
Date: 29th December 2020
Announcement No: SDFC/IU/2020/38
Project: Consultancy For Designing Of 5th Generation Fishing Vessel

Amendment 2: General Queries raised by Vendors

1. Size, Minimum Crew Capacity and the Holding Capacity (Fish hold capacity) of the vessel

There is neither a specific size nor a minimum crew capacity as well as holding capacity. Ideally, these should be derived through the stakeholder consultations and the assessments done by the consultant during the design phase against the requirements mentioned in the bidding document to identify the optimal size which is most efficient for the fishing vessel.

2. Is it required to submit a conceptual drawing with the bid documents?

Not required

3. As per the TOR, that this vessel might be used as a Fisheries Research Vessel, is a small-scale laboratory required in the initial design? If yes, would the research be limited to only fisheries related research?

No. The idea is that the vessel will be used for fisheries related research work that would be conducted during an actual fishing operation. It is not necessary for the vessel to have a specified area for a Research laboratory.

4. Under Scope of Work, Clause 1.A, The TOR states the applicant to prepare the initial and conceptual designs for a multi-day pole and line tuna fishing vessel. Hence, what will be the minimum number of days (endurance) for the vessel at sea?

The typical duration of a pole and line at present is 3-4 days. But it is envisaged that vessel would spend more days at sea depending on availability of important amenities such as fuel, ice and water.

5. Under Scope of Work, Clause 2.B of the TOR it states that the vessel shall be retrofitted with solar panels to minimize its dependence on fossil fuels, thus reducing the running costs of the vessel. As such what will be the percentage of reduction in running cost that we are looking with the incorporation of solar energy?

Ideally, we would want to offset as much fuel usage (for auxiliary services such as lighting, pump systems, lights used in bait fishing operations, and power for other electronic equipment used on the boat) through renewable energy (solar). However, we understand that this might be limited due to space availability.

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6. Under Scope of Work, Clause 4 of the TOR it is required to investigate the implications, including the cost, of having the new fishing vessel built to class and entering class after delivery with a recognised classification society, which is familiar with the region. As such are, we looking into class the vessel with an IACS classification society or just any class society? The reason for this inquiry is because the IACS class societies are accepted worldwide and all the maritime administrations but other class societies are not. Further, would we require all drawings to be stamped by classification society at the design stage before the applicant submits the detailed drawings to us?

Vessel Should be classified by a society that is accepted worldwide.

7. Required documents for technical proposal:

Technical proposal should include the company profile, relevant documents showing the experiences of the company/individual, CV's of Key personnel identified in the TOR or any other documents required to identify the most qualified party.

8. "A. An accredited BEng degree, plus either an appropriate accredited Master's Degree in Naval Architecture.
B. Minimum 10 years of experience in design and project management of vessel construction"

With reference to the above two points, will the consultant be required to have 10 years of experience even if the person has a Master's degree?

Pls note that, consultants with master's degree are required to have 'Minimum 10 years of experience in design and project management of vessel construction' stated under Option A.