

Additional Information

1. The Hull dimensions LOA 78ft, BOA (25 to 27ft), Max draught 6ft 10inch. Remark: Minimum Length and breadth and maximum loaded draught. Depth as appropriate?

LOA 78ft (23.77m) is the minimum length we require for the vessel. The reasons for choosing 78ft as the LOA were mainly to avoid the full compliance to Load line Convention and give as much relaxation to load line items necessary to be included during the construction of the vessel. The other reason is that the LOA chosen for other research vessels we looked into have the similar dimensions and those vessels have all the equipment to cater such type of vessel.

However, if you feel, the LOA is too less, by all means you can choose an LOA which would suit you best to cater for the requirement, bearing in mind that it has to comply with the Load line requirement as much as possible if LOA exceeds 24m.

For the BOA of 25 to 27ft, that's also minimum. You may choose appropriate BOA to the LOA you choose. The maximum loaded draught of 6ft 10 inch (2.083m) was very specific. The reason for choosing the maximum loaded draught of 2.083m was mainly due to the restriction of depth of local harbors in the Maldives. They have a maximum water depth between 2.5 to 3m. So the idea is to give access to as many harbors as possible. Hence it's very important to stick to this maximum draught of 2.083m.

2. Do you have any special requirement about the ship type?

The ship type is mentioned in the 1.1 as displacement hull type.

3. For the BOA (25 to 27ft), it means the breadth must between 25 and 27ft? Or the breadth should beyond the 25-27ft range?

For the BOA of 25 to 27ft, that's also minimum. You may choose appropriate BOA to the LOA you choose

4. SEC-1/4/PG NO 8-ELIGIBLE BIDDER: JUST TO RECONFIRM THAT INDIVIDUAL PRIVATE ENTITY LIKE PROPRIETORSHIP ORGANISATION ARE PERMITTED TO PARTICIPATE IN THE TENDER –

There are no restrictions as long as they bidder meets the requirements set in the ITB

5. SEC-I/5.2/PG NO 11 - : PLEASE SPECIFY SCOPE OF 'INITIAL MAINTENANCE' –

Any maintenance work during test runs and up to acceptance by the client.

6. SEC-I/14.8[b]/PG NO 15 -: WE UNDERSTAND THAT PRICE QUOTED SHOULD BE INCLUSIVE OF ALL TAXES AND DUTIES PAYABLE IN MALE. IN CASE OF BIDDER – MANUFACTURING AND SUPPLYING THE VESSEL FROM PLACE OUTSIDE MALE-MALDIVE ISLANDS HAVING NO OFFICE IN MALE :

A. DOES NOT KNOW WHAT TAXES AND DUTIES ARE AND AT WHAT RATE SUCH TAXES ARE APPLICABLE. WE REQUEST THAT RATE OF SUCH APPLICABLE TAXES AND/OR DUTIES BE APPRISED TO US; - As per Maldives Customs the duty rate is 25%

B. THE BIDDER – LOCATED OUTSIDE MALE & NEITHER HAVING OFFICE IN MALE NOR REGISTERED WITH LOCAL TAXATION AUTHORITIES – CANNOT CHARGE THE TAXES AND DUTIES. IN SUCH CASES THE PRICE OF BIDDER WITHOUT TAXES AND DUTIES, WILL BE EVALUATED. – Supplier is responsible for any taxes to GOM

C. WE SUGGEST THAT THE PRICE [WITHOUT TAXES & DUTIES] QUOTED BY SUCH BIDDER/S MAY BE LOADED WITH THE AMOUNT EQUIVALENT TO TAXES AND DUTIES PAYABLE IN MALE ON SUCH VESSEL/S TO BRING THE SAID PRICE AT PAR QUOTED BY LOCAL BIDDER, FOR EVALUATION CRITERIA. PLEASE ADVISE ALL BIDDERS ACCORDINGLY IN THIS RESPECT. – **Evaluation will be carried out in the manner set forth in the ITB**

D. BIDDER SUPPLYING VESSEL MANUFACTURING OUTSIDE PURCHASERS COUNTRY BE ALLOWED TO QUOTE THE PRICE OF THE VESSEL FOR DELIVERY OF VESSEL AT PORT MALE EXCLUDING TAXES AND DUTIES - **ALL taxes shall be borne by the supplier**

7. SEC-I/15/PG 16: – WE SUGGEST THAT THE PRICE QUOTED BE PAID IN THE CURRENCY THE BIDDER HAS INDICATED/QUOTED IN HIS BID –
Can be negotiated at contract stage
8. SEC-I/19-BID SECURITY/PG 18-19 [CL NO 19.3]: THE BIDDER BE ALLOWED TO GIVE BID SECURITY AMOUNT FROM A REPUTABLE BANK IN HIS COUNTRY EVEN THOUGH THE SAME INSTITUTION MAY NOT HAVE CORRESPONDENT FINANCIAL INSTITUTION IN PURCHASERS COUNTRY - **Bid Security from any internationally or locally recognized financial institution will be accepted.**
9. SEC II – BDS: ITB 2.1 – PLEASE ADVISE US THE ESTIMATED COST OF THE VESSEL FOR GUIDANCE TO COMPARISON OF THE PRICE TO ABNORMALLY LOW PRICES VIDE CL NO 35 & 36 OF SEC.I – **Details provided on World Bank Website**
10. SEC II/ITB 14.8 [b][i] AND [c][v]/PG 36 : THE RELEVANT BIDDERS BE ALLOWED TO QUOTE THE PRICE OF THE VESSEL INCLUDING COST OF DELIVERY AT MALE [SINCE SUCH COSTS CAN BE QUANTIFIED] BUT WITHOUT TAXES AND DUTIES WHICH THE RELEVANT BIDDERS CLASSIFIED UNDER GROUP ‘B’ OF 14.8/PG NO 15
11. SEC II/ITB 15.1/PG 37: WE CONCLUDE THAT IF THE BIDDER IS NOT SPENDING ANY MONEY IN CURRENCY OF PURCHASERS, COUNTRY, THEN BIDDER’S FULL PRICE SHALL BE QUOTED IN FOREIGN CURRENCY SAY IN ‘US DOLLAR’ AND IF AWARDED WITH THE WORK, HE WILL BE PAID IN US ‘DOLLAR’ CURRENCY. PLEASE APPRISE US/ALL BIDDERS IN THIS RESPECT –
Can be negotiated at contract stage
12. WE NOTICE THAT THE DISBURSEMENT OF THE PRICE AMOUNT, STAGE-WISE DURING SHIP CONSTRUCTION, HAS NOT BEEN MENTIONED IN THE SECTION. THE STAGE-WISE DISBURSEMENT OF THE CONTRACT PRICE BE PLEASE INCORPORATED IN THE TENDER –
Can be negotiated at contract stage
13. SEC II/ITB 17.2 [b]/PG NO 37- AFTER SALES SERVICE: WHAT TYPE OF SERVICE AND FOR HOW MUCH PERIOD MAY PLEASE BE DEFINED ENABLING BIDDER TO QUANTIFY THE COST OF SUCH SERVICES –
As mentioned in the ITB – during the warranty period?
14. SEC.III/ITB 33/PG 41 – MARGIN OF PREFERENCE: UNDER SEC 1.b- WE OPINE THAT WORDING TO BE CORRECTED AS “THE BIDS OFFERING GOODS MANUFACTURING OUTSIDE THE PURCHASERS’ COUNTRY “TO BE IN LINE WITH THE STATEMENT IN CL NO 14.8[b] OF SEC-I/PG 15 –
as per ITB 33.1A margin of domestic preference shall not apply.
15. AMOUNT EQUAL TO 15% OF THE RESPECTIVE CIP BID – DO WE UNDERSTAND THAT MARGIN OF PREFERENCE IS AN INCENTIVE FOR LOCAL BUILDER. ALSO, IF NOT INCONVENIENT, PLEASE GIVE ILLUSTRATION OF THE APPLICATION OF PROCEDURE FOR MARGIN OF PREFERENCE FOR CLEAR UNDERSTANDING OF ALL BIDDERS.

16. PAGE NUMBER 40 TO 47 BE TITLED AS SEC III – EVALUATION AND QUALIFICATION CRITERIA INSTEAD OF SEC II – BID DATA SHEET [BDS] OF THE TENDER DOCUMENTS AS DOWNLOADED BY US FROM YOUR WEBSITE.
17. PART 2- SUPPLY REQUIREMENT – TECHNICAL SPECIFICATIONS PAGE 77 : WE REQUEST FOR
- A. EXTENTION IN DATE OF SUBMISSION FOR 30 DAYS FROM THE CURRENT DTE OF SUBMISSION – AS 28.06.2018 AS THE VESSEL NEEDS TO BE DESIGNED TO MEET THE TECHNICAL SPECIFICATIONS WITH LIMITATION IN MAXIMUM LOADED DRAFT. *A MODEL TESTING OF THE HULL, FOR BETTER STABILITY, OPTIMUM POWER FOR ABOUT 16 KNOTS SPEED AND FINE HULL LINES, TO MEET THE SPECIFIED TECHNICAL SPECIFICATIONS WILL BE MORE APPROPRIATE/DESIREBLE; THOUGH IT MAY INCREASE COST OF VESSEL MARGINALLY [ABOUT 50000 USD] AND DELIVERY PERIOD BY 03 MONTHS FOR CONDUCTING MODEL TEST. –*
- 2 weeks extension granted*
- B. BIDDER MAY BE ALLOWED TO OFFER ALTERNATIVE DESIGN FOR [1] ALLUMINIUM HULL VESSEL, [2] STEEL HULL VESSEL OR [3] STEEL HULL WITH FRP/ALLUMINIUM SUPERSTRUCTURE –
- FRP only*
- C. ALTERNATIVE HULL WILL BE
18. SEC VII/1.6/PG 77: WE ASSUME THAT THE ACCOMODATION FOR CRW WILL HAVE SLEEPING BUNK ETC FOR OVERNIGHT STAY BUT OTHER 08 PERSONS WILL HAVE DAY ACCOMODATION ONLY. ACCORDINGLY 02 TOILETS WILL BE PROVIDED FOR ALL PERSONS ON BOARD. FULL ACCOMODATION WILL BE AIRCONDITIONED. –
- Assumption is made on that the technical team will spend days or weeks on the vessel.*
19. SEC VII/2.4/PG 78: WE ASSUME THAT THE VESSELS’ TECHNICAL SPECIFICATIONS ARE DESIGNED TO MEET THE REQUIREMENT UNDER TRANSPORT AUTHORITY – REPUBLIC OF MALDIVES. –
- Yes*
20. SEC VII/3.1/PG 80 – MAIN ENGINE: THE APPROXIMATE POWER 450-500 BHP @ 2500 RPM – DOES IT INDICATES THAT THE VESSEL HAS TO BE SINGLE SCREW? WE SUGGEST THE VESSEL BE FITTED WITH TWO ENGINES HAVING ENGINE RPM AS 1800 RPM OR MORE, CONTINUIOUS DUTY RATING, IN LINE INBOARD DIESEL ENGINE/S TO PROVIDE REUIRED SPEED OF 15-16 KNOTS. –
- Have to be single engine. Bidders can recommendation will be taken into consideration as this is a design and build project.*
21. SEC VII/4.11/PG 83-FUEL FILTERS: THE ATTACHMENT TO ENGINES WILL BE AS PROVIDED ‘OEM’ OF ENGINE AND GEARBOXES VENDORS, BE ACCEPTABLE –
- Have to be genuine parts*
22. SEC VII/13.2/PG 98- TENDER: 800 KG DAVIT WITH WINCH – PLEASE SPECIFY OUTREACH OF THE DAVIT.
23. SEC VII/14.&14.3/PG 99 – MAJOR REPLACEMENT COMPONENTS AND ENGINE SERVICING: WE ASSUME THAT THE COST OF SUCH COMPONENTS AND SERVICING **SHOULD NOT BE ADDED IN THE PRICING OF THE VESSEL. –**
- Will be evaluated separately*
24. Vessel Delivery cost to Male Port will be by Sea on its own power by a crew from Colombo.
- As long as it does not violate international laws it will be accepted.*

25. Delivery will be port of Male and Final Destination (Project Site) will have to be arranged by the project as the crew will not be allowed to operate the vessel inside of Male inland waters.

Accepted.

26. After sales could be handled from Sri Lanka with in short period or through a nominated dealer in Maldives.

Accepted.

27. Uploading of Drawings ets, if any in reference to the vessel

This is a design and build project.