

Marine Department Shipbuilding Tender No. 2/2025

Tender Addendum No. 1

Tender Reference: Marine Department Shipbuilding Tender No. 2/2025
Procuring Department: Marine Department
Subject: Supply of One (1) Aluminium Catamaran Marine Water Quality Vessel for the Environmental Protection Department

Amendments as follows:

(i) **Original Clause 3.5.5.1 of Part VII – Technical Specifications:**

3.5.5.1 (e)

In the preliminary and final stability calculations, the estimated and final (obtained after conducting the inclining experiment) lightship data of the Vessel shall be used respectively. Both the preliminary and final stability information booklets shall include the following loading conditions under different scenarios as mentioned in the table below for the intact and damage stability calculations and any other loading conditions as may be required by GNC for the purpose of such operation:

	Loading Conditions	Fuel Oil (%)	Fresh Water (%)	Black Water (%)	Oily Water (%)	Crew (No.)	Technician (No.)	Stores/ Utilities (Kg)	Beaufort Scale
1	Lightship	0	0	0	0	0	0	0	5
2	Full Load Departure	98	98	10	10	4	11	500	5
3	Full Load Arrival	10	10	98	98	4	11	500	5
4	Crew only Departure	98	98	10	10	4	0	500	5
5	Crew only Arrival	10	10	98	98	4	0	500	5
6	Cranes Operation	50	50	50	50	4	11	500	5

Should read as

3.5.5.1 (e)

In the preliminary and final stability calculations, the estimated and final (obtained after conducting the inclining experiment) lightship data of the Vessel shall be used

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respectively. Both the preliminary and final stability information booklets shall include the following loading conditions under different scenarios as mentioned in the table below for the intact and damage stability calculations and any other loading conditions as may be required by GNC for the purpose of such operation:

	Loading Conditions	Fuel Oil (%)	Fresh Water (%)	Black Water (%)	Oily Water (%)	Crew (No.)	Technician (No.)	Stores/ Utilities (Kg)	Beaufort Scale
1	Lightship	0	0	0	0	0	0	0	6
2	Full Load Departure	98	98	10	10	4	11	500	6
3	Full Load Arrival	10	10	98	98	4	11	500	6
4	Crew only Departure	98	98	10	10	4	0	500	6
5	Crew only Arrival	10	10	98	98	4	0	500	6
6	Cranes Operation	50	50	50	50	4	11	500	5

(ii) Original Clause 1.7 of Annex 1 of Part VII – Technical Specifications:

1.7 Throughout the Warranty Period, the Contractor shall be responsible for the provision of free of charge corrective maintenance and rectification of all defects in all and any of the Warranty Items including repair and replacement as necessary. This shall, at no cost to the Government, include Warranty Services to be performed by the Contractor described in the following sub-paragraphs:

1.7.1 To attend to the Vessel for inspection and repair within two (2) working days of receiving the report of a fault (“fault report”) and to take immediate action to rectify the defect after inspection. Unless otherwise agreed by the Government, all corrective maintenance and rectification must be effected within three (3) working days after the fault report is first issued. The MD must be informed of what corrective maintenance and rectification actions have been taken within five (5) working days of receiving the relevant fault report.

1.7.2

1.7.3

If the Contractor fails to respond to any reported warranty claims within two (2) working days, the MD may invoke the necessary action for arranging corrective maintenance and rectification of the defect either on its own or by deploying a third party contractor as deemed appropriate with a view to minimising any

downtime incurred. In such case, the Contractor shall compensate the Government for the full cost of such repairs plus 10% as and for liquidated damages but not as a penalty no later than 10 working days after a written demand has been served on the Contractor by MD.

Should read as

- 1.7 Throughout the Warranty Period, the Contractor shall be responsible for the provision of free of charge corrective maintenance and rectification of all defects in all and any of the Warranty Items including repair and replacement as necessary. This shall, at no cost to the Government, include Warranty Services to be performed by the Contractor described in the following sub-paragraphs:
- 1.7.1 To attend to the Vessel for inspection and repair within **one (1) working day** of receiving the report of a fault (“fault report”) and to take immediate action to rectify the defect after inspection. Unless otherwise agreed by the Government, all corrective maintenance and rectification must be effected within **two (2) working days** after the fault report is first issued. The MD must be informed of what corrective maintenance and rectification actions have been taken within **three (3) working days** of receiving the relevant fault report.
- 1.7.2
- 1.7.3
- 1.7.4** If the Contractor fails to respond to any reported warranty claims within two (2) working days, the MD may invoke the necessary action for arranging corrective maintenance and rectification of the defect either on its own or by deploying a third party contractor as deemed appropriate with a view to minimising any downtime incurred. In such case, the Contractor shall compensate the Government for the full cost of such repairs plus 10% as and for liquidated damages but not as a penalty no later than 10 working days after a written demand has been served on the Contractor by MD. **Any such corrective maintenance and rectification of the defect completed by MD on its own or by another third-party contractor shall not relieve the Contractor from its obligations under the Contract including those in respect of the remainder part of the Warranty Period (including all extensions). The Warranty Period shall not be affected or broken due to such course of action.**

The revised pages are attached for replacement. Please replace the relevant pages by the revised ones attached and submit your tender together with the revised pages.

The above amendment shall form part of the Tender Documents. Apart from the above, all other terms and conditions of tender/contract shall remain unchanged.

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Interested parties are reminded that the Tender Closing Date is **27 March 2026**. To be considered as a valid tender, tenderers must deposit their tender proposals in the Government Secretariat Tender Box situated at the Lobby of the Public Entrance on the Ground Floor, East Wing, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong or where applicable, other places assigned by a Government officer for depositing bulky tenders (in either case, whichever is applicable, “Specified Tender Box”) **before 12:00 noon on Friday, 27 March 2026** in accordance with the manner stipulated in the Tender Documents. A late tender or a tender not submitted in accordance with the manner stipulated in the Tender Documents will not be considered further.

If you have already submitted your tender proposals and wish to make change to them, you should do so by submitting a revised proposal in accordance with the manner stipulated in the Tender Documents.

lightship weight and centre of gravity shall be calculated and presented in the inclining experiment report.

- (3) All spaces and tanks should be kept dry, or tanks being pressed up with the intended liquid. The free surface of liquids remaining onboard shall be minimised and taken into account.
- (d) For the avoidance of doubt, if there is any liquid on board, the worst possible free surface effects of all liquids on board shall be taken into account in all calculations;
- (e) The PRELIMINARY Inclining Experiment Report which shall be submitted to the RO and GNC not later than fourteen (14) working days before the Official Sea Trials. This shall include a statement from the Contractor stating that the Vessel is safe to go to sea for the intended tests and trials specified in the Contract;
- (f) The FINAL Inclining Experiment Report shall be approved by the RO before submitting to GNC for further comments and acceptance; and
- (g) In addition to the above the requirements for conducting and reporting the Inclining Experiment, the Stability Information Booklet shall also follow any specific requirements given in this Part VII.

3.5.5 Stability Information Booklet

3.5.5.1 The Vessel shall comply with stability criteria mentioned in this Part VII and other applicable IMO regulations, including but not limited to the International Code of Safety for High Speed Craft, 2000 (2000 HSC Code) adopted by the IMO resolution MSC.97(73), as from time to time revised or amended by any revision or amendment that applied to Hong Kong and the (2008 IS Code). Furthermore, stability due to wind and ship rolling for the required service environment of the Vessel shall be calculated.

In addition to the requirements stated above, the booklet in its final version shall include:

- (a) The Vessel's particulars, general arrangement drawing showing all compartments and tank positions, hydrostatic curves (or in table form) and cross curves (or in table form);
- (b) Tank calibration / sounding tables including but not limited to fuel oil tank, freshwater tank and oily bilge water tank. These tables shall consist of the locations of tanks (in terms of frame numbers), levels from tank bottom, capacity, VCG/LCG/TCG, free surface moments and the location of the sounding points. The trim and heel of the Vessel for which these tables are applicable shall be stated clearly;
- (c) Stability calculations for each loading condition shall include but not be limited to a profile drawing of the Vessel and items of deadweight, lightship, displacement, draughts, trim, VCG, GM (solid and fluid), TCG, LCG, down-flooding angle, GZ curves and values of the stability criteria according to the (2008 IS Code) and (2000 HSC Code);
- (d) Any other information as reasonably required by the RO and/or GNC; and the Inclining Experiment Report approved by the RO; and
- (e) In the preliminary and final stability calculations, the estimated and final (obtained after conducting the inclining experiment) lightship data of the Vessel shall be used respectively. Both the preliminary and final stability information booklets shall include the following loading conditions under different scenarios as mentioned in the table below for the intact and damage stability calculations and any other loading conditions as may be required by GNC for the purpose of such operation:

	Loading Conditions	Fuel Oil (%)	Fresh Water (%)	Black Water (%)	Oily Water (%)	Crew (No.)	Technician (No.)	Stores/ Utilities (Kg)	Beaufort Scale
1	Lightship	0	0	0	0	0	0	0	6
2	Full Load Departure	98	98	10	10	4	11	500	6
3	Full Load Arrival	10	10	98	98	4	11	500	6
4	Crew only Departure	98	98	10	10	4	0	500	6
5	Crew only Arrival	10	10	98	98	4	0	500	6
6	Cranes Operation	50	50	50	50	4	11	500	5

3.5.5.2 The following notes from (1) to (7) shall be applied to the appropriate loading conditions in the intact and/or damage stability calculations (if applicable):

- (1) The maximum free surface moment shall be used for calculating the stability of the Vessel in all the above conditions;
- (2) The weight of each crew and each Technician is assumed to be 82.5kg with each carrying personal effects of 20kg (for 4 Crew and 11 Technicians in total);
- (3) The VCG of each person, while standing, shall be assumed to be 1000 mm above the deck where they are likely to be situated. The LCG of each person shall be in their most likely position onboard. The likely positions of these persons shall also be agreed by GNC;
- (4) Heeling due to high speed turning in various loading conditions shall also be considered in the stability calculations with reference to the (2000 HSC Code);
- (5) Heeling due to personnel crowding in various loading conditions shall also be considered in stability calculations with reference to the (2000 HSC Code);
- (6) Heeling moments and change of centre of gravity due to the movement of the deck crane with maximum moment applied to port and starboard in the Crane Operation condition shall also be considered in the stability calculations with reference to the (2008 IS Code); and
- (7) An exceptional stability case is to be assessed assuming that the Vessel is to perform

- 1.6.2 There shall be a joint inspection to examine the defect and the Contractor shall propose the appropriate and necessary remedial action to the satisfaction of MD.
- 1.6.3 The Contractor shall undertake on-site Warranty Services (including provision of all replacement Warranty Items, spare parts, labour, materials, test equipment, and transportation) wherever, at the option of the Government, the Vessel is berthed in the Government Dockyard or maintenance bases of the user department. Taking the Vessel to the shipyard of the Contractor should be avoided unless absolutely necessary.
- 1.6.4 Rectification of defects must have a minimum effect on the operation of the Vessel by the provision of on loan equipment if the anticipated repair time exceeds the time frame as specified in Paragraph 1.7.1 below.
- 1.7 Throughout the Warranty Period, the Contractor shall be responsible for the provision of free of charge corrective maintenance and rectification of all defects in all and any of the Warranty Items including repair and replacement as necessary. This shall, at no cost to the Government, include Warranty Services to be performed by the Contractor described in the following sub-paragraphs:
- 1.7.1 To attend to the Vessel for inspection and repair within one (1) working day of receiving the report of a fault (“fault report”) and to take immediate action to rectify the defect after inspection. Unless otherwise agreed by the Government, all corrective maintenance and rectification must be effected within two (2) working days after the fault report is first issued. The MD must be informed of what corrective maintenance and rectification actions have been taken within three (3) working days of receiving the relevant fault report.
- 1.7.2 To provide all necessary transport, replacement Equipment, spare parts, labour and materials, tools and testing instruments required for the corrective maintenance and rectification.
- 1.7.3 Any replacement item or part to be used shall originate from the manufacturer of the original Warranty Item to be repaired and must be able to be found in the latest spare parts list issued by such manufacturer. Alternative components shall not be used without the prior approval in writing of the MD.
- 1.7.4 If the Contractor fails to respond to any reported warranty claims within two (2) working days, the MD may invoke the necessary action for arranging corrective maintenance and rectification of the defect either on its own or by deploying a third party contractor as deemed appropriate with a view to minimising any downtime incurred. In such case, the Contractor shall compensate the Government for the full cost of such repairs plus 10% as and for liquidated damages but not as a penalty no later than 10 working days after a written demand has been served on the Contractor by MD. Any such corrective maintenance and rectification of the defect completed by MD on its own or by another third-party contractor shall not relieve the Contractor from its obligations under the Contract including those in respect of the remainder part of the Warranty Period (including all extensions). The Warranty Period shall not be affected or broken due to such course of action.
- 1.8 Extension of Warranty
- 1.8.1 The Warranty Period for any Warranty Item shall be suspended whilst and if the Contractor fails to repair and correct satisfactorily the defects in such Warranty Item within seven working days counting from the date when the relevant fault report was first issued.
- 1.8.2 Warranty Items which are electronic equipment sub-assemblies, modules or components and which are replaced during the Warranty Period shall have a new warranty period of one year commencing from the date of replacement.
- 1.8.3 In relation to a Warranty Item, references to Warranty Period shall be construed to include such extended warranty period as mentioned in Paragraph 1.8.1 and/or 1.8.2 above, depending on whichever is applicable.
- 1.8.4 Equipment which is found to be defective during the trials at the Guarantee Slipping as mentioned in Paragraph 2.2.5 below shall have an extension of warranty of one year.
- 1.9 Recurrent Defects
- During the Warranty Period, should a second and similar defect arise in relation to a Warranty Item, this shall be construed as conclusive evidence of the Warranty Item’s unsuitability for the purpose intended, and the Contractor shall take immediate steps to conduct a thorough investigation jointly with MD at the Contractor's expense, to ascertain the reasons for any such defect and shall forthwith at the MD's option and the Contractor's expense, procure and deliver another replacement Warranty Item with a new design suitable for the purpose intended to replace the original defective Warranty Item.