

08/11/2021

Invitation to bid for purchase a Multipurpose Boat

Please see below EAPC clarifications and replies to questions and comments received from potential participants:

EAPC replies and clarifications below become an integral part of this Tender and will force the bidders.

EAPC Replies

	Question	Reply
1.	Specifically the sum total of all the specified details will result in a boat of excessive weight and unable to meet the speed requirement with the specified power. To meet the 23 knots speed the all up weight cannot exceed 25,000 KG.	As specified – the required power –“Pending power/resistance report to verify the max speed required”. Max speed shall remain without any change. As well please note the related contract paragraph about the speed values. Hull design and shape shall consider the speed requirements .Round bilge is not mandatory requirement – therefore other shape can be considered.
2.	A steel hull and deck with hardware, rails, hatches, bollards, etc. adds significant weight to a hull of this size especially when designed to Lloyds Rules in my experience.	Please note item 1 above. In general - Weight mitigation should be part of the detailed design – in order to optimize the boat performance.
3.	Bottom loading or KG/ square meter of planing area will be very high and thus the boat will struggle to plane. A round bilged hull shape is a particularly poor choice for this application with these details.	Round bilge is not mandatory requirement - – therefore other shape can be considered.
4.	Any keel cooling system will add significant underwater drag because it will need to be quite large due to ambient water temps.	Noted – the keel cooling system had been specified as an optional. Conventional sea water cooling with heat exchangers is the main system that specified.
5.	Assuming then a dry exhaust system with keel cooling and the low noise requirement the silencers will be very large and heavy.	Please note item 2 and 4.
6.	A Caterpillar generator is a relatively heavy unit for its output.	Noted – size of the generator will be determined during plan approval via ELA approvals. Maker list shall remain as is in this stage.
7.	Reinforcement for an internal lifting eyes adds more weight.	Noted – please note item 2.

8.	Normal pilot boat fendering is unavoidably quite heavy. Additional fendering forward to allow occasional push boat duties adds weight.	Noted – please note item 2.
9.	Very low sound level requirement will require substantially heavy mass insulation. 73-75 dB(A) would be quite typical in workboats and yachts and is about the same a car at highway speed.	Noise requirements in bridge shall remain as specified. Please note that the test condition is with 85% MCR and not in 100%MCR.
10.	Shock mounted pilothouse sole is unusual and adds an unknown layer of complication and weight.	Noise requirements in bridge shall remain as specified. Please note that the test condition is with 85% MCR and not in 100%MCR. Shock mounted aluminum wheelhouse is one of the steps to achieve the noise level requirements. As well – please note the contract chapter related to the noise requirements.
11.	Line handling deck details aft is an unknown but additional weight.	Noted – such details should be discussed during the detailed design.
12.	Certain specified details are unusual and not advised. Example: SS battery boxes are heavy and would best be specified as GRP or other plastic to limit corrosion. Mixing of brass, aluminum and steel components is unwise unless carefully insulated.	Noted – such details, in which are not part of the mandatory requirements, should be suggested/discussed during the detailed design phase.