

24/02/2022

[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 |
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| 1. | <p>The technical specs of this tender are from July 2021 rev 10. The former tender for multipurpose boat was published in October 2021 with the same technical spec from July 2021 rev 10.</p> <p>We would like to know if there are no changes in the technical specs for this tender?</p> | <p>There are no changes in the technical specification in this tender.</p> |
| 2. | <p><u>Agreement</u> Art. 11:</p> <p><i>The conditions under this paragraph are limiting our cash-flow over the project too much and we propose to change the financial schedule as follows:</i></p> <ul style="list-style-type: none"> - <i>Payment 20% at contract signed; performance guarantee of 10% until physical delivery of the vessel</i> - <i>Payment 20% at keel laying</i> - <i>Payment 20% at main engines at the shipyard</i> - <i>Payment 10% at hull construction certificate</i> - <i>Payment 10% at launching vessel into the water</i> - <i>Payment 10% at Technical delivery at the shipyard</i> - <i>Payment 10 % at physical delivery and acceptance; warranty guarantee of 5% for warrantee period of 1 year</i> | <p>Not approved.</p> |

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| 3. | <p><u>Multipurpose-work-boat rev10</u></p> <p>Art. 4, page 5 For the matter of availability, delivery times and cost reduction, can you change the +LMC notation to [+]LMC.</p> | <p>The class notation is part of the mandatory requirements. No change in this aspect. The notation regarding machinery will remain +LMC</p> |
| 4. | <p><u>Multipurpose-work-boat rev10</u></p> <p>Art. 2, page 4: It says: "...to meet Lloyd's Register scantling requirements" Considering the effort to save weight, can we to use LR SSC G2A or G3. (60 NM or 150 NM range to refuge)?</p> | <p>LR scantling requirements shall comply with the +100 A1 notation and the condition stated in Art.1 technical specification :Vessel working in open sea (coastal areas) , with winds up to Beaufort 5 and significant wave height up to 3 meters, as operation condition.</p> |
| 5. | <p><u>Multipurpose-work-boat rev10</u></p> <p>Art. 2, page 5: It says: "... Aft working deck shall be provided with minimum of 15 m2 free working area." What is the definition of "free working deck"? (related to ER air extraction cowl at the rear of aft deck)</p> | <p>Free working area – means the deck area in which be used for sea mans in sea and harbor operation – such as anchor handling, mooring ropes operation, diving equipment storing and using atc. Extraction fan cowl should not be part of this free working area.</p> |
| 6. | <p><u>Multipurpose-work-boat rev10</u></p> <p>Art 2, page 5: It says: "Shape of wheelhouse and the surrounding railings will prevent contact with ships – in all rolling/heeling possibilities of the boat." And Art 14.5, page 14 says: "Aft deck will be bounded by steel Bulwark – to provide capability for mooring and light towing operations." However, the bulwark may hit the ship during rolling/heeling. Is that acceptable</p> | <p>Such issues shall be discussed during the plan approvals phase.</p> |
| 7. | <p><u>Multipurpose-work-boat rev10</u></p> <p>Art. 3, page 5 It says: Draft abt 1.5m Related to propeller diameter and the necessary hull clearance, could we increase draft aft. (so we could accommodate bigger propellers)</p> | <p>The draft is not mandatory requirements – therefore stated as “abt”. Such issues are part of the plan approvals phase.</p> |

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| <p>8.</p> | <p><u>Multipurpose-work-boat_rev10</u> Art 8, page 7</p> <p>It says: "The boat shall be designed to fulfill a semi planning craft requirements. The boat shall be in full planning condition (fully loaded) in speed of maximum 12 Knots up to the max speed."</p> <p>We consider planing starting at about 23 knots, Between 12 and 23 knots we consider as semi planing. (ref Savitsky method)</p> <p>Therefore the craft will not be at planing condition as written in the specification.</p> <p>1). What are semi planning craft requirements?</p> <p>2). Could the requirement of "The boat shall be in full planning condition (fully loaded) in speed of maximum 12 Knots up to the max speed" be waived?!</p> | <p>The mandatory requirements related to the speed is to achieve 23 knots in MCR condition. Semi displacement design should be considered to obtain stable cruising speed (12-23 knots). Therefore "The boat shall be in full planning condition (fully loaded) in speed of maximum 12 Knots up to the max speed" is not mandatory and can be waived.</p> |
| <p>9.</p> | <p><u>Multipurpose-work-boat_rev10</u> Art 9, page 7</p> <p>It says: ".....comply with IMOT regulations for stability and safety as far as applicable for this size of boat."</p> <p>Would IMOT accept Lloyd's Register Grey Code stability criteria?</p> | <p>No. IMO requirements with the additional IMOT requirements shall be considered.</p> |
| <p>10.</p> | <p><u>Multipurpose-work-boat_rev10</u> Art 12, page 8</p> <p>It says: "The hull will be constructed of shipbuilding steel grade A"</p> <p>Could we have freedom to use steel grade AH locally (for the purpose of thin plating and weight saving)</p> | <p>Hull plating shall comply with LR requirements for such boat. Local use of AH steel can be presented for LR approvals during the plan approvals phase.</p> |
| <p>11.</p> | <p><u>Multipurpose-work-boat_rev10</u> Art 13.3, page 10</p> <p>It says: "The wheelhouse should have panoramic all round vision...."</p> <p>This means that ER ventilation ducts will be lower than the windows.</p> <p>Are there any flag requirements for height of Engine Room ventilation above deck?</p> <p>(Often flag would require to comply with ICLL1966 and that may be on account of panoramic visibility from the wheelhouse)</p> | <p>This issue is part of the plan approvals phase. In general IMOT accept LR or any other IACS member requirements for the vent heads and ducts height above freeboard deck.</p> |

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| 12. | <p><u>Multipurpose-work-boat_rev10</u> Art 22, page 19 It says: "Type CAT, C-rating. (C-18c) with E.T" Will CAT C18, E-rating will be acceptable?</p> | <p>The engine type is mandatory requirement. No changes in this aspect.</p> |
| 13. | <p><u>Multipurpose-work-boat_rev10</u> Page 5 says: "Seating arrangement for helmsman and twelve (12) passengers will be provided." page 11 says: "Additional upholstered benches for 11 passengers seating, on Port and Starboard." 11 or 12 passengers?</p> | <p>1 helmsman and 12 passengers to be considered – as stated in page 5 and 11.</p> |
| 14. | <p><u>Multipurpose-work-boat_rev10</u> Art 30, page 34 It says: 30.1) Drawings submitted together with Contract Specification 30.2) Drawings for Owner's approval. Please elaborate at what stage the drawings are to be submitted</p> | <ol style="list-style-type: none"> 1. Item 30.1: drawing shall be submitted by the yard before signing the building contract. 2. Item 30.2 : drawing shall be submitted during the plan approvals phase (After signing the building contract) |
| 15. | <p><u>Multipurpose-work-boat_rev10</u> There is no requirement for toilets and/or other personal hygiene facilities. Please confirm</p> | <p>Confirmed – no toilets or other personal hygiene are required.</p> |
| 16. | <p><u>Multipurpose-work-boat_rev10</u> Art 10, page 7 It says: ".....noise level when the engines are running 85% of the Maximum Continuous Rating...". We might not able to guarantee this. Could the requested noise level rating for measuring noise change to 50% of MCR?</p> | <p>The noise requirements are mandatory ones. No changes in this aspect.</p> |
| 17. | <p><u>Multipurpose-work-boat_rev10</u> Art 2, page 5 is It says "...The wheelhouse will be resiliently mounted..." This is possible. However, it increases weight significantly (due to double deck plating and double deck beams), and also increase air draft significantly. Could this requirement be waved?</p> | <p>This requirement is not mandatory. If yard can achieve the noise and vibration limits by other means – it should be presented for owner approvals during the plan approvals phase.</p> |

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| 18. | <p><u>Multipurpose-work-boat rev10</u> Art 2, page 5 It says: "The propellers will be protected to avoid rope damages" <i>That is OK for slow boats, not for fast boats. Could this requirement be waved?</i></p> | This issue shall be discussed during plan approvals phase. |
| 19. | <p><u>Multipurpose-work-boat rev10</u> Art 17, page 16 It says: "Engine Room will be protected with CO2 system " <i>That is "old school", heavy system, which is OK for slow heavy boats, not for fast boats. Can we use a lighter alternative?</i></p> | Co2 extinguisher system is the preferred one. Alternative, if any, shall be presented during plan approvals for EAPC approvals. |
| 20. | <p><u>Multipurpose-work-boat rev10</u> Art 13.2, page 9 It says: "Lining to be of perforated St. St. plate or sheet of approved type. " <i>This is heavy. Can we use a light weight alternative?</i></p> | St.St lining is the preferred material. Any approved fire proof alternative shall be presented to EAPC approvals during the plan approvals phase |
| 21. | <p><u>Multipurpose-work-boat rev10</u> Art 12, page 9 It says: "The deck plate in way of hatch coaming to be well rounded and compensated for. " <i>This is not very clear. Please explain.</i></p> | Deck plates where the hatch coaming is inserted shall be rounded and strength compensated due the opening – as per class requirements/rules. |
| 22. | <p><u>Multipurpose-work-boat rev10</u> Art 15, page 16 " Four (4) lifting eyes will be provided... " <i>This is heavy. Can it be waved?</i></p> | No. This boat shall be equipped with lifting eyes pads as specified. |
| 23. | <p><u>Tender</u> Art 1.5 It says: "delivered, during the period between 1.1.2015 and till the deadline of submitting proposals, at least 2 similar or identical Boats (Work Boats/Patrol Boats/ Pilot Boats)" <i>Art. 1.5 combined with appendix C.2, C.3 & C.4 is too stringent and limiting. Can the period be from 1.1.2011</i></p> | The Precondition will not be changed. |
| 24. | <p><u>Tender</u> Art 1.6 It says: " a design of at least 2 similar or identical Boats that had been successfully delivered (Work Boats/Patrol Boats/ Pilot Boats), during the period between 1.1.2015 and till the deadline of submitting proposals." <i>Art. 1.5 combined with appendix C.2, C.3 & C.4 is too stringent and limiting. Can the period be from 1.1.2011</i></p> | The Precondition will not be changed. |

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| 25. | <p><u>Tender</u> Appendix B It says: "Max Service speed : not less than 23 Knots in full load and MCR engines condition" <i>We think that for this, more powerful engine is required, Therefore could MCR be changed to Maximum Rating?</i></p> | <p>MCR means Maximum Continues Rating for the main engines – no changes in this aspect.</p> |
| 26. | <p><u>Tender</u> Appendix B It says:: "Noise level when the engines are running at the 85% of the MCR, will not exceed 63 dB(A) <i>We think 63 dB(A) could be obtained, however, without any margin, that is too risky. Could 85% be changes to 50%.</i></p> | <p>No changes in mandatory requirements. The requirement referring to noise shall remain as specified.</p> |
| 27. | <p><u>Tender</u> Appendix B It says: "Fixed pitch Propellers will be designed as to meet the rating of the engines and the required speed, and to be cavitation free." <i>Cavitation free propeller doesn't exist (to our knowledge). Every propeller has a certain level of cavitation. There are also several criteria methods for cavitation level. Can the phrase "and to be cavitation free" be rephrased or waived?</i></p> | <p>Such issue shall be discussed during plan approvals phase and main components approvals by EAPC. In general the propeller design shall avoid cavitation that might damage or degraded the propeller blades surfaces.</p> |
| 28. | <p><u>Tender</u> Art 1.5 It says: " at least 2 <u>similar or identical</u> Boats (Work Boats/Patrol Boats/ Pilot Boats)" <i>Similar is somewhat vague. Can you change the wording to: <u>similar, identical or otherwise relevant or omit the similar or identical ?</u> For example., is a 24m boat considered as similar</i></p> | <p>The Precondition will not be changed. In general – vessels that are considered as work boat/patrol boat/pilot boat can be submitted for EAPC committee evaluation.</p> |