SAINT LUCIA AIR AND SEA PORTS AUTHORITY

REQUEST FOR QUOTATION

PROCUREMENT OF NEW / REFURBISHED PILOT BOAT

1. Background

The Castries seaport serves as a multifunction port, allowing for the maneuvering of both Cargo and Cruise Vessels. These vessel access the Castries harbor with the help of a few highly skilled and professional boat Pilots. These pilots have long used one of two of the pilot boats owned by the Saint Lucia Air and Sea Ports Authority, namely Pilot boat Charles, and Pilot Boat Corneau. The authority received pilot boat Charles on the 28th of April, 1977 serial No. 30185, and pilot boat Corneau received on the 01st of April 1985 from Cheverton Boats works UK, serial No. IW33197V716692L.

These boats have been refurbished yearly since received to ensure the safe and efficient use. In August of the year 2000, pilot boat Charles was sent to Trinidad to undergo major refurbishment works under KNJ Marine Service. Pilot boat Corneau has also undergone major refurbishment works, however due to the age of both boats the maintenance related cost will only continue to increase leading to extended down time. This downtime has a serious impact on the Marine department who are obliged to engage private rental services, a practice which is not cheap or safe.

In November 2018 Pilot Boat Corneau underwent major refurbishment works in addition to the installation of a new Cummins QSB 5.9 engine, since this is the younger of the two boats the engineering department believes that this is an opportune time to replace pilot boat Charles which has served the Authority for almost 41 years.

2. Scope of Works

To Supply 1 off New or Certified Factory Refurbished Pilot boat with the following specifications.

ITEM #	**EQUIPMENT SPECIFICATIONS**	
1	General Description	Pilot Boat , Stern Drive , Twin Engine , 25 – 30 Knots, Approx. 920 Liters, approx. 1185 L fuel tank , diesel , used boat Should have accumulated between 500 to 1000 hours , length 9.19 – 11 m , Beam 3 - 4 m, Draught 0.8 – 1.3m
2	Capacity and amenities	Boat should comfortable seat two pilots with space for four additional passengers
3	Engine	Twin Cummins Engine or alternate, 400 HP
4	Operating Profile	The vessel is designed to have a minimum service life of 15 - 20 years allowing for projected operating hours of 1,500 – 3,000 hrs/year
5	HULL	Careful attention is constantly paid to weight control and detailed design, to produce a robust and sea-kindly craft fit for the demanding role of pilot transfer. In view of the operational requirements, weight refinement is not taken to the minimum limits allowed by classification rules, but is carefully considered to combine robust construction with efficient operation. The main hull shell is a one-piece molding produced in accordance with the hull construction drawing. The hull shell shall have pigmented gel coat above the waterline and clear gel coat below
6	Engine Beds	Within the machinery space and tank space the main longitudinal are built up and profiled to form engine beds to suit the specified engines. Construction is of box section with tapping strips along their upper faces to accept the engine feet
7	Fuel Tank	The fuel tanks are positioned amidships port and starboard. The tanks are constructed of GRP and bonded in to the hull to become an integral part of the hull construction. Baffles are should fitted inside the each frame (800mm) to prevent surging. Large tank lids are fitted in the top face of the tanks for easy access for cleaning the tanks.
9	Deck	Superstructure & Arrangement The superstructure is a one-piece moulding, manufactured in accordance with superstructure construction drawing. It is joined to the deck by a bonded flange with securing/locating bolts. The wheelhouse top shall incorporate a core to provide necessary stiffness. In high load areas, the balsa core is to be replaced with plywood. The width of the windscreen mullions will be kept to the minimum to maximize forward visibility.

10	Minor Fabrications and Mouldings	Generally, as many parts of the crafts structure as possible, will be formed in Glass Reinforced Plastic (GRP) and bonded together to avoid corrosion issues. A number of smaller minor fabrications will be required and these will generally be fabricated in marine grade 316 stainless steel. Seat plinths, console, battery boxes and engine ventilation boxes are GRP mouldings.
11	Doors	A heavy duty powder coated aluminum alloy framed spray-tight door is to be fitted in the aft bulkhead of the superstructure. The door is to be half double glazed, fitted with an effective seal, for both watertight integrity and noise. Watertight doors or hatches are fitted below deck between watertight compartments. Except for the machinery space door, all watertight doors are fitted on the forward face of the bulkheads. All doors will be fitted with robust and substantial stainless steel hook backs. All watertight doors are to have notices "Keep closed at sea"
12	Fendering	An high performance elastomer covered polyurethane foam fendering system will be fitted. The fender system will be bonded to the hull using apolyurethane adhesive system.
13	Handrails and Mast	A continuous stainless steel handrail (30mm diameter) at constant height along both sides and across the front of the superstructure will be fitted. An Island rail will be fitted fwd and push pit rails fitted aft. The handrails will be adequately braced with stainless steel brackets and struts. All handrail supports are cranked to allow free movement along the rails without impediment from the supports. Internally, handrails will be fitted as necessary, to allow crew to move around the vessel easily and with safety. Generally all internal grab and guard rails will be 30 mm diameters and manufactured from either stainless steel or aluminum tube. The mast is a goal post arrangement fabricated from polished stainless steel tube and mounted at the aft end of the flying bridge. The mast is fitted with brackets to carry all the navigation lights, VHF antennas, GPS, reflector, AIS, Radar, etc.
14	Fresh Water System	A freshwater system will be provided to supply water to domestic facilities. It will comprise of a tank moulded from medium density polyethylene, a pressure controlled pump, an accumulator and a calorifier. The system will supply fresh water, both hot and cold to the sink in the galley area and to the WC compartment washbasin. A cold water supply wills be provided for the water boiler in the galley area. The pipework system will be Hep2O type polybutylene tube and fittings. The tank filler will be located on the deck and connected to the tank with a reinforced plastic hose. A stainless steel sinks will be fitted in the galley and the WC compartment, both fitted with a chromed brass taps and will

		drain overboard through a bronze skin fitting fitted with a screw down non-return valve.
15	Fire Pump	A hand operated fire pump whose capacity shall meet or exceed the code, will be provided c/w seawater intake to deck connections, piping, 15m lay flat hose and brass spray/jet nozzle with instantaneous coupling.
16	Bilge System	Each compartment will be fitted with a remotely mounted, electrically operated, rule submersible bilge pump and a Whale Gusher Titan with a strum box. Each pump will have its own dedicated overboard discharge. A bilge alarm system will be fitted which will monitor all compartments.
17	Sanitation	One marine manual flush WC will be installed and sited in the WC compartment with seawater flush from a dedicated skin fitting with discharge to a "black water" tank and or directly overboard. A suitable pump will be provided for discharging the tank through a diverter valve either to a deck fitting or an overboard skin fitting.
18	Air Conditioning	Self-contained dual cycle air conditioning units will be installed, one in the wheelhouse and one in the Accommodation area. The units will be a HFL Cool max Compact reverse cycle units rated at 24,000 Btu and powered from the 240v AC system.
19	Fire Detection and suppression	The vessel will be fitted with a fire detection system with a smoke detector and a heat detector fitted above each engine. The audible and visual alarm panel will be fitted in the wheelhouse.
20	Cathodic Protection	All underwater metallic fittings will be electrically connected in to a continuous bonding system with earth straps across flexible shaft couplings and connected to the anodes. An earthing plate is to be fitted to the hull. All relevant electrical systems are connected to this plate. Sacrificial zinc or aluminum anodes are fitted in-way of the stern gear. Anodes will be sized for a two year life.
21	Electrical System	The primary electrical system on the vessel will be 24v DC which will be distributed through a main switchboard located in the tank space. The electrical system will be a two pole protected two-wire, insulated return system throughout. Three banks of batteries are charged by main engine driven alternators. All wiring on main engines and gearboxes is in proprietary cable. It will be adequately protected from mechanical damage and will be substantially clipped and where necessary protected. The wiring will be routed to avoid contact with high temperature

		surfaces of the engine. All circuits and switchgear to be labelled to show their function, sockets will be clearly marked with their voltage.
21	Instrumentation	Digital combined voltage and current meters will be fitted monitoring each battery bank and the 240v AC system.
22	DC Equipment	Internal lights white Internal lights red Deck lights Deck floodlights Aft deck floodlights Chart light Emergency lights Portable hand light Signal lamp sockets Navigation lights Windscreen wipers Screen wash pump Fresh water system pump Searchlight Horn Portable VHF charger Navigation equipment Engine room fans Page 21 of 31 WC extract fan Sewage pump Inverters
23	Navigational Lights	Port Stbd Stern Anchor Masthead All round Red (x2) All navigation lights will be LED type.
24	Search Lights / Deck Lights	A Francis Voyager or similar remote control searchlight will be fitted with single station joystick control and a hand held remote control. Low level deck lights will be fitted around the superstructure to illuminate the deck. Lights will be LED type. LED flood lights will be fitted to illuminate the aft deck area.

25	Signage	Suitable SOLAS/MCA approved signage is to be used throughout. SOLAS 1 Chart to be fitted to wheelhouse door. Lifejacket donning instructions. Life raft deployment instructions – wheelhouse door. Safety plan Workboat Certificate Signs and decals applied to the craft topsides, deck and superstructure as necessary. Final configuration will be confirmed with customer.
26	Paint and Finish	External Finish The hull below waterline will be coated with SFE200 for osmosis protection followed by primers and two coats of anti-fouling.
27	Warranty	At least 12 months or 2,500 hours whichever occurs first on entire machine
28	Useful life	Supplier must provide the anticipated useful life of the equipment, in age and in operational hours.
29	Mean Time Between Failure (MTBF)	Supplier must provide a list of the Mean Time To Failure or Mean Time Between Failure of all major components on the equipment e.g. engine, transmission, pumps, air conditioning equipment, etc.
30	Manuals	A full set of manufacturers' manuals including recommended maintenance and training programmes will be provided. A bespoke vessel specific manual will be provided. A Safety Training Manual will be provided, in both hard copy and electronically.
31	Drawings	A full set of drawings will be supplied electronically (pdf format) and in hard copy form. This will cover the General Arrangement, Machinery Arrangement, Steering Arrangement, Docking Plan, Safety Plan, System Arrangements and Diagrams, Electrical Wiring Diagram, Cathodic Protection and Bonding Diagram, Propulsion Drawing and Stern gear, all "as fitted". Other drawings deemed appropriate may also be provided.
32	Trial Data	A copy of the trials data will be provided on completion of trials which will cover the Pre-launch trials, Harbour trials and Sea trials. Included will also be reference data on bearing clearances, alignments, bonding readings, etc.
33	Certification	The vessel will be delivered complete will all relevant certification which will include the following: MCA Workboat Code certificate (Cat 3) Fire extinguishing system certificate Man overboard recovery system – Load test certificate

3. Instructions to Bidders

The Saint Lucia Air and Seaports Authority is seeking bids from select suppliers that have been registered. The bid is to be based on the following:

1. Quotation must be completed in its entirety with the total sum clearly stated, CIF Port Castries, St Lucia. SLASPA is a **DUTY–FREE** Company, and as such all import duties, customs service charges and environmental levies should not be applied to quotations. If the Bidder is VAT Registered, then VAT must be included in the Bid amount, otherwise VAT should be excluded from the bid amount.
2. Payment terms must be explicitly indicated.
3. Warranty terms must be explicitly indicated
4. Quotation must remain valid for a period of at least 90 days.

Any questions concerning the tender or discrepancy in or omission from the Specificationswithrespecttothesubmissionofquotationsshallbeaddressedto:-

The Chief Engineer
Saint Lucia Air & Sea Ports Authority
Manoel Street
P. O. Box 651
Castries, St. Lucia, West Indies
Email: engineering@slaspa.com
Tel. Nos.: 758-457-6100; 758-457-6121

4. Bid Evaluation Criteria

1. Cost - 40 points
2. Payment Terms – 10 points
3. Compliance to specifications – 30 points
4. Warranty – 10 points
5. Availability – 10 points

5. Return of Quotation

Quotations must conform to all requirements stated above. Disregarding these requirements may result in disqualification of the quotation.

Proposals should be submitted in an unmarked, plain and sealed envelope/package and addressed as follows under confidential cover:

The Chairman –Tenders Committee
Saint Lucia Air and Sea Ports Authority
Manoel Street
P.O. Box 651
Castries
Saint Lucia, West Indies

The package should also be titled "***Procurement Pilot Boat"*** and should be submitted at the aforementioned address no later than ***Friday, July 5th, 2019 at 9:00 am local time.*** Proposals are to be handed to an actual person upon which a receipt will be provided to the person submitting the quotation. Please note that submissions/bids received after the closing date and time will be rejected.

It is the responsibility of the firm to ensure that Proposals are received at SLASPA's Headquarters Office by the due date and time stated above. The firm is also responsible for delivery of their Proposal by the deadline notwithstanding any claims of error or failure to perform by a mail, courier or package delivery services.

No Proposals or Proposal modifications may be submitted orally, electronically, or via telephone, facsimile, electronic mail (email).

Please note further that SLASPA reserves the right to reject all Proposals/bids and is not obligated to accept the lowest quotation.

For any further clarification, kindly contact the Engineering Department at 457-6121 or engineering@slaspa.com.