

# SUPPLEMENTAL/BID BULLETIN

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Metals Industry Research and Development Center  
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## ADDENDUM NO. 1

This Supplemental Bid Bulletin No. 1 is being issued to further clarify, modify and amend items, specifications in the Bid Documents to address key issues for the **“PROCUREMENT OF ONE (1) LOT SUPPLY, FABRICATION, AND DELIVERY OF THE BARGES’ HULL WITH ACCESSORIES”**

### Bidder: Commodore Maritime Solutions, Inc.

Bidder’s Inquiry	MIRDC Response
1. Though our company has been in existence since 2007, we only started building boats in 2015. In this regard, may we request that the 10 years requirement be reduced to 5 years?	The revised requirement is that the boatyard must have at least <b>one (1) project within the last ten (10) years</b> in the construction and delivery of steel hull boats/vessels.
2. ABYC certified/member. Is this really required to qualify in the project?	Yes. The ABYC certification/membership is our requirement to ensure quality of the product.
3. May we request clarification if only shipyards are allowed to participate with this project? We are a MARINA Registered Class “A” Boat Builder, and as such we are capable and authorized by MARINA to build vessels of all types of hull materials (steel, fiberglass, aluminum, etc.) up to 50 meters in size. (Ref. MARINA MC SR-2022-01 Series of 2022). Since the hull to be built is only 10.5M in length, we believe that a duly licensed Boat Builder is more suitable for this project because boatbuilders specialize in smaller boats of less than 50 meters in size. May we therefore request that this requirement be instead written as “MARINA registered class “A” boatbuilder?	<b>MARINA registered shipyards and MARINA registered Boat Builder Class A</b> are allowed to participate in this project.  Yes. We will allow/consider the <b>“MARINA Class A Boat Builder Licensed/Registered”</b> .
4. “CNC router” is not a requirement to engage into Boat Building (Ref. MARINA MC SR-2022-01 Series of 2022). May we therefore request that this requirement be stricken from the Technical Specifications?	No. The CNC router is our requirement to ensure the dimensional accuracy of the product.

**Bidder: Stoneworks Specialist International Corp.**

Bidder's Inquiry	MIRDC Response
<p>1. Stoneworks has a Shipbuilding and Ship Repair (Class C) and has been operating for 1 year already, we are seeking consideration for this. We also have a Boat Building/ Boat Repairing (Class A) License for more than 15 years, as per Marina regulations Class A Boat Builder can manufacture boats/vessels up to 30 meters in length with materials of Fiberglass, steel, and aluminum.</p>	<p><b>MARINA registered shipyards and MARINA registered Boat Builder Class A</b> are allowed to participate in this project.</p>
<p>2. Stoneworks has completed a steel hull boat as a landing craft transport (LCT) worth 8 million pesos that was delivered in 2016, Can this be considered?</p>	<p>Yes. The revised requirement is that the boatyard must have at least <b>one (1) project within the last ten (10) years</b> in the construction and delivery of steel hull boats/vessels.</p>

**Bid Data Sheet**

FROM	TO
<p><b>I. Similar Contract</b></p> <ul style="list-style-type: none"> <li>Supply, delivery, and fabrication of boat/shipbuilding of FRP boats (fishing boats, patrol boats, and other types of vessels) on their own shipyard.</li> </ul>	<p><b>I. Similar Contract</b></p> <ul style="list-style-type: none"> <li>Supply, delivery, and fabrication of boat/shipbuilding of FRP boats (fishing boats, patrol boats, and other types of vessels) on their own <u>boatyard</u>.</li> </ul>
<ul style="list-style-type: none"> <li>The shipyard must have at least 10 years' experience in the construction and delivery of FRP boats/vessels.</li> </ul>	<ul style="list-style-type: none"> <li><u>None</u></li> </ul>
<p><b>Invitation to Bid</b></p> <ul style="list-style-type: none"> <li>10.2. The Bidder's SLCC as indicated in ITB Clause 5.3 should have been completed within five (5) years prior to the deadline for the submission and receipt of bids.</li> </ul>	<p><b>Invitation to Bid</b></p> <ul style="list-style-type: none"> <li><u>The boatyard must have at least one (1) project within the last ten (10) years in the construction and delivery of steel hull boats/vessels.</u></li> </ul>
<p><b>J. Other Requirements</b></p> <ul style="list-style-type: none"> <li>The winning supplier should have an in-house fabrication equipment including but not limited to: <ul style="list-style-type: none"> <li>✓ Vacuum bagging equipment</li> <li>✓ CNC router</li> </ul> </li> <li>The winning bidder should have an in-house licensed mechanical &amp; electrical engineer, safety officer, and other skilled manpower (welders, fitters, etc.), classed and/or with NC2. The class and training certificates should be available and verifiable before and during the conduct of fabrication of the hulls.</li> </ul>	<p><b>J. Other Requirements</b></p> <ul style="list-style-type: none"> <li>The winning supplier should have an in-house fabrication equipment including but not limited to: <ul style="list-style-type: none"> <li>✓ Vacuum bagging equipment</li> <li>✓ CNC router</li> </ul> </li> <li>The winning bidder should have an in-house licensed mechanical &amp; electrical engineer, safety officer, and other skilled manpower (welders, fitters, etc.), classed and/or with NC2. The class and training certificates should be available and verifiable before and during the conduct of fabrication of the hulls.</li> </ul>

- During lay-days, the winning bidder should not charge the procuring entity while waiting for the delivery and installation of other contractors/suppliers.

- Sub-contracting (lumpsum contract) rules:

No.	Type of work	Allowed to sub-contract?
1	Surface preparation	Yes
2	Hull construction	No
3	Outfitting	Yes
4	Piping	Yes
5	Machineries	No
6	Electricals	Yes

- None

- None

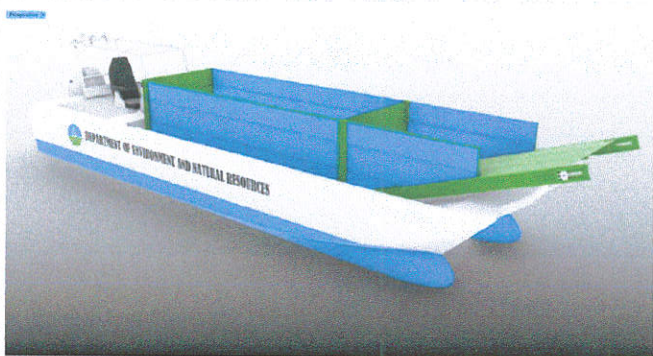
- None

- None

- None

### 1.6. Color

As per color schedule (refer to DWG #2022-P2-009-28 / Part #NAV.ARC H-B03)



- During lay-days, the winning bidder should not charge the procuring entity while waiting for the delivery and installation of other contractors/suppliers.

- Sub-contracting (lumpsum contract) rules:

No.	Type of work	Allowed to sub-contract?
1	Surface preparation	Yes
2	Hull construction	No
3	Outfitting	Yes
4	Piping	Yes
5	Machineries	No
6	Electricals	Yes

- ISO 9001:2015 certified

- ABYC certified/member

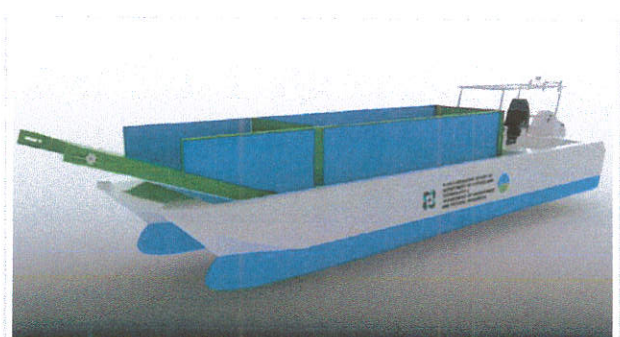
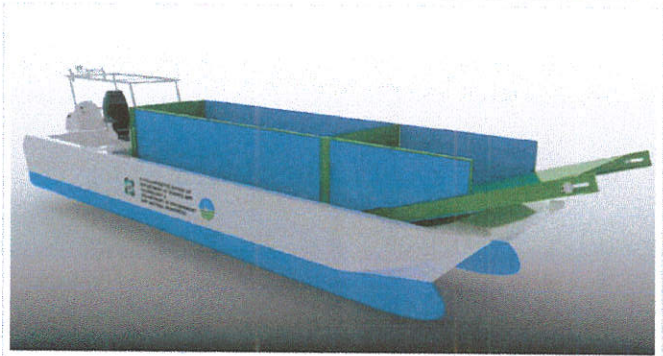
- MARINA Class A boat builder licensed

- Has previously completed a contract/project on FRP Multi-hull vessel/s

- ISO 45001-2018 certified

### 1.6. Color

As per color schedule (refer to DWG #2022-P2-009-28 / Part #NAV.ARCH-B03-Rev1 Pages 1-4)





SHEET CONTENT: BARGE COLOUR SCHEDULE  
 PROJECT: MIRA-2014-001-01  
 DRAWING NO: 010-40-101-01  
 SHEET: 1/4  
 DATE: 01/14/2015  
 MIRA  
 MIRA-2014-001-01  
 MIRA-2014-001-01  
 MIRA-2014-001-01



SHEET CONTENT: BARGE COLOUR SCHEDULE  
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**2. Propulsion and steering system**

Supply, delivery, installation, and testing - Included

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(Refer to Figure 1 for controls and gauges layout for the Barges)

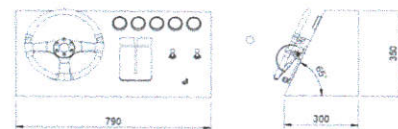
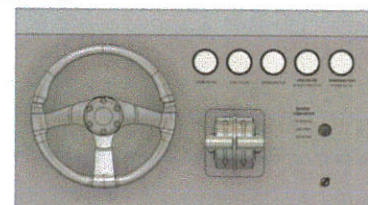


Figure 1. Controls and gauges layout for the barges

**M. Payment terms and conditions**

Advance Payment or Mobilization Fees amounting to fifteen percent (15%) of the contract shall be paid by MIRDC to the winning bidder.

Progress billing shall be paid according to the following schedule of payments:

Progress Billing	Deliverables	Percentage of Claim

**M. Payment terms and conditions**

1 <sup>st</sup> Billing	At least 20% completion of the project*	20% of Project as assessed & certified by consultant & MIRDC	Please see the Table 1 for the Revised Payment terms and conditions
2 <sup>nd</sup> Billing	At least 60% completion of the project*	Actual Accomplishment of Project as assessed & certified by Consultant & MIRDC	
Final Billing	100% completion of the project*	100% Accomplishment of Project as assessed & certified by consultant & MIRDC	
<p><i>*Based on the Supplier's submitted Gantt Chart</i></p> <p>All progress billings shall be supported by a Statement of Work Accomplishment which shall be validated by MIRDC and the consultant/designer.</p> <p>All payments made to the winning bidder shall be subjected to the required two percent (2%) Expanded Withholding Tax (EWT), five percent (5%) Final Withholding Tax on Government Money Payments (GMP), and five percent (5%) retention fee from every Progress Billing.</p> <p>The total retention fee shall be due for release after one year from acceptance of the works.</p>			

**M.1. Advance Payment (Mobilization fee)**

- A. The Supplier shall, upon written request be allowed to collect advance payment an amount not exceeding fifteen percent (15%) of the total contract price. The advance payment shall be made only upon submission to and acceptance by the MIRDC of an irrevocable standby letter of credit of equivalent value from a commercial bank or a bank guarantee or advance payment bond.
- B. Supplier shall repay the advance payment by deducting an amount equal to the percentage of the total contract price used for the advance payment from each progress payment until the advance payment is fully liquidated.

**M.2. Progress Payment**

C. Progress Billing shall be made with the following scheme based on the actual computed area of accomplishment:

Progress Billing	Deliverables	Percentage of Claim
First Billing	Complete fabrication of pattern and mold.	35% of Project as assessed & certified by the TWG
Second Billing	FRP boats casted and polished.  Initial testing of the barges on the boatyard after the installation of conveyor.	70% of Project as assessed & certified by the TWG
Final Billing	Delivery and final testing of Barges on the allocated testing site and submission of remaining documents required.	100% Accomplishment of Project as assessed & certified by the TWG

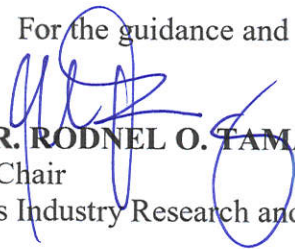
- A. All progress billings shall be supported by a Statement of Work Accomplishment which shall be validated by MIRDC and the consultant/designer.
- B. All payments made to the Supplier shall be subjected to the required two percent (2%) Expanded Withholding Tax (EWT), five percent (5%) Final Withholding Tax on Government Money Payments (GMP), and five percent (5%) retention fee from every Progress Billing.
- C. Retention Money

The total retention fee shall be due for release after one year from acceptance of the works.

**Table 1: Revised Payment terms and conditions**

This shall form an integral part of the Bidding Documents for the **“PROCUREMENT OF ONE (1) LOT SUPPLY, FABRICATION, AND DELIVERY OF THE BARGES’ HULL WITH ACCESSORIES”**

For the guidance and information of all concerned.

  
**ENGR. RODNEL O. TAMAYO**  
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 Metals Industry Research and Development Center