vented as required. |  |
| 3.8.8 Calibrated sounding tapes shall be provided for fuel tanks and voids, as well as the tank level indicators. |  |
| 3.8.9 Exterior decks shall be cambered for drainage of water. |  |
| 3.8.10 Drained water shall be collected and led overboard through downspouts. |  |
| 3.8.11 Bilge piping and pumping systems shall be provided and installed so that bilges can be pumped either overboard for purposes of emergency or to the fire main in case of emergency. |  |
| 3.8.12 All bilge pumps shall have automatic pumping switches and override switches and shall be fitted with bilge alarm. |  |
| 3.8.13 The bidder shall provide suitable fire suppression as per the National Safety Regulation of Maldives Transport Authority. |  |
| 3.8.14 The final details and arrangements of the system shall be determined during the detailed engineering and review process. |  |
| 3.8.15 A lightweight anchor of appropriate holding power shall be provided to the vessel. |  |
| 3.8.16 The anchor shall be attached to a high strength galvanized stud link chain and appropriate length of polypropylene line attached to it. |  |
| 3.8.17 The anchor chain and polypropylene line shall be fitted and stowed in an easy access locker, since the vessel will be moored alongside jetty and when not in operation, the vessel will be at the mooring buoy. |  |
| 3.8.18 The anchor chain shall have all necessary detachable links, swivel and fittings required for a complete anchoring assembly. |  |
| 3.8.19 An appropriate size and length of mooring lines shall be provided for the vessel. |  |
| 3.8.20 Mooring cleats shall be provided on the sides of the vessel as required. At least 6" of clearance shall be provided around cleats of bitts for safe handling. |  |
| 3.8.21 The bitts and cleats shall be vertically positioned at main deck level. |  |
| 3.8.22 The vessel shall be fitted with full‐length rub rails that extend least 6" out from the side plating. |  |
| 3.8.23 Lifesaving and safety equipment shall meet Maldives Transport Authority safety requirements including the following.  3.8.24 Life Jackets shall be provided for each person onboard the vessel in accordance with Maldives Transport Authority Safety requirements. Life Jackets shall be stored in dedicated bins or cabinetry, which is integrated into the vessel’s interior outfit.  3.8.25 Additional stowage of adults Life Jacket of 10% of the total carrying capacity of the vessel shall be provided in accordance with Maldives Transport Authority Safety requirements.  3.8.26 Children’s Life Jacket of 20% of the total number of passenger capacity shall be provided in accordance with Maldives Transport Authority Safety requirements.  3.8.27The proposed design shall have railing at the forward on each side of the vessel for overboard recovery.  3.8.28 Thee (3) Crew Personal Floating Device (PDF) Work Vests, one with floating line attached shall be provided. |  |
| 3.8.29 Prepare a list of all proposed lifesaving equipment for Client’s approval prior to delivery of the vessel. |  |

**3.9 HULL OUTFITTING**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.9.1 A modern, easily maintainable interior aesthetic vessel with good exterior visibility through large windows. |  |
| 3.9.2 Every effort shall be made to maximize patient comfort while adding interest to the passenger seating arrangement through aircraft‐style seat. |  |
| 3.9.3 The supplier shall determine a vessel arrangement that includes, but is not limited to, the following general features on the deck:  **3.9.3.1 Stretcher**  Minimum of one (1) stretcher shall be accommodated onboard the vessel  **3.9.3.2 Emergency breathing apparatus and oxygen cylinders**  Provision shall be provided for emergency breathing apparatus and oxygen cylinders inside the vessel  **3.9.3.3 Ventilation**  Ventilation shall be provided on the Passenger deck with openings sufficiently sized and located to maximize passenger comfort |  |
| 3.9.4 The bidder shall furnish all nameplates, notices, markings and labels, required to complete the vessel to the satisfaction of the GOM and all other regulatory agencies. This includes the ship name and Registration number on each side of the bow, and the ship name across the stern, and all licenses and certificates required for posting. |  |
| 3.9.5 The vessel name provided by Client shall be painted to the vessel at locations approved by the Client. Size and style of the lettering shall also be subject to Client’s approval thirty (30) days prior to beginning this work. |  |
| 3.9.6 The Supplier shall provide interior signage in accordance with the Maldives Transport Authority Safety regulations and additional signage as required to encompass:  3.9.6.1 No Smoking signs.  3.9.6.2 Fire door markings.  3.9.6.3 Lifesaving equipment locations.  3.9.6.4 Life buoy markings.  3.9.6.5 Instructions for use of lifesaving equipment.  3.9.6.6 Any and all markings and notices required by Maldives Transport Authority.  3.9.6.7 Signs denoting stretcher and mobility impaired (wheelchair) facilities.  3.9.6.8 Location of firefighting equipment shall each be marked as required. |  |
| 3.9.7 Handrails, grabs, and/or bulwarks shall be fitted on all decks where necessary for the safety of passengers, and for crew access. Handrails shall be fit along the exterior sides of deck where necessary for crew access, cleaning, and line handling |  |
| 3.9.8 The Supplier bidder shall ensure ready access to the bow of the vessel for the crew by providing cutouts or gates, which permit safe transit to the bow area for line‐handling or other purposes. |  |
| 3.9.9 Handrails shall be installed as required around machinery and elsewhere for safety of operation. Handrails shall be removable where they may interfere with repair or maintenance of equipment. |  |
| 3.9.10 All deck flooring shall be of non-skid material. |  |
| 3.9.11 Interior stairs in passenger space if any, shall be to support embarking and disembarking of passengers and their luggage. The stairs shall be fitted with handrails and non-skid steps. |  |
| 3.9.12 Hardware including doors, door hardware, trim, fasteners and attachments shall be corrosion resistant stainless steel unless otherwise approved. All hardware shall be of the best marine quality. |  |
| 3.9.13 In general, interior doors shall be fitted with closers and not swing into an aisle or passageway. |  |
| 3.9.14 Windows in the passenger spaces shall be of the bonded, frameless type and installed using an approved marine grade adhesive. The glass shall be high quality laminated safety shatter proof glass. |  |
| 3.9.15 The center wheelhouse window shall be as large as possible. |  |
| 3.9.16 Forward wheelhouse windows shall be fitted with adjustable, robust, marine grade shades. |  |
| 3.9.17 The bidder shall propose a recognized marine paint manufacturer to the Client for approval. The paint formulation, specification, surface preparation, environmental constraints and application, shall be in accordance with that manufacturer's recommendation and warranties. |  |
| 3.9.18 The Supplier shall provide a complete painting schedule to the Client for approval. |  |
| 3.9.19 The Paint Schedule shall include information pertaining to paint formulation, surface preparation and cleaning, environmental constraints, and application techniques and tolerances. |  |
| 3.9.20 Paint performance, including but not limited to anti‐fouling performance, shall be fully warranted by the bidder. |  |
| 3.9.21 The vessel shall be fitted with passive anode‐type protection system. Bolt‐on passive anodes shall be provided on the hull bottoms to protect the hull for at least one (1) year. |  |
| 3.9.22 Unless otherwise noted, all hardware and fasteners used in the construction of the Vessel shall be 316 stainless steel. |  |
| 3.9.23 There shall be a minimum of one (1) unisex toilets installed on the vessel. Restrooms shall be outfitted to meet all requirements for the ease of access for passengers with disabilities and senior citizens. |  |
| 3.9.24 All restrooms shall be accessible only from the vessel interior. |  |
| 3.9.25 Comfortable individual seats shall be provided on the passenger deck. The seats shall be of a high quality design. |  |
| 3.9.26 The following utility spaces with shelves, bins, and racks, arranged to suit and provide secure underway stowage of material and equipment to be stowed:  3.9.26.1 Baggage storage area for one (1) piece of luggage with a maximum allowable limit of 20 kg per passenger and one (1) piece of hand luggage with maximum allowable limit of 10kg per passenger |  |

**3.10 DESIGN AND ENGINEERING**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.10.1 The bidder shall provide an initial Concept Design, demonstrating compliance with the Client’s requirements and the following drawings shall be supplied by the bidder.  The drawings marked with \* shall be subjected to the Client’s approval before construction or installation.  All required drawings shall be class approved and the approved drawings marked with \* shall be submitted within thirty (30) days of signing the contract.  3.10.1.1. General Arrangement Plan\*  3.10.1.2. Profile\*  3.10.1.3. Deck Layout. \*  3.10.1.4. Seating Arrangement Plan\*  3.10.1.5. Body Plan\*  3.10.1.6. Wheelchair tie down locations, wheelchair accessible heads\*.  3.10.7. Stretcher location\*  3.10.8. Emergency breathing devices and oxygen cylinder location\*  3.10.9. Lines plan including body plan.  3.10.10. Bulkheads and framing sections  3.10.11. Fore end structure details\*  3.10.12. Longitudinal structure details\*  3.10.13. Outfitting plans including window arrangement.  3.10.14. Outboard Engine Profile.  3.10.15. Midship section.  3.10.16. Hull laminate details (Lamination Schedule) |  |
| 3.10.2 The following documents/calculations shall be provided by the bidder and required to be approved by the Classification Society. The documents marked with \* shall be subjected to the Client’s comments before final approval.  3.10.2.1 Trim & Stability Booklet\*  3.10.2.2 Inclining Experiment report\* |  |
| 3.10.3 All data created from this project shall be provided to and reviewed by the Client. During the design phases, drawings shall be reviewed on regular basis through emails and other available means. |  |
| 3.10.4 All working drawings are to conform to an “as‐built” condition and stamped “AS‐BUILT FINAL” in the title block. The final drawings shall reflect systems and arrangements of the vessel as finally completed and approved. |  |
| 3.10.5 Scantling sizes shall be kept to a reasonable size. All systems shall be designed to balance the weight of the vessel against the long‐term durability of the vessel. |  |
| 3.10.6 The materials used on the work shall meet all requirements of these technical specifications. All materials shall be free from imperfections of manufacture and from defects that adversely affect appearance or serviceability |  |
| 3.10.7 Samples of materials shall be submitted for approval when so directed by the bidder. The Client may order such sampling at their sole discretion. |  |

**3.11 DELIVERY AND ACCEPTANCE**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.11.1 Bidder may not commence delivery of the vessel from its location until the Client has approved all dock trials and sea trials required to take place at the Contractor's location. Delivery will be considered complete after the Client or Client’s Engineers conducts a post-delivery inspection. Delivery does not constitute acceptance, nor does delivery include a transfer of any risk of loss. |  |
| 3.11.2 The bidder retains full responsibility, including risk of loss or damage to the vessel, until Operational Acceptance. Bidder is responsible for providing all necessary insurance, security, safety maintenance and operation of the vessel at all time, including during delivery. |  |
| 3.11.3 The bidder must procure and maintain and provide proof of insurance against any loss of or damage to the vessel or personal injury or death or damage to or loss of property caused during the delivery voyage including without limitation full form hull and machinery insurance in an amount equal to the Total Contract Price of the vessel, and full form Protection and Indemnity (P&I) insurance. Such insurance and proof must be at the bidder's sole expense, including all deductibles. |  |
| 3.11.4 The bidder is fully responsible for adequately preparing the vessel for all local transport. Whenever the bidder sails the vessel under its own power, the vessel must be under the command of an experienced Skipper, holding a valid license with a rating acceptable for the delivery voyage from the Bidder’s facility. |  |
| 3.11.5 Bidder must report to the Client of any reference of damage or other incident that may have caused damage to the vessel during the delivery. |  |
| * + 1. Trials condition shall be:   **3.11.6.1 Fully loaded with passengers (simulated weight).**  **3.11.6.2 50% loaded condition with passengers (simulated weight).**  3.11.7 A full passenger load may be simulated with the use of temporary weights (water or other) positioned throughout the Vessel so as to mimic a standard distribution of passengers. |  |
| 3.11.8 The Bidder shall propose to the Client a plan for determining the stability of the vessel, building on the Preliminary Trim & Stability Booklet submitted as part of the specification. |  |
| 3.11.9 The Bidder shall submit a Final Trim & Stability Booklet for Client review ten (10) days after vessel launch. |  |

**3.12 QUALITY ASSURANCE AT CONTRACTOR’S SITE**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.12.1 The bidder shall submit Working safety policy of the shipyard such as ISO 9001:2015 (**Quality Management Systems)** or ISO 14001:2015 (**Environmental Management System)** or **IACS** class certified yard |  |
| 3.12.2 The bidder shall submit proof of number of Years in the Business. |  |
| 3.12.3 The bidder shall submit proof of number of similar vessels built in the past. |  |
| 3.12.4 The bidder shall submit Proof of quality of the work done in the form of feedback from previous clients (shipowners). |  |
| 3.12.5 The bidder shall submit proof of number of technical professionals available in the yard and their qualification (proof of qualification required) and number of working experiences in the Boat building industry |  |
| 3.12.6 The bidder shall submit proof of number of certified supervisors, fitters available in the yard. |  |
| 3.12.7 The bidder shall submit proof of repair and maintenance facilities available in the yard. |  |
| 3.12.8 The bidder shall submit types of aftersales service available in the yard. |  |
| 3.12.9 The bidder shall submit duration of the warranty period and the details of items covered under this warranty after the vessel is put into operation |  |

**3.13 WARRANTY AND MANUALS**

|  |  |
| --- | --- |
| **Specification** | **Bidders Response**  **(Y/N)** |
| 3.13.1 Each vessel supplied to carry a statement of warranty |  |
| 3.13.2 Hull and Machinery Warranty duration min. 12 months |  |
| 3.13.3 Service Manual |  |
| 3.13.4 Driver’s Handbook/ Owner’s Manual |  |