

Tender Addendum No. 1

Tender Reference: Marine Department Shipbuilding Tender No. 2/2020
Procuring Department: Marine Department
Subject: Supply of Twelve (12) Versatile Patrol Units for the Hong Kong Police Force within 60 months after the Contract Date

Amendments as follows:

1. Paragraph 1.1 of Part B – Information and Supporting Documents to be Submitted in Schedule 10 of Part V – Schedules

I/We confirm that I/we have experience in being awarded _____ number of contracts in the design and construction of steel or high tensile steel or aluminium mono-hull patrol launches of between 20m and 60m Length Overall (both figures inclusive) capable of achieving a minimum speed of 25 knots and which was in service any time within the twenty (20) years prior to the Original Tender Closing Date for use by a law enforcement agency or a military organisation or coast guard agency or a company providing maritime security services in Hong Kong or any other part of the world (“Reference Contract”) with details below

Should read as

I/We confirm that I/we have experience in being awarded _____ number of contracts in the design and construction of steel or high tensile steel or aluminium mono-hull patrol launches of between 30m and 60m Length Overall (both figures inclusive) capable of achieving a minimum speed of 25 knots and which was in service any time within the twenty (20) years prior to the Original Tender Closing Date for use by a law enforcement agency or a military organisation or coast guard agency or a company providing maritime security services in Hong Kong or any other part of the world (“Reference Contract”) with details below

2. Paragraphs 4.2.19(a)(i) and (ii) of Part VII – Technical Specifications

(a) As specified in Paragraph 9.3.1(f) of this Part VII, one (1) 32" high definition multi-function display, which is the dedicated display of X-band solid state Marine High Performance Radar, which shall be capable of displaying at least the following systems' images via Integrated Navigation System:

- (i) X-band solid state Marine High Performance Radar;
- (ii) X-band solid state Navigation Radar;

Should read as

- (a) As specified in Paragraph 9.3.1(f) of this Part VII, one (1) 32" high definition multi-function display, which is the dedicated display of X-band solid state high performance radar, which shall be capable of displaying at least the following systems' images via Integrated Navigation System:
 - (i) X-band solid state high performance radar;
 - (ii) X-band IMO Compliant Navigation Radar;

3. Paragraph 4.2.21(a)(ii) of Part VII – Technical Specifications

- (ii) X-band solid state Navigation Radar;

Should read as

- (ii) X-band IMO Compliant Navigation Radar

4. Paragraph 9.10.1 of Part VII – Technical Specifications

- 9.10.1 The Contractor shall supply a navigation radar compliant with the latest radar performance standards of IMO (“IMO compliant navigation radar”) in the version as at the Contract Date unless the rule and regulations of the IMO specify that the version as at keel laying date of the Vessel shall apply. It shall be X-band and have an independent transceiver and scanner. The radar image is to be displayed on the displays/monitors detailed in Paragraph 9.3 of this Part VII.

Should read as

- 9.10.1 The Contractor shall supply a navigation radar compliant with the latest radar performance standards of IMO (“IMO Compliant Navigation Radar”) in the version as at the Contract Date unless the rule and regulations of the IMO specify that the version as at keel laying date of the Vessel shall apply. It shall be X-band and have an independent transceiver and scanner. The radar image is to be displayed on the displays/monitors detailed in Paragraph 9.3 of this Part VII.

The revised pages (with indication of “Revised on 8 January 2021” at the header) 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.

Interested parties are reminded that the Tender Closing Date is **29 January 2021**. To be considered as a valid tender, tenderers must deposit their tender proposals in the Government Secretariat Tender Box situated in the Lobby of the Public Entrance on the Ground Floor, East Wing, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong **before 12:00 noon on Friday, 29 January 2021** 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 changes to them, you should do so by submitting a revised proposal in accordance with the manner stipulated in the Tender Documents.

Part B – Information and Supporting Documents to be Submitted**1. Tenderer’s Experience in Design and Construction of Vessels****1.1 Relevant vessel design and construction experience in terms of number of contracts awarded to the Tenderer as specified in Assessment Criterion (B)I(a)(i) of the Marking Scheme**

I/We confirm that I/we have experience in being awarded _____ number of contracts in the design and construction of steel or high tensile steel or aluminium mono-hull patrol launches of between 30m and 60m Length Overall (both figures inclusive) capable of achieving a minimum speed of 25 knots and which was in service any time within the twenty (20) years prior to the Original Tender Closing Date for use by a law enforcement agency or a military organisation or coast guard agency or a company providing maritime security services in Hong Kong or any other part of the world (“Reference Contract”) with details below.

	Contract No. 1	Contract No. 2	Contract No. 3	Contract No. 4	Contract No. 5	Contract No. 6
Project Name						
Type of vessels						
Contract Date (dd-mm-yyyy)						
No. of confirmed vessels in this Contract						
No. of option vessels in this Contract (if any)						
Name of law enforcement agency, military organisation or coast guard agency or a company providing maritime security services operating the vessels (may be multiple agencies)						
Date of acceptance of the first completed vessel by the purchaser (dd-mm-yyyy)						
Date of acceptance of the last completed vessel by the purchaser (dd-mm-yyyy)						
General Arrangement plan of the contracted vessel included here? (Y / N)						
Length Overall (metres)						
Breadth (metres)						
Draft (metres)						
Designed displacement (metric tonnes)						
Hull material (Steel, high tensile steel, aluminium, etc.)						
Maximum speed (knots)						
No. of main engines						
Designed and built to Class Society rules? (Y/N). If yes, which Class?						

Note : Tenderer may use additional sheets if information are available for more than six (6) contracts.

- (a) Main diesel engine including reduction gear;
- (b) Diesel Generator;
- (c) Hybrid system including battery management system;
- (d) AC Electrical system;
- (e) Water-Mist system;
- (f) Sprinkler system (if applicable);
- (g) Fire detection system;
- (h) General engineering system including fire pump control, bilge alarm and pump control, tank level gauge (freshwater tank, grey water tank, black water tank, fuel oil tank, lubricating oil, oily bilge tank, etc.);
- (i) Sewage system;
- (j) Oily water separator;
- (k) Meter/Gauge indicating the quantity of fuel remaining in the fuel tanks;
- (l) Meter/Gauge indicating the quantity of fresh water in the freshwater tank(s);
- (m) Meter/Gauge indicating the quantity in the grey water, black water and oily water tanks;
- (n) Marine growth protection system; and
- (o) Air conditioning system;
- (p) Intercom between Wheelhouse Engine Remote Control Console and Engine Control Console in the engine room control office;
- (q) Watertight and weathertight door and hatch open/close monitoring system;
- (r) Bow thruster system;
- (s) External Fire-Fighting System (including fire-fighting monitor control and monitoring panel); and
- (t) Any other controls, gauges or monitors as required by the GNC.

Detailed arrangements of the aforesaid monitor display shall be agreed by the GNC and HKPF.

- 4.2.18 The monitoring, control and operation of the engineering system shall be replicated to the Engine Control Console in the Engine Room Control Office at the under deck. There shall be a control change over switch at the Wheelhouse Engine Remote Control Console and at the Engine Control Console in the Engine Room Control Office, which shall allow the Engineer-in-charge to select which control console is active. Only one of the control consoles shall be active at any one time to prevent two persons trying to control the systems at the same time.
- 4.2.19 The following displays and equipment shall be incorporated into the Commander's console so that all the relevant controls can be reached from any normal working position (e.g. sitting, standing or both):
- (a) As specified in Paragraph 9.3.1(f) of this Part VII, one (1) 32" high definition multi-function display, which is the dedicated display of X-band solid state high performance radar, which shall be capable of displaying at least the following systems' images via Integrated Navigation System:
 - (i) X-band solid state high performance radar;
 - (ii) X-band IMO Compliant Navigation Radar;
 - (iii) ECDIS;
 - (iv) Electro Optical Sensor System (EOSS);
 - (v) Marine Situational Awareness System (MARSAS) provided by the HKPF as described in Paragraph 9.29.2 of this Part VII; and
 - (vi) Others.
 - (b) Details of the system functionality to be discussed with and approved by the HKPF and GNC.

4.2.20 The following displays and equipment shall be incorporated into the Operations/ Electro Optical Sensor System (EOSS) Operator console so that all relevant controls can be reached from any normal working position (e.g. sitting, standing or both):

- (a) As specified in Paragraph 9.3.1(e) of this Part VII, two (2) 32" or larger multifunction displays, acceptable to the HKPF, are to be located at the Operations Officer's console. One of the displays shall be dedicated for operating the MARSAS and, the other display shall be for operating the EOSS and used as an extended MARSAS display. It can also display other systems' images via the Integrated Navigation System.:
- (b) Details of the system functionality are to be discussed with and approved by the HKPF and GNC.

4.2.21 The following displays and equipment are required to be incorporated into the Communications and Navigation Officer console so that all relevant controls can be reached from any normal working position (e.g. sitting, standing or both):

- (a) As specified in Paragraph 9.3.1(g) of this Part VII, one (1) 32" high definition multi-function display which can display at least the following and other system's images via Integrated Navigation System:
 - (i) ECDIS; and
 - (ii) X-band IMO Compliant Navigation Radar.
- (b) In addition to the multifunction display, the following monitors shall be fitted at the Communications and Navigation Officer's console:
 - (i) Secure AIS;
 - (ii) GPS;
 - (iii) Direction Finder;
 - (iv) VHF; and
 - (v) Police TETRA radio system (to be supplied by the HKPF).
- (c) Operator panel of Wired and Wireless Intercom (Talkback) System shall be provided for communications between the Wheelhouse Control Station and other persons onboard when required.
- (d) Additionally, as specified in Paragraph 9.3.1(i) of this Part VII, within close proximity of the Communications and Navigation Officer's console, there shall be a large working chart table designed and installed as follows:
 - (i) Provision for one (1) 55" ECDIS/ Multi-Function Display that shall be fitted flush within the chart table and that also can be erected at an angle to the user's preference.
 - (ii) The chart table shall also be able to handle paper charts, paper documentation and for general use as a desk. The display screen shall be protected from scratching and damage.
 - (iii) The displays and equipment are to be designed so they can be reached from a fixed standing position.
- (e) Details of the system functionality are to be discussed and approved by the HKPF and GNC.

4.2.22 Visibility

- (a) The visibility from the wheelhouse shall not be obstructed;
- (b) Large rear view side mirrors, and CCTV cameras shall be installed at locations to allow the coxswain to safely manoeuvre the Vessel to a berth and have a clear view during such operation;
- (c) One CCTV camera shall be fitted port and starboard, amidships, to facilitate direct downward viewing to the side of the Vessel;
- (d) Vision blind spots or sectors shall be as few and small as possible, and in any case, they must not adversely affect the keeping of a safe-look-out from the helm position in the wheelhouse; and

- (c) Accuracy: +1.0° typical
- (d) Resolution: 0.1°
- (e) Deviation Compensation: Automatic
- (f) Operating Temperatures: Sensor unit: 0 °C to 50°C
- (g) Waterproofing: Sensor unit: IPX5 or higher, multifunction digital display unit: IPX6 or higher

9.10 IMO Compliant Navigation Radar with ARPA

9.10.1 The Contractor shall supply a navigation radar compliant with the latest radar performance standards of IMO (“IMO Compliant Navigation Radar”) in the version as at the Contract Date unless the rule and regulations of the IMO specify that the version as at keel laying date of the Vessel shall apply. It shall be X-band and have an independent transceiver and scanner. The radar image is to be displayed on the displays/monitors detailed in Paragraph 9.3 of this Part VII.

9.10.2 General requirements of the navigation radar:

- (a) The navigation radar equipment shall comprise of:
 - (i) One (1) antenna;
 - (ii) Masthead turning unit;
 - (iii) Transceiver;
 - (iv) Sensor interface unit;
 - (v) Control panel; and
 - (vi) Panel computer inclusive of security device software.
- (b) The navigation radar shall be compliant with the IMO performance standard (IMO MSC.192(79)).
- (c) The navigation radar operational range shall be equal to or greater than 0.125 to 48 nautical miles minimum.
- (d) The navigation radar shall provide a clear display under normal sea and rain clutter at all ranges.
- (e) The radar shall provide Asterix Category 240 radar video output with Ethernet interface. Otherwise, a convertor is to be provided so that the output can be converted to Asterix Category 240 for interfacing with MARSAS.
- (f) The radar shall have an interface to incorporate all navigational data such as latitude/longitudinal position of the Vessel given by the DGNSS receiver, satellite compass, AIS, gyro compass and other Equipment.
- (g) The Contractor shall ensure that the type and provisions of the radar are appropriate to the class of Vessel.
- (h) The navigation radar shall be fitted with an Automatic Radar Plotting Aid (ARPA) which shall be capable of providing a minimum of 100 tracked targets. The radars shall provide data on any chosen target. All tracked targets shall support Closest Point of Approach (CPA) with target based and Time-based Closest Point of Approach (TCPA) features. The collision avoidance function shall be able to display ‘no go areas’ directly on to the radar screen.
- (i) The radar shall allow the operator to set CPA (Closest Point of Approach) and TCPA (Time to Closest Point of Approach) parameters/limits to highlight targets, providing the operator with a full situational awareness picture to aid the tracking of fast targets in areas of high traffic.
- (j) Targets shall be capable of being displayed in an intercept mode during pursuits.
- (k) The navigation radar shall be capable of displaying up to 200 or above AIS targets with up to 20 or above active AIS targets.
- (l) The navigation radar shall be capable of displaying charts without obscuring the radar image.
- (m) The radar shall be capable of supporting both automatic and manual tracking.