



**SUPPLEMENTAL BID BULLETIN NO. 1**

**Subject: DESIGN AND CONSTRUCTION OF SIX (6) UNITS 50-FOOTER INBOARD BANCA-TYPE MARINE DIESEL ENGINE FIBERGLASS REINFORCED PLASTIC (FRP) WITH SCOUT BOATS FOR LOCAL GOVERNMENT UNITS (LGU) IN FMA 6**

**Reference No.: FishCoRe-2026-NCB-Goods-1**

**Date: March 16, 2026**

**I. Please be advised on the following inquiries/clarifications raised during the Pre-Bid Conference held on March 3, 2026 which were also addressed and clarified by the End-user during the meeting:**

**1. Delivery schedule:**

- One hundred twenty (120) calendar days for the first boat; and
- One hundred eighty (180) calendar days for the remaining five (5) boats;
- For a total of three hundred (300) calendar days.

**2. Local Class Requirement:**

- Full Vessel Class Certification is required, covering both hull and machinery.

**3. Top Speed Requirement (15 knots at full load):**

- The End-User clarified that the scout boat is not mounted on top of the mother boat, but is instead deployed afloat alongside it. Therefore, the required top speed of 15 knots refers solely to the mother boat operating at full load, excluding the weight of the scout boat. All other standard load components (e.g., fuel tank and other specified inclusions) remain part of the expected load condition in determining compliance with the speed requirement.

**4. MARINA License Requirement (Boat Builder Classification):**

- Class B is the minimum required classification, and any higher classification will be accepted. However, a classification lower than Class B, *in this case, Class A*, will not be considered compliant.

**II. Additional inquiries received via email :**

| Technical Requirements   | Request for Consideration   | End-user Response              |
|--|---|--------------------------------|
| <p><b>Bid Data Sheet ITB Clause 5.4</b><br/>           The Bidder’s SLCC similar to the contract to be bid should have been completed within the last ten (10) years prior to the deadline for the submission and receipt of bids. Single contract cited</p> | <p><b>Bid Data Sheet ITB Clause 5.4</b><br/> <b>Proposed Changes:</b><br/>           The Bidder’s SLCC similar to the contract to be bid should have been completed within the last <b>five (5) years</b> prior to the deadline for the submission and receipt of bids. Single contract cited should be at least fifty percent (50%) of value of the EPC.</p> | <p><b>Retain/no change</b></p> |

|  |  |                                |
|--|--|--------------------------------|
| <p>should be at least fifty percent (50%) of value of the EPC.</p>   | <p><b>Justification:</b><br/> The purpose of requiring an SLCC is to assure BFAR that the bidder has the technical capability, experience, and capacity to successfully complete a project similar to the one being procured. Considering the rapid development and continuous advancement in shipbuilding technology, it is more appropriate that the relevant experience of the bidder be within the last five (5) years rather than ten (10) years. Shipbuilding techniques, particularly for this project, have significantly evolved in recent years. Limiting the SLCC period to the last five (5) years will ensure that the participating bidders have recent and up-to-date experience using current technologies, modern production methods, and industry practices. This will provide greater assurance to the procuring entity that the bidder possesses not only past experience but also current technical competence and operational capability necessary to deliver the project in accordance with modern shipbuilding standards.</p>  |                                |
| <p><b>Bid Data Sheet ITB Clause 12.1</b></p> <p>(ix). Notarized Certification issued by the Engine manufacturer clearly indicating that the Marine Diesel Engine and Propulsion System to be supplied by the bidder has an Authorized Distributor/Dealer of Marine Diesel Engine, parts and services in the Philippines of at least 15 years based in the Philippines. To include technical brochures and relevant references.</p> | <p><b>Bid Data Sheet ITB Clause 12.1</b></p> <p>(ix). Notarized Certification issued by the Engine manufacturer clearly indicating that the Marine Diesel Engine and Propulsion System to be supplied by the bidder has an Authorized Distributor/Dealer of Marine Diesel Engine, parts and services in the Philippines of at least 15 years based in the Philippines. To include technical brochures and relevant references.</p> <p><b>Proposed Changes:</b></p> <p>Notarized Certification issued by the Engine manufacturer clearly indicating that the Marine Diesel Engine and Propulsion System to be supplied by the bidder is <b>exclusive</b> Authorized Distributor of <b>Brand-New</b> Marine Diesel Engine with <b>Marine gearbox, spare - parts and service center</b> in the Philippines of at least 15 years based in the Philippines. <b>With Exclusive Distributorship Certificate issued by Marine Diesel Engine with Marine Gearbox with Red Ribbon or Apostille.</b></p> <p>To include technical brochures and relevant references.</p> <p><b>JUSTIFICATIONS:</b></p> <p>This proposed amendment will provide greater protection and assurance to BFAR. Requiring that the bidder be the exclusive authorized distributor in the Philippines ensures that the Marine Diesel Engine and Marine Gearbox to be supplied are brand-new, genuine, and directly supported by the original manufacturer. This will eliminate the risk of</p> | <p><b>Retain/no change</b></p> |

|   |  |   |
|---|--|---|
|   | <p>unauthorized sourcing, counterfeit spare parts, or engines that are not fully supported by the manufacturer.</p> <p>Moreover, an exclusive distributorship with at least fifteen (15) years of presence in the Philippines proves established technical capability and proven experience in supporting projects like this. This requirement will also ensure that spare parts availability, warranty support, technical expertise, and aftersales services are readily accessible within the country, allowing immediate maintenance and repair support when needed.</p> <p>Ultimately, this will benefit BFAR by ensuring reliable engine performance, guaranteed availability of original spare parts, faster technical response time, and long-term sustainability of the marine engines and propulsion system throughout the operational life of the vessels.</p> |   |
| <p><b>Outline of Technical Specification Principal Particulars</b></p> <p>Length overall: 50'-55'</p> <p><b>Scout Boat</b></p> <p>Length Overall: 20'-25'</p>   | <p><b>Outline of Technical Specification Principal Particulars</b></p> <p>Length Between Perpendicular: 50' (min)</p> <p><b>Scout Boat</b></p> <p>Length Overall: at least 20ft.</p>   | <p>Retain/no change</p>   |
| <p><b>Outline of Technical Specification Principal Particulars</b></p> <p>Top Speed: 15 knots (@ full load condition)</p> <p><b>Scout Boat</b></p> <p>Top Speed: 15 knots (minimum)</p>   | <p><b>Outline of Technical Specification Principal Particulars</b></p> <p>Top Speed: at least 12 knots (@ half load)</p> <p><b>Scout Boat</b></p> <p>Top Speed: at least 12 knots (@ half load)</p>  | <p>Retain/no change</p>   |
| <p><b>Outline of Technical Specification Principal Particulars</b></p> <p>Hull Material: Fiberglass Reinforced Plastic (FRP) Resin, Gelcoat Finish</p> <p><b>Scout Boat</b></p> <p>Hull Material: Fiberglass Reinforced Plastic (FRP) Resin, Gelcoat Finish</p> | <p><b>Outline of Technical Specification Principal Particulars</b></p> <p>Hull, Deck and Pilothouse Material: Fiberglass Reinforced Plastic (FRP), Epoxy Resin, Gelcoat Finish, Foam Core Sandwich.</p> <p><b>Scout Boat</b></p> <p>Hull, Deck and Pilothouse Material: Fiberglass Reinforced Plastic (FRP) Epoxy Resin, Gelcoat Finish, Foam Core Sandwich.</p>   | <p>Revised as:</p> <p>Hull Material: Fiberglass Reinforced Plastic (FRP) Resin, Gelcoat Finish <b>OR</b></p> <p>Epoxy Resin, Gelcoat Finish, Foam Core Sandwich and the process is vacuum infused</p> |

|   |   |   |
|---|---|---|
|   | <p><b>Justifications:</b></p> <p>Use of Vacuum infusion process on the hull, deck, and pilothouse. Vacuum infusion results in higher fiber-to-resin ratios, eliminates air bubbles, produces stronger and lighter parts, ensures emissions and minimize the risk of human error.</p>  | <p><b>Scout Boat</b></p> <p>Hull Material:<br/>Fiberglass<br/>Reinforced Plastic (FRP) Resin, Gelcoat Finish <b>OR</b></p> <p><i>Epoxy Resin, Gelcoat Finish, or Foam Core Sandwich and the process is vacuum infused</i></p> |
| <p><b>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</b></p> <p>D. Notarized Certificate of Original Equipment Manufacturer (OEM) for all machineries and equipment. The shipbuilder may submit an Affidavit of Undertaking indicating its commitment to submit OEM for all machineries and equipment during the bidding. Meanwhile, all OEM documentation shall be required during the inspection and sea trial.</p> | <p><b>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</b></p> <p>D. Notarized Certificate of Original Equipment Manufacturer (OEM) for all machineries and equipment and <b><u>Certificate of Distributorship from Original Equipment Manufacturer (OEM) for the Navigational and Communication Equipment.</u></b> The shipbuilder may submit an Affidavit of Undertaking indicating its commitment to submit OEM for all machineries and equipment during the bidding. Meanwhile, all OEM documentation shall be required during the inspection and sea trial.</p> <p><b>Justification:</b><br/>This requirement will provide assurance to BFAR that the navigational and communication equipment to be supplied are genuine products coming directly from the original manufacturer or its authorized distributor. Requiring a Certificate of Distributorship will also ensure that the bidder has legitimate authority to supply, install, and support the equipment, including the availability of technical support, warranty coverage, and genuine spare parts. This will help guarantee the reliability, proper integration, and long-term functionality of the navigational and communication systems of the vessel.</p> | <p><b>Retain/no change</b></p>  |
| <p><b>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</b></p> <p>F. Notarized Affidavit of Undertaking that the boat components (hull, deck, cabin) and assembly is manufactured solely by the winning bidder/boatbuilder in the PHILIPPINES</p>   | <p><b>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</b></p> <p>F. Notarized Affidavit of Undertaking that the boat components (hull, deck, cabin) and assembly is manufactured solely by the winning bidder/boatbuilder in the PHILIPPINES. <b><u>Subcontracting and Importation of fully finished boat are not allowed.</u></b></p>   | <p><b>Retain/no change</b></p>  |

|   |  |  |
|---|--|--|
| <p><b>Technical Requirements</b><br/>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</p> | <p><b>Request to add:</b><br/><b><u>G. Valid Ship Repair Liability Insurance</u></b><br/>Submit an Updated/Valid Ship Repair Liability Insurance Certificate during bid opening.</p> <p><b>Justification:</b><br/>To ensure the bidder is compliant with the legal requirement and can fulfill its obligations in case of any liabilities arising during the project.</p> <p>It provides financial protection, quality assurance, and compliance with the shipyard regulatory requirements.</p>  | <p><b>Retain/no change</b></p>   |
| <p><b>Technical Requirements</b><br/>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</p> | <p><b>Request to add:</b><br/><b><u>H. Bidder should submit Certificate of Availability of Service Center / Provider (at least 1 in Luzon, 1 in Visayas and 1 in Mindanao (Attached updated business permit of each service center)</u></b></p> <p><b>Justification:</b><br/>This is to ensure that the technical service support of aftersales technicians is immediately dispatch within 24/7 within the Philippines and the bidder has its own active aftersales service support branches nationwide located at Luzon, Visayas and Mindanao</p> | <p><b>Retain/no change</b></p>   |
| <p><b>Technical Requirements</b><br/>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</p> | <p><b>Request to add:</b><br/><b><u>I. Brochures and/or Pictures /Photos of the sample boat clearly showing the use of vacuum infusion method including Hull Infusion, Deck Infusion and Cabin Infusion</u></b></p> <p><b>Justification:</b><br/>This requirement will allow BFAR to verify that the bidder has actual experience and capability in using the vacuum infusion process in boat construction. The submission of brochures or photos will provide visual proof that the bidder has previously applied this requirement.</p>           | <p><b>Retain/no change</b></p>   |
| <p><b>Technical Requirements</b><br/>3.0 Requirements to be submitted by the bidder during Bid Submission and Opening</p> | <p><b>Request to add:</b><br/><b><u>J. General Arrangement Drawings and Rendered 3D Model of the boat</u></b></p> <p><b>Justification:</b><br/>Requiring the General Arrangement Drawings and Rendered 3D Model will allow BFAR to properly evaluate the proposed boat design, layout, and configuration. This will help ensure that the vessel design complies with the technical requirements and operational needs of the end user</p>  | <p><b>Retain/no change</b></p> <p>Note:<br/>Submission of General Arrangement Drawings and Rendered 3D Model of the boat is <b>optional</b> only</p> |

| Technical Requirements   | Request to add:   | Retain/no change |
|--|---|------------------|
| 3.0 Requirements to be submitted by the bidder during Bid Submission and Opening | <p><b>K. Bidder must have similar project which involve the construction of fabrication of fiberglass boats using the vacuum infusion process.</b></p> <p><b>Justification:</b><br/>This requirement will ensure that the bidder has prior experience in constructing fiberglass boats using the vacuum infusion process. Having similar completed projects will demonstrate the bidder's technical capability and practical experience in delivering vessels built using this specialized construction method.</p> |                  |

\*\*\*\*nothing follows\*\*\*\*

All other portions of the Bidding Documents affected by these amendments shall be made to conform to the same.

Amendments/inclusions/clarifications made herein shall be considered as an integral part of the Bidding Documents.

The changes made in the Philippine Bidding Documents (First Edition, May 2025) are deemed integrated in terms and conditions for this project.

The deadline for submission of proposals is on **March 23, 2026, at 9:30AM** at the BFAR-FishCoRe Procurement/SBAC Secretariat at the 2nd Floor, National Food Authority, Visayas Ave. Diliman, Quezon City. **The Opening of Bids is scheduled on the same date at 10:00AM at the same venue.**

Late quotations/proposals shall not be accepted.

For further inquiries, please coordinate/call the Special Bids and Awards Committee Secretariat at Tel. No. (02) 8740-9880.

Please be guided accordingly.

*ORIGINAL SIGNED*

**NAZARIO C. BRIGUERA**

*Chairperson, Special Bids and Awards Committee*

**Conforme:**

\_\_\_\_\_  
[Name and Signature of the Authorized Rep.]

\_\_\_\_\_  
[in the capacity of]

(Please indicate the position of Authorized Rep.)

Duly authorized to sign Bid for and on behalf of \_\_\_\_\_  
(Please indicate name of company)