

Schedule 1 – Price Schedule

To: The Government of the Hong Kong Special Administrative Region of the People's Republic of China

1. This tender is submitted by or on behalf of _____ (hereinafter referred to as "Tenderer").
2. This Invitation to Tender relates to the procurement of the Vessel as per the Contract.
3. In consideration of the payment of the sum of Hong Kong or United States dollars * as stated below (herein referred to as "Total Purchase Price") the Tenderer offers:-

Part 1 – Vessel				
Description	Item (See Note 1)	Quantity	Unit Price per Vessel (HKD/USD)*	Sub-Total Price
Five (5) Vessels together with all Equipment for each such Vessel in compliance with all requirements of the Contract including those set out in the Technical Specifications and all Work in respect of such Vessels to be performed in accordance with the Contract, and all Documentation including the As-Fitted Plans and Drawings and Training.	Item 1 to Item 5 – Vessel together with all Equipment	5 Vessels	$A_1 =$	$A_1 \times 5 =$
	Sub-Total: Item 1 to Item 5 $A = A_1 \times 5 =$			
Part 2 – Spare Parts				
Description	Item (See Note 2)	Quantity	Unit Price per unit of the Item (HKD/USD)*	Sub-Total Price
Spare Parts supplied as spares in compliance with all requirements of the Contract including those set out in the Technical Specifications.	Item 6 – Inboard Engine or Outboard Engine	$N =$ The total number of engines for 3 Vessels	$B_1 =$	$B_1 \times N =$
	Item 7 – Sterndrive (applicable only if inboard engines are proposed for the Vessel)	$N =$ The total number of sterndrives for 3 Vessels	$B_2 =$	$B_2 \times N =$
	Item 8 – Propeller	$N =$ The total number of propellers for 3 Vessels	$B_3 =$	$B_3 \times N =$
	Sub-Total: Items 6, 7 (if applicable) and 8 $B = B_1 \times N + B_2 \times N + B_3 \times N =$ or $B = B_1 \times N + B_3 \times N =$			

Part 3 - Ship Model				
Description	Item	Quantity	Unit Price per unit (HKD/USD)*	Sub-Total Price
Ship Model in compliance with the requirements in Paragraph 8.2.7 to the Technical Specifications.	Item 9 - Ship Model	4 Units	$C_1 =$	$C_1 \times 4 =$
	Sub-Total: Item 9			
	$C = C_1 \times 4 =$			
Total Purchase Price (i.e. The sum of the Sub-Totals for Items 1 to 6, 7 (if applicable), 8 and 9 specified above):	(See Notes 3 and 4)			

Note 1: The Sub-Total for Items 1 to 5 in Part 1 is the price of the requested number of Vessels, and Equipment for such Vessels in compliance with all requirements of the Contract including those set out in the Technical Specifications and all Work in respect of such Vessels to be performed in accordance with the Contract, and all Documentation including the As-Fitted Plans and Drawings and Training.

Note 2: Spare Parts in Part 2 are additional parts to be procured by the Government separate from the Vessels.

Note 3: For the avoidance of doubt, no payment to the Contractor shall be construed as or imply acceptance of any Works or Vessel, Equipment or Deliverables, or that any Works or Vessel, Equipment or Deliverables are in accordance with the Contract or relieve, limit or diminish any of the Contractor's obligations or liabilities under the Contract or otherwise or limit or prejudice any rights or remedies of the Government under the Contract or otherwise.

Note 4: Unless otherwise not applicable in the case of Item 7, **a Tenderer's tender must offer to supply all items specified in this Schedule. A partial tender for some but not all items specified in this Schedule will not be considered.**

Note 5: Please refer to Clause 12.2 of Conditions of Tender and specify the currency quoted.

* Delete as appropriate

Schedule 2 - Delivery Schedule

Item	Description	Delivery Date	Other Requirements
Items 1 to 5	Five Vessels as specified in Part 1 of Schedule 1, all in Ready for Use condition and delivered to the Government Dockyard, INCLUDING the final version of the As-Fitted Plans and Drawings stipulated in Annex 7 to the Technical Specifications.	<p><u>Item 1</u></p> <p>Within twelve (12) months after the Contract Date.</p> <p><u>Items 2 and 3</u></p> <p>Within fourteen (14) months after the Contract Date provided that (a) the Acceptance Certificate for Item 1 must have been issued; and (b) Items 2 and 3 must have passed the Pre-shipment Inspection as specified in paragraph 1.6.12 of Part VII – Technical Specifications and where applicable also the inclining experiment as specified in paragraph 3.2.4 of Part VII – Technical Specifications, before Items 2 and 3 may be shipped to Hong Kong.</p> <p><u>Item 4 and 5</u></p> <p>Within sixteen (16) months after the Contract Date provided that (a) the Acceptance Certificate for Items 2 and 3 must have been issued; and (b) Items 4 and 5 must have passed the Pre-shipment Inspection as specified in paragraph 1.6.12 of Part VII – Technical Specifications and where applicable also the inclining experiment as specified in paragraph 3.2.4 of Part VII – Technical Specifications, before Items 4 and 5 may be shipped to Hong Kong.</p>	See the Notes below.
Items 6, 7 (if applicable) and 8	All Spare Parts in Ready for Use condition and delivered to the Government Dockyard.	<p><u>First Consignment</u></p> <p>The total number of engines (Item 6) and the total number of sterndrives (Item 7 and if applicable) and the total number of propellers (Item 8) for one Vessel to be delivered to the Government together with Item 1.</p>	

		<p><u>Second Consignment</u></p> <p>The total number of engines (Item 6) and the total number of sterndrives (Item 7 and if applicable) and the total number of propellers (Item 8) for one Vessel together with Items 2 and 3.</p> <p><u>Third Consignment</u></p> <p>The total number of engines (Item 6) and the total number of sterndrives (Item 7 and if applicable) and the total number of propellers (Item 8) for one Vessel together with Items 4 and 5.</p>	
Item 9	Ship Models delivered to the Government Dockyard	<p><u>First Consignment</u></p> <p>One unit to be delivered to the Government together with Item 1.</p> <p><u>Second Consignment</u></p> <p>Three units to be delivered to the Government together with Items 2 and 3.</p>	

- Note 1: The Contractor shall provide the Government with fourteen (14) days advance notice in writing of Vessel's delivery.
- Note 2: All the items described above shall be delivered to the Government Dockyard.
- Note 3: In the event that (a) there is any delay of issuance of the Acceptance Certificate for any Item due to any Item not being able to be delivered to the Delivery Location in Ready for Use condition by the Delivery Date or otherwise delay or failure to fulfil other conditions required to be fulfilled in order for such Acceptance Certificate to be issued, or (b) there is delay of any Item in passing of the Pre-shipment Inspection and/or where applicable the inclining experiment, and either (a) or (b) leads to the delay in that Item or another Item to be shipped to Hong Kong (and therefore consequential delay in the delivery of that Item(s) to the Delivery Location in Ready to Use condition by the Delivery Date), the Contractor shall still be responsible for all such delay including without limitation the liquidated damages payable due to all such delay.
- Note 4: For each of Items 1 to 5, the Director will only issue a shipment authorisation for a Vessel to be shipped to Hong Kong after the conditions specified in the third column above are satisfied. The Contractor may not ship the Vessel to Hong Kong without such shipment authorisation, otherwise, the Director may early terminate the Contract. The Contractor shall still be liable to pay liquidated damages for any delay due to the refrainment on the part of the Director to issue the shipment authorisation as aforesaid.

Schedule 3 - Payment Schedule and Retention Money

No.	Stages	Instalment Payment in Percentage	A portion of the Instalment Payment to be Retained by Government
1.	This instalment shall be payable on the Contract Date upon satisfaction of all of the following: (a) receipt by the Government of (i) an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract in the same amount as this instalment, and (ii) the Contract Deposit equal to 2% of the Total Purchase Price in the form set out in Annex A to the Conditions of Contract; and (b) at the option of the Contractor, it has elected to receive this instalment upon the fulfilment of the aforementioned (a)(i) and (a)(ii) by issuing an invoice to the Government for the same after fulfilment of (a)(i) and (a)(ii).	Ten percent (10%) of the Vessel Unit Price as specified in Schedule 1 and further multiplied by 5	Not Applicable
2.	In respect of each Vessel, this instalment shall only be payable upon satisfaction of all of the following: (a) completion of hull structures of the Vessel and (b) receipt by the Government of an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract in the same amount as this instalment; and (c) at the option of the Contractor, it has elected to receive this instalment upon fulfillment of (a) and (b) by issuing an invoice to the Government for the same after fulfillment of (a) and (b).	Twenty percent (20%) of the Vessel Unit Price of that Vessel as specified in Schedule 1	Not Applicable
3.	In respect of each Vessel, this instalment shall only be payable upon satisfaction of all of the following: (a) completion of installation of the main engines, propeller and steering system on the Vessel and (b) upon receipt by the Government of an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract in the same amount as this instalment; and (c) at the option of the Contractor, it has elected to receive this instalment upon fulfillment of (a) and (b) by issuing an invoice to the Government for the same after fulfillment of (a) and (b).	Twenty percent (20%) of the Vessel Unit Price of that Vessel as specified in Schedule 1	Not Applicable
4.	In respect of each Vessel, this instalment shall be payable on issuance of the Acceptance Certificate of the Vessel.	Fifty percent (50%) of the Vessel Unit Price of that Vessel as specified in Schedule 1	Five percent (5%) of the Vessel Unit Price of that Vessel as specified in Schedule 1
5.	If and to the extent the Contractor has not elected to receive any of the Optional Instalments, such Optional Instalment(s) shall also be payable upon the issuance of the Acceptance Certificate of the Vessel.	The amount of the Optional Instalment(s) which is payable as specified opposite (if any)	Not applicable
6.	Each instalment below shall be payable upon the written confirmation for acceptance by the Government on receipt from the Contractor the following Items: (a) Spare Parts (Schedule 1 - Items 6, 7 (if applicable) and 8) (b) Ship model of the Vessel (Schedule 1 - Item 9)	One hundred percent (100%) of the Sub-total price of the each relevant items as specified in Schedule 1	Not Applicable

- Note 1 Each of Instalments No. 1, No. 2 and No. 3 are “Optional Instalments”. Each of them is only payable where the Contractor has elected to receive the same by issuing an invoice to the Government upon the fulfilment of the other conditions specified in the second column of the relevant instalment. If the Contractor does not elect to receive an Optional Instalment by issuing an invoice within one month upon such fulfilment, such Optional Instalment will only become payable when the Acceptance Certificate for the Vessel has been issued.
- Note 2 In relation to each instalment No. 2 and No. 3 specified above, the event specified in (a) of the second column shall only be treated as to have apparently taken place if the Government confirms to this effect in writing based on the evidence available to the Government.
- Note 3 In relation to each instalment No. 1, No. 2 and No. 3, in addition to the event specified in (a) in the second column which is required to trigger its payment, an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract shall be provided before such instalment is payable. For instalment No. 1, the Contract Deposit equal to 2% of the Total Purchase Price shall also be provided before such instalment is payable.
- Note 4 If, at the Contractor’s request, payment is to be made to the Contractor’s overseas bank account, the overseas bank charges shall be borne by the Contractor.
- Note 5 Each Advance Payment Bond to be delivered before an instalment is payable shall cover the amount of that instalment.
- Note 6 The total retention money withheld by the Government shall be equal to 5% of the Total Purchase Price as specified in Schedule 1 (“Retention Money”). The Retention Money so retained (or the balance thereof, if any, after any deductions as the Government may make) shall be released as follows:
- (a) The entire Retention Money shall be released after completion of the Warranty Period (or if there are more than one Vessel being acquired, the last of the Warranty Periods) (including any extension) unless (b) below applies;
 - (b) If any defect in one or more Warranty Item is not fixed upon expiry of the Warranty Period (or if there are more than one Vessel being acquired, the last of the Warranty Periods) (including any extension), without prejudice to the other rights and claims of the Government, the entire Retention Money or such part thereof (as determined by the Government at its absolute discretion) shall continue to be retained and shall not be released until (i) if the Government requires the Contractor to continue to fix the defect, the Contractor has fixed such defect to the satisfaction of the Government, or (ii) if the Government has on its own or appointed a third party contractor to fix the defect, the amount incurred thereby has been arrived at and deducted from the Retention Money.
- Note 7 For the avoidance of doubt, no payment to the Contractor shall be construed as or imply acceptance of any Works or Vessel, Equipment or Deliverables, or that any Works or Vessel, Equipment or Deliverables are in accordance with the Contract or relieve, limit or diminish any of the Contractor’s obligations or liabilities under the Contract or otherwise or limit or prejudice any rights or remedies of the Government under the Contract or otherwise.

Schedule 4 - Liquidated Damages for Certain Breaches of Contract

Part	Item	Liquidated Damages Applicable
Part 1	A Vessel as specified in Part 1 of Schedule 1.	<p>If the Contractor fails to deliver to the Delivery Location a Vessel and all Equipment thereon, by the Delivery Date stipulated in Schedule 2, all in Ready for Use condition, whether because of the Vessel or of any Equipment's failure to pass any part of the Technical Acceptance or failure to comply with any requirement of the Contract (including without limitation in the Technical Specifications, the Warranties or in the Schedules), or even if such delivery has been made, but fails to procure and ensure that that Vessel and all Equipment thereon pass the Delivery Acceptance to the satisfaction of the Government by the same Delivery Date (a "Delayed Vessel"), the Contractor shall pay to the Government for each day or part thereof of delay for that Delayed Vessel an amount equal to 0.125% of the Vessel Unit Price.</p> <p>The aggregate amount payable by the Contractor in respect of each Delayed Vessel shall be capped at a maximum of 15% of the Vessel Unit Price.</p>
Part 2	The Items as specified in Part 2 of Schedule 1.	Not applicable
Part 3	The Item(s) as specified in Part 3 of Schedule 1	Not applicable

Schedule 5 - Statement of Compliance for the Essential Requirements

Item	Tender Reference	Essential Requirements concerning experience	Compliance Statement (State here Yes or No)
1(a)	Clause 8.1 of Part II of the Tender Documents	The Tenderer must have an aggregate of at least five (5) years' experience in performing and completing vessel design and construction contract(s) for aluminium-hulled vessels for patrol, law enforcement or rescue operations for at least one (1) government law enforcement, rescue and/or military agency (local or overseas) within the past ten (10) years prior to the Original Tender Closing Date.	Yes/No * If Yes, please provide details as required in Notes 1 and 2.
1(b)	Clause 8.1 of Part II of the Tender Documents	In the past ten (10) years prior to the Original Tender Closing Date, the Tenderer must have designed, built and delivered for a total of one or more government law enforcement, rescue and/or military agencies (local or overseas) a minimum total of five (5) aluminium monohull craft with deep-V hull form (deadrise of at least 24° at transom) and length overall between 14 to 16 metres, capable of speeds of sixty (60) knots or more, powered by inboard engines driving sterndrive propulsion system or by outboard engines.	Yes/No * If Yes, please provide details as required in Notes 1 and 2.
1(c)	Clause 8.1 of Part II of the Tender Documents	One of the vessels mentioned in Item 1(b) above shall have been, for a period of at least eight (8) years, free from fatigue and structural failure whilst it was used continually (i.e. not less than 20 hours a week) in military or law-enforcement operations or exercises. The vessel must have been in use for not less than eight (8) months in every year throughout the eight (8) year period.	Yes/No * If Yes, please provide details as required in Notes 1 and 2.
Item	Tender Reference	Essential Requirements in Part VII	Compliance Statement (State here Yes or No)
2	Paragraph 1.2.2 of Part VII of the Tender Documents	The Tenderer shall provide a vessel of the specifications stipulated at Paragraph 1.3 of Annex 8 to Part VII ("Sample Vessel") for the purposes of the Tender Evaluation Stage Sea Trial/Handling Assessment as described in Annex 8 to Part VII ("HA"). The Sample Vessel to be assessed shall also comply with all of the Essential Requirements labelled [E] contained in this Part VII including Paragraphs 2.5, 3.1.1, 3.1.5, 3.1.6, 3.2.1(a), 3.2.1(b), 3.2.1(c), 3.8.1, 4.2.5 and 4.4.1 of Part VII.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
3	Paragraph 2.3.1 of Part VII of the Tender Documents	The Vessel shall be designed and constructed in accordance with the latest edition of the rules and regulations or a standard covering the hull structure and propulsion machinery acceptable to the RO. The design approval and survey during construction of the Vessel shall be carried out by the RO, and examinations and tests shall be witnessed by the RO. Classification certificate with class notations or product certificate for hull structure and propulsion machinery shall be provided for the Vessel on delivery.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.

4	Paragraph 2.4.1 of Part VII of the Tender Documents	When all of the engines are running at their declared maximum (rated) power, the guaranteed minimum highest achievable speed shall be 66 knots in WMO Sea States 0 to 2 under the Light Operational Load Condition specified in Paragraph 1.7.7 of Part VII.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
5	Paragraph 2.5 of Part VII of the Tender Documents	<p>The design of the Vessel (viz., submitted by the Tenderer as item 1.1 of Schedule 7) shall show that the offered Vessel comply with all of the following:)</p> <p>Length Overall (LOA): 14.0 – 16.0 metres (to be measured from the foremost part of the Vessel to the aftmost part of the Vessel including the fender as described in Paragraph 3.8 of Part VII)</p> <p>Breadth: Approximately 3 metres and design to suit</p> <p>Draft: Design to suit</p> <p>Air Draft (Maximum): Not more than 3.5 metres (from the waterline of the Vessel at Light Operational Load Condition as stipulated in Paragraph 1.7.7 of Part VII to the highest point of any fixed structure including antenna)</p> <p>Deadrise Angle at Transom: Not less than 25 degrees</p>	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
6	Paragraph 2.6.1 of Part VII of the Tender Documents	Material of hull, deck, superstructure shall be marine grade aluminium alloy.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
7	Paragraph 2.7.1 of Part VII of the Tender Documents	<p>The general arrangement drawing of the Vessel (viz., submitted by the Tenderer as item 1.1 of Schedule 7 of Part V) shall show that the offered Vessel comply with all of the following:</p> <p>The Vessel shall be designed to have sufficient space for carrying eight (8) seated officers.</p>	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
8	Paragraph 2.7.2(c) of Part VII of the Tender Documents	<p>The Fuel oil tanks capacity calculations (viz., submitted by the Tenderer as Item 2.4 of Schedule 7 of Part V) shall show that the offered Vessel comply with the following requirements:</p> <p>Endurance for fuel capacity: Sufficient fuel for 2.0 hours at Contract Speed and 3.0 hours at patrol speeds (as per Paragraph 1.2.4(b) of Part VII) at the Light Operational Load Condition (as per Paragraph 1.7.7 of Part VII) without refuelling.</p>	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.

9	Paragraph 3.1.1 of Part VII of the Tender Documents	<p>The hull construction drawing (viz., submitted by the Tenderer as items 1.1, 1.2, 1.3, 1.4, and 1.5 of Schedule 7 and the technical justification provided as Item 1.19 of Schedule 7) shall show that the offered Vessel comply with all of the following:</p> <p>The hull shall be a continuous deep “V” and have chines and spray strips (rails) which shall be built-on with continuous shell underneath. The forward bottom part of the hull shall be a deep “V” configuration designed to withstand heavy pounding and slamming. The remainder of the bottom part of the hull shall then reduce to a constant deadrise angle towards the stern. The Tenderer shall propose the appropriate deadrise angle and its variation along the bottom length of the hull but this shall not be less than 25 degrees at the transom and the hull. The hull shall be equipped with suitable appendages or other design features to minimise potential “side-kick” or “skidding” effects during high-speed manoeuvring during operational deployment. Stepped hull designs will not be accepted. The written technical justification provided by the Tenderer shall justify the choice of the hull form with respect to high sea performance.</p>	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
10	Paragraph 3.1.2(a) of Part VII of the Tender Documents	The Tenderer shall have confirmed in Schedule 5 that the entire Vessel including the hull structures will have 15 years of serviceable life.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
11	Paragraph 3.1.4 of Part VII of the Tender Documents	While fulfilling the Contract Speed specified in Paragraph 2.4.1 of Part VII, the hull construction shall be designed for high speed of up to 70 knots with up to 6.0 g accelerations. The design pressure for longitudinal and plating shall be determined for fulfilling performance characteristics of the Vessel, including but not limited to speed and maximum weight of the Vessel, and the sea states and wave height in which the Vessel is operating.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.

12	Paragraph 3.1.5 of Part VII of the Tender Documents	<p>The structural design of the Vessel shall be based on the results of the calculations performed in the manner specified in Paragraph 3.1.2(b) of Part VII, and demonstrate that the Vessel meets or exceeds the following top speed requirements under the following sea state and significant wave height data:</p> <table border="1" data-bbox="488 409 1273 584"> <thead> <tr> <th><u>Speed in Knots</u></th> <th><u>WMO Sea state</u></th> <th><u>Significant Wave Height in Metres</u></th> </tr> </thead> <tbody> <tr> <td>66</td> <td>0 – 2</td> <td>0 – 0.5</td> </tr> <tr> <td>40</td> <td>3</td> <td>1.25</td> </tr> <tr> <td>20</td> <td>4</td> <td>2.5</td> </tr> </tbody> </table>	<u>Speed in Knots</u>	<u>WMO Sea state</u>	<u>Significant Wave Height in Metres</u>	66	0 – 2	0 – 0.5	40	3	1.25	20	4	2.5	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
<u>Speed in Knots</u>	<u>WMO Sea state</u>	<u>Significant Wave Height in Metres</u>													
66	0 – 2	0 – 0.5													
40	3	1.25													
20	4	2.5													
13	Paragraph 3.1.6 of Part VII of the Tender Documents	The horizontal trim of the Vessel shall be controllable by trim flaps and/or tilted sterndrive units and/or other means in all conditions. The horizontal trim angle of the Vessel at any speed between rest and full speed shall be such that forward visibility is maintained for the coxswain and the commander from their normal navigating positions.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.												
14	Paragraph 3.2.1(a) of Part VII of the Tender Documents	The Vessel shall comply with IMO's Intact Stability Code given in MSC.267(85) (in the latest version as at the date of signing of Contract) or as per stability requirements of the RO, and Paragraph 3.2 of Part VII.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.												
15	Paragraph 3.2.1(b) of Part VII of the Tender Documents	The initial metacentric height GM of the Vessel, when loaded in all anticipated loading conditions given in Paragraph 3.2.5 (c) of Part VII shall not be less than 0.35 metre.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.												
16	Paragraph 3.2.1(c) of Part VII of the Tender Documents	Whilst in any of the loading conditions stipulated in Part VII, the Vessel shall not heel more than seven (7) degrees to one side when all persons onboard, weighing 82.5 kg each, are sitting at or near the amidships area on that side of the Vessel. Under the same crowding of persons on one side of the Vessel, there shall be a minimum freeboard of not less than 150 mm at any point along the length of the Vessel. This requirement applies to both the port and starboard side of the Vessel.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.												

17	Paragraph 3.7.1 of Part VII of the Tender Documents	The seating arrangements for the offered Vessel (viz., submitted by the Tenderer as Item 1.17 of Schedule 7) shall prove the following: There shall be seating for six (6) crew and two (2) other officers.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
18	Paragraph 3.8.1 of Part VII of the Tender Documents	A lightweight resilient solid closed cell polyethylene foam fender shall be fitted to cover the full length of the port and the starboard sides and around each corner of the transom (but not across the transom). The fender's primary purpose will be that of hull protection. The fender shall possess a compression set of 3% at 25% compression and 14% at 50% compression or better, a tensile strength of 40 psi (275.79 kPa) or better and a tear strength of 14 lb/in ² (2.45 N/mm ²) or better as determined by the ASTM D3575-14 "Standard Test Methods for Flexible Cellular Materials Made from Olefin Polymers" or equivalent standard. The collar shall not contain any inflatable portion.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
19	Paragraph 4.2.1 of Part VII of the Tender Documents	The propulsion system for the Vessel stated in Schedule 6 of Part V shall comprise adequate number of engines and propellers and adequate power and thrust to deliver the Contract Speed as stated in Paragraph 2.4 of Part VII. The propulsion system shall comprise the requisite number of propulsion engine (petrol or diesel engine), power transmission devices, and the requisite number of fully immersed propeller providing steerable thrust. Regardless of the number of the engines and propellers in the propulsion system to be used, the outer propellers (one port propeller and one starboard propeller for two engines or three engines, and two port propellers and two starboard propellers for 4-engine configuration) shall be counter-rotating.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
20	Paragraph 4.2.3 of Part VII of the Tender Documents	The manufacturer's information attached by the Tenderer to Schedule 6 shall prove that: If petrol engines are offered, the engines shall have a three-star rating (ultra-low emission) or higher as per the California Air Resources Board star system that describes exhaust emissions of both two-stroke and four-stroke outboard engines, or equivalent standard for non-outboard engines.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
21	Paragraph 4.2.4 of Part VII of the Tender Documents	The manufacturer's information attached by the Tenderer to Schedule 6 shall prove that: If diesel engines are offered, the engines shall be electrically started and fresh water cooled marine diesel engines. The diesel engines shall be of the common-rail electronically controlled type and shall meet IMO Tier 2 or above emission requirements. The diesel engines shall be capable of engine operation hours and rating per day: (i) Not less than twelve (12) hours with 80% MCR and (ii) Not less than two (2) hour with 100% MCR	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.

22	Paragraph 4.2.5 of Part VII of the Tender Documents	The Vessel shall be capable of navigating at low speeds on any propulsion system by using one engine.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
23	Paragraph 4.3.1 of Part VII of the Tender Documents	The controls and instrumentation of the main engines shall be designed for one (1) man operation at the forward console. They shall be laid out ergonomically and grouped around the steering position at the console. The engine throttle control shall be provided on the right hand side of the steering wheel.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
24	Paragraph 4.4.1 of Part VII of the Tender Documents	All propellers shall be fully immersed and providing steerable thrust.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
25	Part VII of the Tender Documents	The Tenderer shall also confirm that it will comply with all other specifications set out in the Technical Specifications which are without any label (viz., [E] or [D]) if the Contract is awarded to it.	Yes/ No *
26	Part VII of the Tender Documents	The Tenderer may, should it so elect, confirm that it will comply with all or any specifications set out in the Technical Specifications which are labelled [D] if the Contract is awarded to it.	Yes/ No * and please identify the Paragraph of Part VII containing such desirable specifications. If not, it shall be deemed that the Tenderer commits to comply with all of them if "Yes" is selected.

* Delete as appropriate

Experience in the design and construction of vessel(s) specified in Item 1(a) of this Schedule.

I/We declare that I/we have an aggregate of _____ years' experience in performing and completing vessel design and construction contract(s) for aluminium-hulled vessels for patrol, law enforcement or rescue operations for at least one (1) government law enforcement, rescue and/or military agency (local or overseas) within the past ten (10) years prior to the Original Tender Closing Date set out below:

	Project Name	Purchaser's Name (See Note 2 below)	Government Law Enforcement, Rescue or Military Agencies (Y = Yes; N = No)	Contract Date (dd/mm/yy)	Date of Delivery of the Completed Vessel to the Purchaser (dd/mm/yy)	Aluminium Hull (Y = Yes; N = No)	Remarks
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2							
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Experience in the design and construction of monohull vessel(s) specified in Item 1(b) of this Schedule.

I/We declare that I/we have designed, built and delivered _____ numbers of aluminium monohull craft with deep-V hull form (deadrise of at least 24° at transom) and length overall between 14 to 16 metres, capable of speeds of sixty (60) knots or more, powered by inboard engines driving sterndrive propulsion system or by outboard engines, to one or more government law enforcement, rescue and/or military agencies set out below in the past ten (10) years prior to the Original Tender Closing Date.

	Project Name	Purchaser's Name (See Note 2 below)	Government Law Enforcement, Rescue or Military Agency (Y = Yes; N = No)	Contract Date (dd/mm/yy)	Date of Delivery of the Completed Vessel to the Purchaser (dd/mm/yy)	Speed (knots)	Length overall (metres)	Material and Hull Form (Aluminium Monohull) (Y = Yes; N = No)	Number of Vessels Built	Remarks
1										
2										
....										
....										

Period during which the monohull vessel(s) specified in the table above which has been free from fatigue and structural failure in accordance with the essential requirement specified in Item 1(c) of this Schedule.

I/We declare that the vessels mentioned in the table above has been free from fatigue and structural failure for the following period based on the following operation profile:

	Period during which the monohull vessel is free from fatigue and structural failure	Principles adopted in the structural design of the Vessel	Period during which the monohull vessel has been in use for operations by the government or law enforcement or military agency	Number of months of each year during the minimum 8-year duration in which the monohull vessel was used for operation by the government or law enforcement or military agency	Number of hours during each week the monohull vessel was used for operation by the government or law enforcement or military agency	Remarks
1						
2						
....						
....						

- Note 1: Please provide details of the previous contracts to prove compliance with the Essential Requirements as specified in Items 1(a) to (c) of this Schedule plus supporting documents including relevant contracts and delivery acceptance documents or other documentary evidence, such as pictures, general arrangement drawings, lines plan, offset table, hydrostatic data and cross curve of stability. Delivery acceptance documents are preferably signed by the relevant purchaser of the vessel or a classification society. To safeguard against technical non-compliance, Tenderers are encouraged to provide details of as many such previous contracts as possible.
- Note 2: In addition to the information to be input in the tables above, Tenderers shall provide supporting documents as specified in Note 5 of Annex C to Part II – Conditions of Tender to prove compliance with the Essential Requirements as specified in Items 1(a) to 1(c) of this Schedule.
- Note 3: Please see Clause 5.3 of and Annex C to the Conditions of Tender before completing this Schedule 5.
- Note 4: It is an essential requirement in Paragraph 1.5.1(b) of Part VII – Technical Specifications that the design of the proposed Vessel submitted by the Tenderer in Schedule 7 of Part V (viz., Item (1)) shall show that it has adopted the same principles in structural design as the reference vessel referred to by the Tenderer for proving compliance with Item 1(c) of Annex C to Part II.

Schedule 6 - List of Major Equipment to be Supplied

(Please refer to Clauses 6.1 and 9.1 of the Conditions of Tender. All Equipment specified below must be Proprietary Made as defined in the Conditions of Contract).

Equipment	Quantity per Vessel	Information
1. Main Engines		Name of Manufacturer: Name of product as advertised by the Manufacturer: Model or version number as advertised by the Manufacturer:
		Specifications including Rated Power/Rated rpm:
2. Sterndrives (if applicable)		Name of Manufacturer: Name of product as advertised by the Manufacturer: Model or version number as advertised by the Manufacturer:
		Specifications:
3. Propellers		Name of Manufacturer: Name of product as advertised by the Manufacturer: Model or version number as advertised by the Manufacturer:
		Diameter/Pitch:
		Materials:
4. Additional items, if any, to be used in conjunction with any of the above-mentioned Equipment in order to ensure that the above-mentioned Equipment will comply with the requirements specified in the Technical Specifications (please specify details)		

Note: The Tenderer should note that the Vessel is for use in Hong Kong and it is desirable for the Tenderer to offer models of main engines, propellers, and the Spare Part Items that are at present commonly used by ships operating in Hong Kong Waters, and that they have good supports for spare parts and after sale services locally in Hong Kong.

Schedule 7 - List of Drawings and Information to be Submitted with the Tender

- (a) The Tenderer shall submit the following documents for the proposed Vessel, as part of the tender submission. **A Tenderer's tender will not be considered further if the Tenderer fails to submit any of the plans and information listed in Paragraphs (1) and (2) below before the Tender Closing Date.**
- (b) The Tenderer shall provide the name(s) and contact information of the person(s) who will answer Government any technical questions regarding the design and construction of the Vessel. **The Tenderer should note that the plans and information listed in Paragraphs (1) to (2) below are preliminary and for tender evaluation purpose only.** The plans and information shall be further refined and developed, and subject to confirmation and approval by the Government.

(1) Design and Construction of the Proposed Vessel

- 1.1 General Arrangement Drawing (profile, plan and midship section views).
- 1.2 Lines Plan to scale and Offset Table.
- 1.3 Drawings of structural scantlings including bow, transom, midship section, bulkhead, deck and shell plating, and shell expansion plan
- 1.4 Drawing of the hull bottom spray strips and hull openings, appendages and underwater items and features.
- 1.5 Construction drawings for the protection of propulsion units at the stern (transom).
- 1.6 Drawings of freeing arrangement of entrapped water in the cockpit.
- 1.7 Deck covering details and design plans to illustrate safe boarding positions and procedures for the vessel's crew between the proposed vessel and other vessels (other vessels range from small sampans to larger vessels with a freeboard at amidships of up to 2 metres).
- 1.8 Deck covering details and design plans to illustrate the safe boarding of persons rescued from the sea.
- 1.9 A statement of the towing capability of the vessel.
- 1.10 A statement of the anticipated noise containment (for surveillance missions) of the vessel when the engines are idle and when they are running at full speed.
- 1.11 A statement of the structural capability of the vessel to withstand a side impact including the structural failure mode employed for such (local) structural design.
- 1.12 A statement of the anticipated survivability of the vessel and the event of a grounding whereby the hull bottom is ripped off and there is a breach of watertight and structural integrity.
- 1.13 Diagrams showing in profile the running trim and the line of sight when the vessel in its Full Operational Load Condition (as stipulated at Paragraph 1.7.7 of Part VII) running at; 15 knots, 20 knots, 25 knots, 30 knots, 40 knots, 50 knots and at the Tenderer's committed full speed (Contract Speed).
- 1.14 The estimated LCG, VCG positions of the vessel in its Light, Intermediate and Full Operational Load Conditions (as stipulated in Paragraph 1.7.7 of Part VII).
- 1.15 Scaled profile drawing of the vessel showing the line and angle of propulsion thrust (with respect to the keel line of the hull bottom) and propeller immersion at the stern.
- 1.16 A statement of the overall dynamic stability of the vessel together with an estimate of the dynamic stability (including the vertical accelerations, position of the bottom area of anticipated maximum bottom plate pounding/slamming, and the design against porpoising instability) of the vessel at Full Speed, 50 knots and 30 knots.
- 1.17 The proposed seats and seating arrangements of the Vessel with comprehensive information.
- 1.18 Naval architectural ship design calculations together with written explanations of the design strategy, together with all supporting technical papers and materials for such analytical calculations, to show how the Vessel proposed by the Tenderer will meet or exceed the requirements of this tender document, in terms of:
 - 1.18.1 Speed as specified in Paragraphs 2.4 of Part VII;
 - 1.18.2 Powering for achieving the speed as specified in Paragraph 2.4 of Part VII;
 - 1.18.3 Ship motion in waves as specified in Paragraphs 2.4.2, 2.10.3 and 3.1.5 of Part VII; and
 - 1.18.4 Stability (including porpoising and chine walking at all speeds and in all sea conditions) – including but not limited to crew crowding at one side of the vessel during the pursuit and interception of suspect craft.
- 1.19 Technical justification for the choice of the hull form with respect to high sea performance in selection of deadrise angle and its variation along the bottom length of the hull but this shall not be less than 25 degrees at the transom and the hull, and suitable appendages or other design features to minimise potential "side-kick" or "skidding" effects during high-speed manoeuvring during operational deployment.

(2) Machinery

- 2.1 Bilge pumps and bilge piping system details.
- 2.2 The engines, gears, propulsion system, steering system, propeller arrangement plan and their various seating and supporting structures.
- 2.3 Propeller type (and drawing) together with the name of the propeller manufacturer and a confirmation statement from the propeller manufacturer regarding the suitability of the propeller type to be used for the proposed design to achieve the Contract Speed and fulfil the other related performance requirements of the vessel. A description of how the chosen propeller's cavitation characteristics will impact its lifecycle and the efficiency drop of the propeller over time. Details of propeller replacement costs shall also be provided.
- 2.4 Fuel oil tanks capacity calculations showing compliance with the requirements set out in Paragraph 2.7.2 (c) of the Technical Specifications.

Schedule 8 - Tenderer's Information

1. **Tender Reference:** Marine Department Shipbuilding Tender No. 8/2017
2. **Nature of Tender:** Supply of Five (5) High Speed Interceptors for the Hong Kong Police Force
3. **Particulars of Tenderer:**

(a) Name of Company/Business Organisation:

(b) Address:

(c) Telephone No./Fax No.:

(d) Length of Business Experience:

(e) Shareholders of the Company and their Percentages of Shareholding:

(f) Names and Residential Addresses of:

i) managing director; and

ii) other directors;

(g) Place and Date of Incorporation or Formation.

(h) Name(s) of nominated person(s) to be contacted for this tender or the Contract (as the case may be):

Name	Position
i) _____	_____
ii) _____	_____
iii) _____	_____

4. **Particulars of Tenderer's Process Agent in Hong Kong (if the Tenderer does not have an address in Hong Kong)**

(a) Name of Company:

(b) Address:

(c) Telephone No.:

(d) Fax No.:

(e) Name of Person in Charge:

5. Tenderer's Shipyard Facilities

The Tenderer shall provide the following information regarding the shipyard and workshop facilities which will be used for performing the Contract. The shipyard and workshop facilities may belong to the Tenderer or to a proposed sub-contractor for the Contract.

- (a) Owner of the shipyard and workshop facilities.
- (b) Shipyard address and proposed construction site address for the Vessel if not same as the shipyard.
- (c) List of the workshop facilities such as lifting gear, hull construction and calibration equipment, machinery installation and calibration equipment and vessel launching or slipping facilities intended to be used for the construction of the Vessel, with detailed description and photographs.

The Tenderer shall also provide further information as necessary when requested by the Government at the tender evaluation stage.

6. Particulars of Tenderer's Sub-contractor (if any)

- (a) Name of Sub-contractor:

- (b) Address:

- (c) Telephone No.:

- (d) Fax No.:

- (e) Name of Person in Charge:

- (f) Brief Description of the Sub-contract Work:

Schedule 9 - Proposed Recognised Organisation

The Tenderer shall provide details of the proposed Recognised Organisation which will be deployed for performing supervisory work in relation to the design and construction of certain parts of the Vessel as specified in the Technical Specifications:

(Note: Please refer to Clause 9.2 of the Conditions of Tender and Paragraphs 1.5.4 and 2.3.1 of the Technical Specifications)

Name of the Recognised Organisation:	
Rules and regulations or standards covering structural strength and machinery to be followed by the Contractor in performing the design and construction of the Vessel:	
Certification	Classification Certificate / Product Certificate* covering hull structure and machinery (*delete as appropriate)
Class notation (if Classification Certificate is provided):	

The Tenderer's tender will not be considered if the Tenderer fails to submit this Schedule in its tender before the Tender Closing Date.