

**Application Document for Pre-qualification of Indian Entities for Construction and Supply of a  
Passenger-Cargo Ferry Vessel and Associated Equipment in Guyana.**

**Addendum No.1 (Date 30/12/2016) Ref No: GOILOC – 261/Guyana/Supply – 03**

**Reference:**

**Part I [Scope of Supplies]**

[i] Page 6 – Part [A]- Major Components of Supply

[ii] Page 6-8- Part [B]- Technical details of the vessel to be supplied

**Amendment: Replacement of the above mentioned references with the following:**

**[A] Part I [Scope of Supplies]**

**[i] Page 6-Part [A] Major Components of Supply**

The project aims to procure a new ocean-going (not susceptible to salt water conditions) ferry to safely, efficiently and comfortably transport the passengers and cargo on two routes viz. between Georgetown and Port Kaituma, North-West District. The pre-qualification exercise is being done to prequalify Indian Companies specialising in the design, construction, supply and installation of the passenger-cargo ship/ ferry and associated equipment. The preliminary ship/ ferry design encompasses more detailed objectives as follows:

- a. Selection of main vessel dimension;
- b. Development of vessel's hull [wetted and above water parts];
- c. Specifications of main machinery and propulsion system type & size [Powering];
- d. Estimation of auxiliary machinery type and powering;
- e. Design of main and auxiliary spaces [for cargo, machinery, and accommodation];
- f. Design of general arrangement of main and auxiliary spaces [cargo spaces, machinery spaces and accommodation]
- g. Specification of cargo-handling equipment;
- h. Design of main structural elements for longitudinal and transverse strength;
- i. Control of floatability, stability, trim and freeboard (stability and load line regulations);
- j. Tonnage measurement (gross register tons);
- k. Maintenance issues – corrosion control, etcetera
- i. Fuel Management Gauges

It has to be noted that the above description are general and the details will be described in the schedule of requirements and the tender documents that will be issued at the tendering stage. Provision of associated equipment, spare parts etc. will be included in the tender documents and the schedule of requirement for each item.

**[ii] Page 6 - 8- Part [B] Technical details of the vessel to be supplied**

The preliminary design for the new vessel encompasses the following detailed objectives:

S. No.	Description	New Vessel
1.	Length overall (in Mtr.)	55.00
2.	Length between perpendiculars (in Mtr.)	42.95
3.	Length at Waterline (in Mtr.)	54.87
4.	Extreme Breadth (in Mtr.)	11.00
5.	Depth (in Mtr.)	3.90
6.	Draft (in Mtr.)	2.50
7.	Gross Tonnage	1100 (Estimated)
8.	Net Tonnage	700 (Estimated)
9.	Displacement (metric tons)	Not yet determined
10.	Light Displacement	Not yet determined
11.	Deadweight	Not yet determined
12.	No. of passengers	<p>276 (22 in cabin + 254 seated).</p> <p><b><u>Main Deck</u></b></p> <ul style="list-style-type: none"> <li>- 54 seated passengers plus staterooms that can accommodate up to 8 passengers/crew;</li> </ul> <p><b><u>Deck Level-1</u></b></p> <ul style="list-style-type: none"> <li>- It will be the main passenger deck to accommodate 200 seated passengers plus 2 cabins for crew. It will be fitted with 8 toilets and 4 face basins;</li> </ul> <p><b><u>Deck level-2</u></b></p> <ul style="list-style-type: none"> <li>- It will have 8 Staterooms or cabins to accommodate up to 14 persons. Each cabin would be self-contained, have a balcony and other outfitting.</li> </ul>
13.	Crew accommodation	<p>17 as per following locations:-</p> <ul style="list-style-type: none"> <li>- 9 ratings in the fore part of the vessel below the fo’c’sle [subject to seakeeping qualities of the ship];</li> <li>- 4 cabins on the after part of the main deck which can be either be used to accommodate 8 passengers or crew;</li> </ul>

		<ul style="list-style-type: none"> <li>- 2 officer's cabins on main passenger deck;</li> <li>- 4 cabins at bridge deck to accommodate Captain and other three senior officers.</li> </ul>
14.	Volume of cargo hold (Cu. Mtrs.)	<p>214.72</p> <ul style="list-style-type: none"> <li>- The safe working load (SWL) of the winch and its components will be 5 tons in single purchase and upto 10 tons with double purchase system;</li> <li>- Hatch of the cargo hold to be designed for two 20-foot or four 10-foot containers;</li> <li>- Prescribed hatch cover is McGregor pontoon type to be sufficient to accommodate two 20-foot containers of a truck.</li> </ul>
15.	Nos. and type of vehicles on deck	14 Sedans OR 8 Sedans + 2 Trucks
16.	No. and type of Main Engines	<ul style="list-style-type: none"> <li>- Two main engines to produce a trial speed of 12 knots at approx. 75% of the Maximum Continuous Revolutions (MCR) or at the manufacturer's specified range;</li> <li>- The installation and operation of the main engine must be acceptable in terms of: <ol style="list-style-type: none"> <li>1. Safety in operation;</li> <li>2. Weight;</li> <li>3. Space requirements;</li> <li>4. Using Diesel fuel;</li> <li>5. Repair cost;</li> <li>6. Maintenance cost;</li> <li>7. Manoeuvrability;</li> <li>8. Vibration level;</li> <li>9. Automation and control;</li> <li>10. Emission of toxic gases.</li> </ol> </li> </ul>
17.	Propeller	<ul style="list-style-type: none"> <li>• Two manganese bronze 4 or 5 blades fixed pitched propeller</li> <li>• Required to operate efficiently with low vibration levels</li> </ul>
18.	Rudder	Two semi-balanced, half hanging rudders to be fitted behind each propeller.