

# 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 HARVESTER’S HULL WITH ACCESSORIES”**

### Bidder: Commodore Maritime Solutions, Inc.

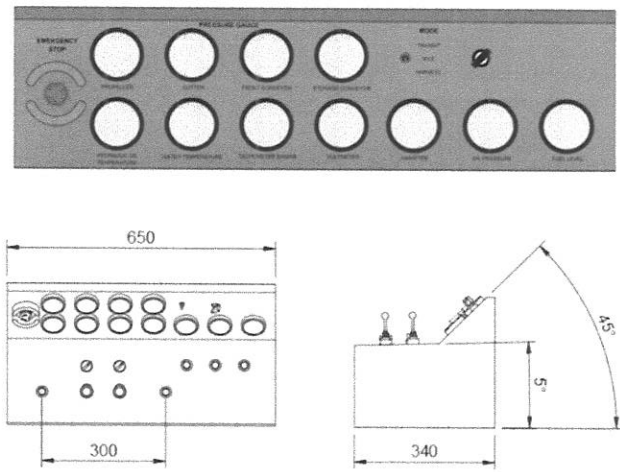
Bidder’s Inquiry	MIRDC Response
1. Though our company has been in existence since 2007, we only started building boats in 2015. In this regard, may we request that the 10 years requirement be reduced to 5 years?	The revised requirement is that the boatyard must have at least <b>one (1) project within the last ten (10) years</b> in the construction and delivery of steel hull boats/vessels.
2. Only ISO 9001:2015 is required by MARINA to become a licensed boat or shipbuilder (Ref. MARINA MC SR-2022-01 Series of 2022 and MC-2018-02). Can we therefore request that this requirement be stricken from the Technical Specifications?	<b>ISO 45001:2018 will be retained.</b> It is recommended by DOLE in promoting safe and healthy workplace.
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 11.4M 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> .

### Bidder: Stoneworks Specialist International Corp.

Bidder’s Inquiry	MIRDC Response
1. Stoneworks has a Shipbuilding and Ship Repair (Class C) and has been operating for 1 year already, we are seeking consideration for this.	<b>MARINA registered shipyards and MARINA registered Boat Builder Class A</b> are allowed to participate in this project.

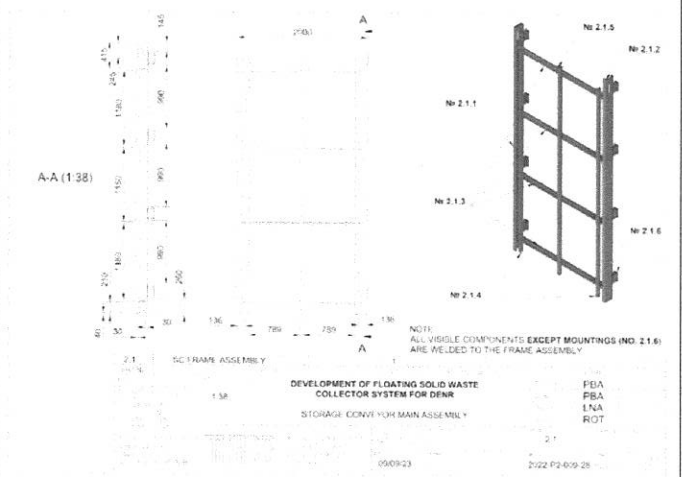
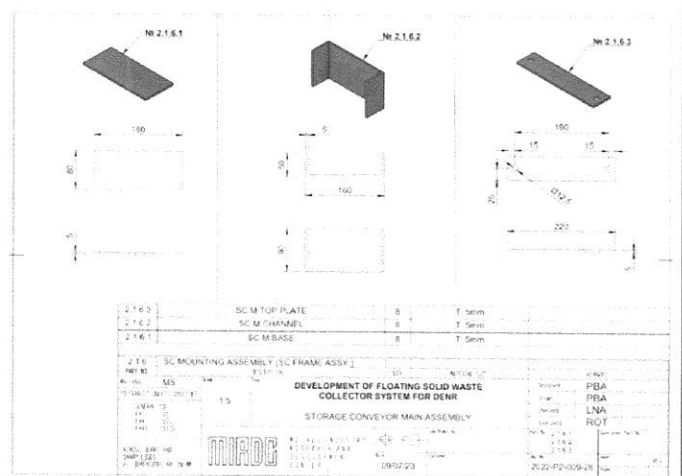
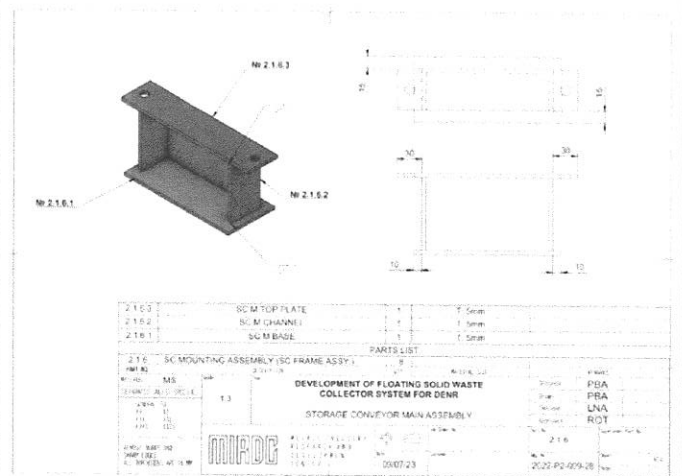
<p>We also have a Boat Building/ Boat Repairing (Class A) License for more than 15 years, as per Marina regulations Class A Boat Builder can manufacture boats/vessels up to 30 meters in length with materials of Fiberglass, steel, and aluminum.</p>	
<p>2. Stoneworks has completed a steel hull boat as 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>

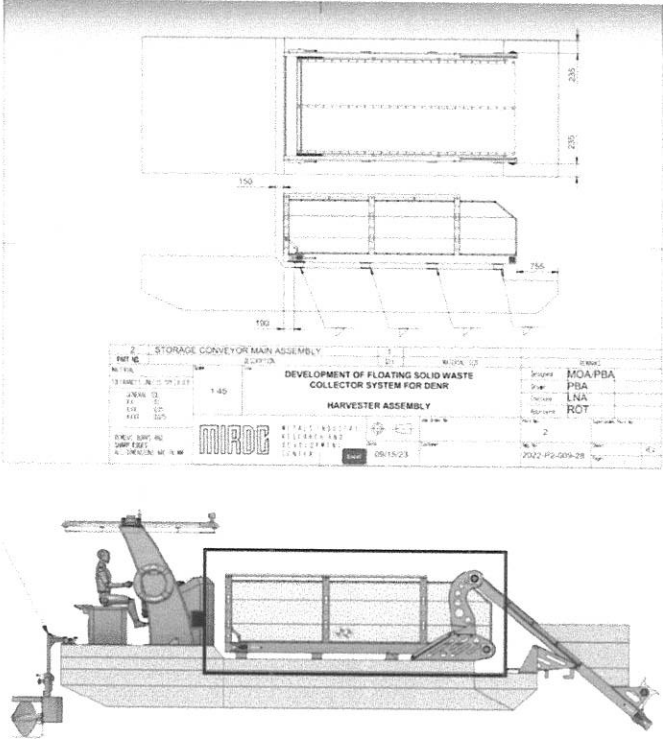
**Bidder: Josefa Slipways, Inc.**

Bidder's Inquiry	MIRDC Response
<p>1. We would like to request drawings for the below line items:</p>	
<p>A. Provision for the mounting of engine including the rubber mounts</p>	<p>A. The drawings will be provided to the winning bidder.</p>
<p>B. Provision for the mounting of batteries</p>	<p>B. Battery to be used will be <b>two (2) pcs. 3SM battery</b>. The location of the batteries will be provided to the winning bidder.</p>
<p>C. Provision for the mounting of two (2) fuel tanks</p>	<p>C. Provide the mountings for <b>two (2) pcs. SS304 fuel tank at a capacity of 80 liters each</b>.</p>
<p>D. Provision, fabrication, and installation of the engine exhaust pipe access/direction, wet type</p>	<p>D. The location of the exhaust pipe will be provided to the winning bidder.</p>
<p>E. Provision for the mounting of two (2) hydraulic oil tanks</p>	<p>E. Drawings will be provided to the winning bidder.</p>
<p>F. Provision for the space/location of control system, panels, gauges, and other control system components</p>	<p>F. See <b>Figure 1</b> for the Controls and gauges layout for the harvester. Drawings are also attached.</p>  <p style="text-align: center;">Figure 1 Controls and gauges layout for the harvester</p>

G. Provision for the conveyor system (frames, guards, etc.) mounting

G. See Drawing 1, Conveyor system mounting & layout.



	 <p>The image contains two technical drawings. The top drawing is a plan view of a 'STORAGE CONVEYOR MAIN ASSEMBLY' with dimensions 150, 200, and 200. The bottom drawing is a perspective view of a 'HARVESTER ASSEMBLY' mounted on a boat hull, showing a person operating the machinery. Below the drawings is a title block with the following text: 'DEVELOPMENT OF FLOATING SOLID WASTE COLLECTOR SYSTEM FOR DENR', 'HARVESTER ASSEMBLY', 'MIRAC', 'DATE: 08/15/23', 'DRAWN: PISA', 'CHECKED: LNA', 'APPROVED: ROT', and '2022-P2-009-28'.</p>
<p>H. Provision for other electrical components (lightings, horns, ventilation, etc.) and their installation</p>	<p>H. The location of the electrical components will be provided to the winning bidder.</p>
<p>I. Provision for the radiator installation (fittings, fans, ducting, etc.)</p>	<p>I. The location of the radiator installation will be provided to the winning bidder.</p>

**Bid Data Sheet**

FROM	TO
<p><b>H. Similar Contract</b></p> <ul style="list-style-type: none"> <li>Supply, delivery, and fabrication of boat/shipbuilding of steel hull boats (fishing boats, patrol boats, and other types of vessels) on their own shipyard.</li> </ul>	<p><b>H. Similar Contract</b></p> <ul style="list-style-type: none"> <li>Supply, delivery, and fabrication of boat/shipbuilding of steel hull boats (fishing boats, patrol boats, and other types of vessels) on their own <b>boatyard</b>.</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 <b>one (1) completed project within the last ten (10) years</b> in the construction and delivery of steel hull boats/vessels.</u></li> </ul>
<p><b>I. Other Requirements</b></p> <ul style="list-style-type: none"> <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>I. Other Requirements</b></p> <ul style="list-style-type: none"> <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

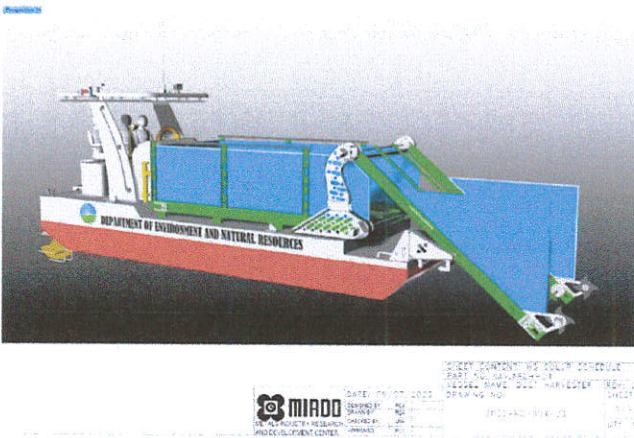
- None

- None

- None

**1.5. Color**

As per color schedule (refer to DWG #2022-P2-009-28 / Part #NAV.ARCH-04)



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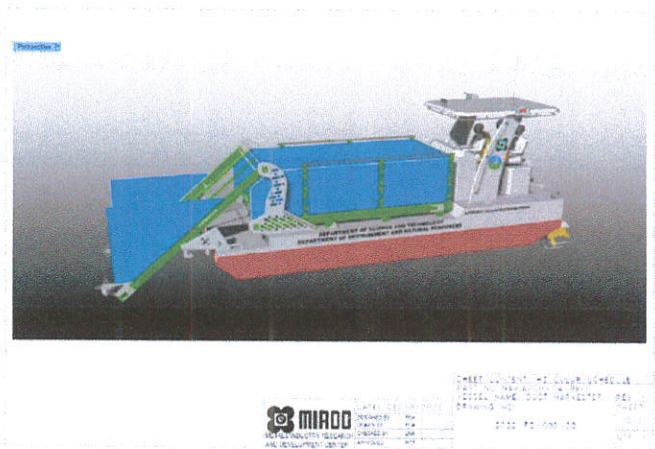
- **ISO 9001:2018 certified**

- **ISO 45001-2018 certified**

- **MARINA Class A boat builder licensed**

**1.5. Color**

As per color schedule (refer to DWG #2022-P2-009-28 / Part #NAV.ARCH-04-**Rev1 Pages 1&2**)



**1.10. Engine gauges for harvester**

- RPM with hour-meter
- Water temperature
- Voltmeter
- Ammeter
- Fuel level
- Oil pressure gauge

Installation and testing included

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Installation and testing included

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

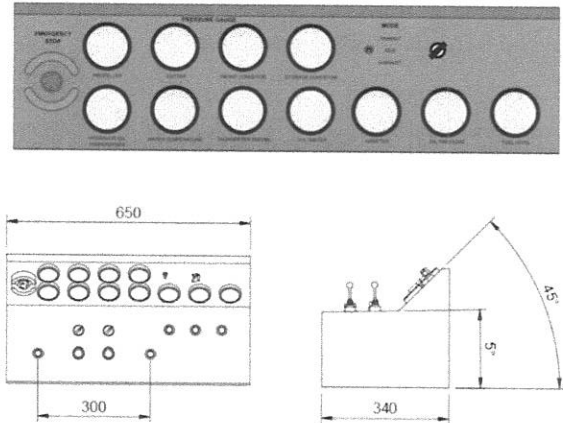


Figure 1. Controls and gauges layout for the harvester

**L. 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
1 <sup>st</sup> Billing	At least 20% completion of the project*	20% of Project as assessed & certified by consultant & MIRDC
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

*\*Based on the Supplier's submitted Gantt Chart*

**L. Payment terms and conditions**

Please see the Table 1 for the Revised Payment terms and conditions

<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>	<p>Please see the Table 1 for the Revised Payment terms and conditions</p>
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**L.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.

**L.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 the steel hull.	35% of Project as assessed & certified by the TWG
Second Billing	Complete fabrication & installation of the outfitings and accessories.  Initial testing of the harvester on the boatyard after the installation of conveyor.	70% of Project as assessed & certified by the TWG
Final Billing	Delivery and final testing of Harvester 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.

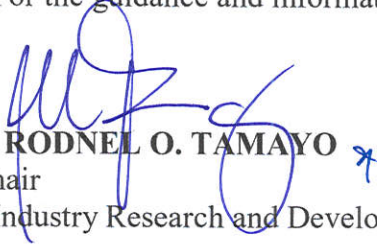
C. Retention Money

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 HARVESTER’S HULL WITH ACCESSORIES”**

For the guidance and information of all concerned.



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