REQUEST FOR PROPOSAL

MANUFACTURE, DELIVER AND COMMISSION ONE NEW HIGH-SPEED PASSENGER FERRY OF PROVEN DESIGN, OPERATING IN THE TABLE BAY AREA BETWEEN THE NELSON MANDELA GATEWAY AT THE VICTORIA AND ALFRED WATERFRONT IN CAPE TOWN HARBOUR, AND MURRAY’S BAY HARBOUR AT ROBBEN ISLAND.

Robben Island
MUSEUM

an agency of the
Department of Arts and Culture

LEVEL 1

EXECUTIVE SUMMARY

Ms. PN Madikane
Unit Manager: Supply Chain Management
20 October 2017

Signature: [Signature]

PATRIMÔNIO MUNDIAL
WORLD HERITAGE
PATRIMÔNIO MUNDIAL
RFP

Executive Summary

[Signature]
Contents

1. Introduction ................................................................................................................................. 3
2. Background ................................................................................................................................... 3
3. Bid Layout .................................................................................................................................... 4
4. Bid Evaluation Process .................................................................................................................. 5
5. Enclosure A: Past Vessels Report .................................................................................................. 6
6. Introduction .................................................................................................................................... 8
2. Past Vessels Report ........................................................................................................................ 8
   2.1 RIM Owned Vessels .................................................................................................................... 9
   2.1.4. SIKHULULEKILE .................................................................................................................. 10
   2.1.5. SUSAN KRUGER .................................................................................................................. 11
   2.1.6. DIAS ................................................................................................................................... 12
   2.1.7. BLOMBERG (Non Passenger Vessel/Cargo Vessel) ........................................................... 12
   2.2. Chartered Vessels .................................................................................................................... 13
   2.2.2. THANDI .............................................................................................................................. 13
   2.2.3. SEA PRINCESS .................................................................................................................... 13
   2.2.4. JESTER ............................................................................................................................... 14
   2.2.5. THEMBEKI ........................................................................................................................ 14
3. Surveyor’s Comments ..................................................................................................................... 15
4. Summary ....................................................................................................................................... 17

Figure 1: Diagrammatic Representation of Bid Layout ..................................................................... 4

[Signature]

Executive Summary
Page 2 of 23
1. Introduction

1.1. It is the intention of Robben Island Museum (RIM) to acquire one (1) new high-speed catamaran ferry of proven design, to operate in the Table Bay area between the Nelson Mandela Gateway at the Victoria and Alfred Waterfront in Cape Town Harbour and Murray’s Bay Harbour at Robben Island. It is expected that the acquired ferry will set the benchmark for reliability, maintainability, ease of operation and cost effectiveness in South Africa.

1.2. Robben Island Museum, supported by RIM’s representative, has generated an in-depth Request for Proposal (RFP) document to aid Potential Bidder’s in providing RIM with a suitable vessel proposal. This RFP document, when followed and completed, should allow Bidders to closely align their proposal with RIM’s technical, logistic, financial, contractual, legal and standard governmental requirement areas upon the submission of their Bid.

2. Background

2.1. RIM is a World Heritage Site located at Robben Island in Western Cape South Africa. The island is approximately eight (8) nautical miles away from Cape Town Harbour/Table Bay Harbour. As a World Heritage Site Robben Island Museum attracts not only local tourists, but also tourists from all over the world. Currently RIM ferries these passengers/tourists using old ferries, some of which were used to transport political prisoners during the years of political struggle and unrest.

2.2. Over time the number of visitors to Robben Island increased, which led to the Museum acquiring one of South Africa’s first Fast Ferries (Class IIA catamaran) in April 2008, which not only assisted with increasing the frequency of tours, but also did so fast, safely and comfortably. It is for these reasons that Robben Island Museum wishes to sustain its efficiency through the acquisition of a similar passenger ferry, or one of even a higher specification, that meets Class Requirements, Maritime Statutory, and mandatory requirements at Local (South African Maritime Safety Authority) and International (IMO) levels within its class category.

2.3. Further general information regarding vessels that are currently either RIM owned, or chartered from a third party by RIM, are attached hereto as Enclosure A “Past Vessels Report”. This document provides a summary of the findings on current RIM Ferries. The information was gathered from crew, quay side staff, operations management and corporate management. The report contains important information regarding desirable features, but also gives guidance on what is not preferred.
3. Bid Layout

3.1. RIM requires that various Bid areas be addressed by Bidders to facilitate the determination of the award of the Bid to the successful Bidder by RIM. As a further explanation to the layout and context of this RFP, refer to the diagrammatic representation shown below in Figure 1. The RFP consists of three levels.

a. Level 1: This Executive Summary  
b. Level 2: The RFP Main Body (Excluding Annexures)  
c. Level 3: Annexures A through G

![Diagram of Bid Layout]

Figure 1: Diagrammatic Representation of Bid Layout

3.2. By following the structure of the RFP Document, which acts as the main body including references to all Annexures attached thereto, Bidder’s will be able to address the following aspects considered by RIM:

a. **Standard Bid Documents (Annexure A to RFP):** Mandatory returnable documents as specified by the South African Government, and its various entities, to ensure that a fair Tender/Bid process is achieved.

b. **Technical Bid Documents (Annexure B to RFP):** All technical documentation, inclusive of RIM’s vessel Technical Specification, as well as essential technical information and returnable documents required for submission as part of the Bid.

c. **Contractual Bid Documents (Annexure C to RFP):** All documentation, including returnable documentation and certificates of a purely contractual nature (ie. New Build Contract, General Conditions of Contract etc.)

d. **Financial Bid Documents (Annexure D to RFP):** Documentation mostly associated with the provisioning of monetary values by the Bidder to RIM, as well as the intended Financial and Payment Framework to be followed after contract award.

[Signature]  
Executive Summary  
Page 4 of 23
e. Legal Bid Documents (Annexure E to RFP): Documentation of mostly legal nature not included as part of contract or financial conditions imposed by RIM.

f. Logistic Bid Documents (Annexure F to RFP): Documentation addressing RIM’s planned requirements, involving Bidder input, for the suitable support and maintenance of its soon to be acquired Ferry.

g. Additional Bid Documents (Annexure G to RFP): All documentation which do no fall in the categories stated in Paragraphs 3.1. (a) – (f) above, but is deemed important by RIM for Bidders to either take note of, or complete.

4. Bid Evaluation Process

4.1. Evaluation of Bidder’s proposal will be conducted in seven (7) stages. The stages are as follows:

a. **STAGE 1: Administrative Compliance.** Compliance will be measured against whether; the Bidder’s response has been lodged in time, all required documentation has been returned and completed and whether the returnable documents have been duly signed.

b. **STAGE 2: Basic RFP Compliance.** Compliance will be measured against whether; general and technical pre-qualification has been met, a priced proposal is included, and the Bid complies with the scope/specification provided.

c. **STAGE 3: 80% Threshold for Technical and Functional Requirements met.** Compliance will be measured against the Bidder’s response to; technical requirements/specification, green economy, ship building experience, naval architecture experience, local support within South Africa, delivery lead times, warranty period.

d. **STAGE 4: 60% Threshold for Local Content met.** Compliance will be measured against the Bidder’s response to the Local Content threshold and information required as part of the RFP.

e. **STAGE 5: Evaluation and Final Scoring to 90/10 system.** Compliance will be measured against the 90/10 Preference Point System as required by the Preferential Procurement Policy Framework Act, No. 5 of 2000.

f. **STAGE 6: Post Tender Negotiations.** Should RIM conduct Post Tender Negotiations, the relevant Bidder will be requested to provide its best and final offers to RIM based on such negotiations. A final evaluation will be conducted in terms of 90/10 and the contract will be negotiated and awarded to the successful Bidder. Where there are negotiations, it will be held with the preferred bidder, and failing which, RIM reserves the right to invite the next highest scoring Bidder to enter into negotiations.

g. **STAGE 7: Final Contract Award.** RIM will negotiate the final terms and conditions of the contract with the successful Bidder(s). This may include aspects such as, price, delivery and other items in the RFP. Thereafter the final contract will be awarded to the successful Bidder.
5. Enclosure A: Past Vessels Report
Contents of Past Vessels Report

1. Introduction ........................................................................................................................................8
2. Past Vessels Report ..........................................................................................................................8
   2.1 RIM Owned Vessels ..................................................................................................................9
   2.2. Chartered Vessels ..................................................................................................................13
3. Surveyor's Comments .......................................................................................................................15
4. Summary .............................................................................................................................................17
1. Introduction

1.1. This document served as professional advice by RIM’s Representative to Robben Island Museum, hereon “RIM”, as transactional advisor for the procurement of one new passenger ferry as per tender number RIM FER 03-2015/2016.

1.2. This document formed part of the required information necessary to produce the RFP documents that is the tender specifications and guideline, and is released by RIM to the Bidders to enable them to participate in the tender to build and deliver the vessel.

1.3. RIM’s Representative provided the advice and documentation to ensure that the vessels will be safe, reliable, predictable, maintainable, supportable and fit for the purpose required by RIM.

1.4. The scope of the Past Vessels Report includes the gathering of information on the current RIM Owned vessels and vessels chartered for the purpose of transporting passengers to and from Robben Island. The information gathered is aimed at giving background information specifically applicable to a new build vessel by considering the positives and negatives of the Owned and chartered vessel.

2. Past Vessels Report

2.1. The RIM owned vessels as well as the majority of the chartered vessels were boarded at various stages for general inspection and information gathering.

2.2. During the latter part of 2015 full condition surveys were completed on all the RIM Owned vessels by an independent Marine Surveying Company, Paul Coxon and Associates. Copies of these reports were received which enumerated the condition of the vessels at that time and were used as guidance and general information to assist in compiling this report.

2.3. The current total passenger capacities for all the RIM and Chartered Vessels are compared to establish a capacity threshold.

<table>
<thead>
<tr>
<th>RIM Owned Vessels</th>
<th>Passenger Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIKHULULEKILE</td>
<td>289</td>
</tr>
<tr>
<td>SUSAN KRUGER</td>
<td>134</td>
</tr>
<tr>
<td>DIAS</td>
<td>134</td>
</tr>
<tr>
<td>BLOUBERG</td>
<td>Cargo</td>
</tr>
<tr>
<td>NEW VESSEL</td>
<td>200</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>557 (757)</strong></td>
</tr>
</tbody>
</table>

*Includes the suggested capacity of the new vessel.

<table>
<thead>
<tr>
<th>Chartered Vessels</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>THANDI</td>
<td>65</td>
</tr>
<tr>
<td>SEA PRINCESS</td>
<td>140</td>
</tr>
<tr>
<td>JESTER</td>
<td>190</td>
</tr>
<tr>
<td>THEMBEKILE</td>
<td>230</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>625</strong></td>
</tr>
</tbody>
</table>
2.4. For information purposes, an overview of the RIM Owned passenger vessels a comparative table is included below with basic particulars:

<table>
<thead>
<tr>
<th></th>
<th>SIKHULULEKILE</th>
<th>SUSAN KRUGER</th>
<th>DIAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Registry</td>
<td>Cape Town</td>
<td>Cape Town</td>
<td>Cape Town</td>
</tr>
<tr>
<td>IMO Number</td>
<td>9403633</td>
<td>7421045</td>
<td>-</td>
</tr>
<tr>
<td>Official number</td>
<td>10736</td>
<td>350803</td>
<td>350255</td>
</tr>
<tr>
<td>Call sign</td>
<td>ZR 7289</td>
<td>ZR 2940</td>
<td>ZR4071</td>
</tr>
<tr>
<td>Length overall</td>
<td>31.30m</td>
<td>27.07m</td>
<td>26.70m</td>
</tr>
<tr>
<td>Breadth</td>
<td>9.0m</td>
<td>6.49m</td>
<td>6.07</td>
</tr>
<tr>
<td>Loaded Draft</td>
<td>1.55m</td>
<td>1.56m</td>
<td>1.93m</td>
</tr>
<tr>
<td>Loaded Displacement</td>
<td>114.3T</td>
<td>-</td>
<td>134.4T</td>
</tr>
<tr>
<td>Depth</td>
<td>3.26m</td>
<td>1.90m</td>
<td>3.05</td>
</tr>
<tr>
<td>GRT</td>
<td>267.70</td>
<td>143.64</td>
<td>126.58</td>
</tr>
<tr>
<td>NRT</td>
<td>80.30</td>
<td>84.62</td>
<td>77.47</td>
</tr>
<tr>
<td>Engine Make and Model</td>
<td>MTU 16V 2000 M70</td>
<td>Detroit Diesel GM8V71</td>
<td>Detroit Diesel 12V71. Not turbocharged</td>
</tr>
<tr>
<td>Engine Power rating</td>
<td>2,100.00kW</td>
<td>894.86kW</td>
<td>559.28kW</td>
</tr>
<tr>
<td>Built</td>
<td>2008</td>
<td>1959</td>
<td>1956</td>
</tr>
<tr>
<td>Yard</td>
<td>Farocean Marine (Pty) Ltd</td>
<td>Westermoen Batbyggeri, 1 Mek Versted, Mandal, Norway</td>
<td>James, Brown and Hamer Ltd, 3 Clyde Bank Road, Bayhead, Durban</td>
</tr>
<tr>
<td>Crew</td>
<td>11</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Passengers</td>
<td>289</td>
<td>134</td>
<td>134</td>
</tr>
<tr>
<td>Service Speed</td>
<td>Up to 30 knots</td>
<td>Up to 13 knots</td>
<td>Up to 11.2 Knots</td>
</tr>
</tbody>
</table>

2.1 RIM Owned Vessels

2.1.1. Robben Island Museum currently owns and operates four of its owned vessels, 3 being passenger carrying and one for the transportation of goods only. As and when required 3rd Party Owned passenger carrying vessels are chartered in on a trip-by-trip basis. RIM aims to reduce and potentially eliminate the need for chartering in vessels.

2.1.2. It is in this context that RIM is now in the process of procuring a new build vessel specifically to run as a passenger ferry and with a proposed increased schedule of daily visits to Robben Island. A new vessel will give RIM opportunity to phase out the older vessels and reduce or eliminate the requirement of chartering 3rd Party Owned vessels.

2.1.3. In order to advise on the suggested specifications of a new build vessel one has to consider all the aspects of the requirements of such a vessel. One of these aspects would be to consider the positives and negatives of each vessel currently in operation, but concentrating on the SIKHULULEKILE, which is the latest addition to the fleet and most advanced.
2.1.4. SIKHULULEKILE

2.1.4.1. The SIKHULULEKILE is a twin screw, twin aluminium hull passenger vessel with enclosed passenger spaces on the main and upper deck and a limited passenger deck on the top deck. The vessel was built by FAROCEAN Marine in 2008, using the standard DAMEN Ferry 3209 fast ferry design.

2.1.4.2. The vessel is registered in Cape Town, South Africa as a Class IIA Passenger Vessel operating between Cape Town and Robben Island and is therefore subject to periodical statutory inspections by SAMSA.

2.1.4.3. Furthermore, the vessel is Classed with Lloyds Classification registration number LR9403633 and the following notation: #100 A1, SSC, PASSENGER (A) CATAMARAN, HSC, G3 (Between Cape Town and Robben Island), #LMC. At the time of reporting, no Condition of Class was noted from the Equasys web system.

2.1.4.4. The SIKHULULEKILE was last operational in January 2014 before returning to operation in March 2016, due to technical and structural issues.

2.1.4.5. The below overview may be quoted from the external condition survey conducted by Mr. Paul Coxon on 25 August 2015 as follows:

"The vessel was in fair condition for its age, requiring dry docking, repairs to the hull and machinery, and surveys to be completed before being able to be placed back into service"

2.1.4.6. General positives and negatives of this vessel may be drawn up as follows:

**Positives**
- The vessel is comparatively light, as a total displacement, for the available on-board space.
- Due to the power of the engines and the light construction of this vessel it easily reaches, high speeds and can traverse the route to Robben Island fast in comparison to the other vessels.
- The vessel equipment is modern in comparison.
- The aluminium design reduces corrosion issues normally found on steel vessels.
- The catamaran hull and high Statical Stability GM of the vessel makes for a very stable ship, however this may also be seen as a negative as the accelerating forces of such a stiff design may also be considered a negative in heavy seas.
- The vessel is built to the Standards of a Classification Society and that of the IMO HSC Code, which make for an overall safer design.
- The vessel is fitted with a kiosk.
- The vessel is wheelchair friendly.
- All passenger can be accommodated internally.

**Negatives**
- Electronic steering synchronisation was reportedly a big problem on this vessel.
- The wave piercing cutting bows of the vessel was prone to damage during manoeuvring.
- Skegs directing water to the propellers were reportedly not aligned properly, which led to propeller cavitation and damage.
- Steering angles were reported to be 30° to starboard and 40° to port, which was found to be strange.

[Signature]
- Vessel is only certified to take up to 35 children below 12 years old while the other vessels are certified to carry up to 50 children below 12 years old.
- The seawater supplied toilet system with macerating discharge or holding, frequently causes disruptions on board due to blockages and increased maintenance caused by corrosion.
- The 4mm Aluminium hull plating is insufficient in strength and makes repairs cumbersome. Hull plating is then specifically susceptible to damage when dry docking the vessel.
- The console angle makes visibility of the navigation equipment screens problematic due to glare from the sun onto them. The equipment should be so placed that it faces the navigator when seated in the navigation chair or at standing level.
- The two wing manoeuvring consoles do not allow for good visibility of the vessel's side and the angle of the wheelhouse front windows causes an overhead hazard for a taller person.
- The vessel is not fitted with a mess room or coffee station, resulting in the microwave, kettle and fridge being fitted to the wheelhouse and in the way of the navigators.

2.1.5. SUSAN KRUGER

2.1.5.1. The SUSAN KRUGER is a twin screw, mono hull passenger vessel with a curved stem and cruiser stern. The vessel has one deck where passengers are accommodated internally and a wheelhouse deck with limited external passenger space. The vessel was built by Westermoen Batbygerri, Norway in 1959.

2.1.5.2. The vessel is registered in Cape Town, South Africa as a Class VI Passenger Vessel, which operates from the V&A Waterfront in Cape Town in fine weather in the course of which the vessel is at no time more than 15NM from the point of departure and no more than 5NM from land. The vessel is subject to periodical statutory inspections by SAMS.

2.1.5.3. The below overview may be quoted from the external condition survey conducted by Mr. Paul Coxon on 08 August 2015 as follows:

"The vessel is overall in fair condition and in our opinion, the operational status of the vessel cannot be guaranteed due to the age and condition of the machinery.

The structural integrity of the hull cannot be guaranteed and steel replacement can be foreseen in the short term"

2.1.5.4. General positives and negatives of this vessel may be drawn up as follows:

**Positives**

- This vessel has been operating for over 56 years and the heavy mono hull is suited for the weather that is experienced in Table Bay.
- The vessel's last Hull Thickness testing taken in November 2004 indicates that the hull steel thickness still ranges between 8mm and 12mm. This indicates that the vessel's hull is still sound, however, localised pitting may be of concern and should be considered.

**Negatives**

[Signature]
- The vessel is aged and its equipment and machinery may require increased maintenance or even replacement in time.
- The vessel is not wheelchair friendly.
- The vessel is slow in comparison and takes long to traverse between Cape Town and Robben Island.

2.1.6. DIAS

2.1.6.1. The DIAS is a twin screw, mono hull passenger vessel with a raked stem and transom stern. The vessel has one deck where passengers are accommodated internally and a wheelhouse deck with limited external passenger space. The DIAS was built by James Brown and Hammer Co., Durban in 1956.

2.1.6.2. The vessel is registered in Cape Town, South Africa as a Class VI Passenger Vessel, which operates from the V&A Waterfront in Cape Town in fine weather in the course of which the vessel is at no time more than 15NM from the point of departure and no more than 5NM from land. The vessel is subject to periodical statutory inspections by SAMS.

2.1.6.3. The below overview may be quoted from the external condition survey conducted by Mr. Paul Coxon on 12 August 2015 as follows:

"The vessel, although being surveyed and will be issued with the requisite certification, is overall in fair condition only with in our opinion limited operational life and with no guarantee of safe and reliable operational capabilities due to the age and condition of the equipment and the condition of the steel hull."

2.1.6.4. General positives and negatives of this vessel may be drawn up as follows:

**Positives**

- This vessel has been operating for over 56 years and the heavy mono hull is suited for the weather that is experienced in Table Bay.

**Negatives**

- The vessel is aged and its equipment and machinery may require increased maintenance or even replacement in time.
- The vessel is not wheelchair friendly.
- The vessel is slow in comparison and takes long to traverse between Cape Town and Robben Island.
- The vessel’s passenger spaces are divided into 3 separate compartments.

2.1.7. BLOUBERG (Non-Passenger Vessel/Cargo Vessel)

2.1.7.1. The BLOUBERG is a twin-screw, steel mono hull cargo vessel with a raked stem and transom stern. The vessel is fitted with superstructure aft and engine room below it with two cargo holds forward of the superstructure. The BLOUBERG was built by Globe Engineering Works PTY (Ltd.), Cape Town, South Africa in 1984.
2.1.7.2. The vessel is registered in Cape Town, South Africa as a Class VIII supply vessel, which operates between Cape Town harbour and Robben Island within port limits. The vessel is subject to periodical statutory inspections by SAMSA.

2.1.7.3. The below overview may be quoted from the external condition survey conducted by Mr. Paul Coxon on 26 August 2015 as follows:

"This vessel was overall in satisfactory condition considering the age of the vessel. The vessel was operational with valid certificates and had recently completed a dry docking.

The machinery was operational; however the reliability of the machinery cannot be guaranteed due to the age of the machinery."

2.1.7.4. Although one would not consider any passenger carrying ability of this vessel it may be considered that this vessel is mostly moored at Robben Island and in an emergency may be able to assist with evacuation from the Island.

2.2. Chartered Vessels

2.2.1. Various chartered vessels are used by RIM on a trip-by-trip basis and as the need requires. For the purpose of this report and for the considerations of the new build vessel one can mainly draw from the vessel THEMBIKILE as its particulars mostly represent the Robben Island requirements in a Ferry. Access was not given to the JESTER and detailed information on the THANDI was not given. Some very good positives can also be taken from the SEA PRINCESS. Feedback on the experience of each vessel is given separately and as indicated by various personnel during interviews and general talk.

2.2.2. THANDI

2.2.2.1. The THANDI is a twin screw, twin GRP hull small passenger vessel with enclosed passenger spaces on the main and limited passenger deck on the top deck. This vessel is 13.7m in length and certified for 65 passengers and 4 crew.

2.2.2.2. The vessel is registered in Cape Town, South Africa as a Small Passenger Vessel operating out of Cape Town harbour within 5 nautical miles from shore and 15 nautical miles from a safe haven.

2.2.2.3. This vessel was joined for a return trip from Robben Island during which time no passengers were carried due to adverse weather (wind 40 knots and swell 2 meters). This vessel was found to not be suitable for operating with non-seafaring personnel on board during that sort of weather conditions and is recommended to only be used in fine weather conditions.

2.2.3. SEA PRINCESS

2.2.3.1. The SEA PRINCESS is a twin screw, twin GRP hull and aluminium superstructure passenger vessel with enclosed passenger spaces on the main deck and a limited passenger deck on the top deck. The vessel was built in 1998, is 29 meters in length with a GRT of 267.60 and fitted with two 12V MTU 2000M90 engines producing 2,014 kW and achieving and estimated speed of 31 knots. The vessel is certified to carry 145 passengers and 8 crew, of which 30 may be children.
2.2.3.2. The vessel is registered in Cape Town, South Africa as a Class VI Passenger Vessel operating from Cape Town, Simons Town or Hout Bay no more than 15 Nautical Miles from Port and no more than 5 nautical miles offshore.

2.2.3.3. The vessel is fitted with two hydrofoils down the centreline, which exert significant vertical forces on the bottom of the hull at the location of each foil. This results in a very stable vessel when at speed.

2.2.3.4. Other positives that may be considered from this vessel are:

- The wheelhouse is well laid out and controls are well in reach of the Skipper. There are two corner settees to the after end of the wheelhouse, which is great in design and gives the wheelhouse a very user-friendly layout.
- The Kiosk is well equipped, large and can be accessed from both forward and aft side.
- All the Passenger chairs can easily be moved or removed as they are secured on a rail system, which gives great versatility of the passenger space.
- The bridge top has an overhanging “roof”/deck head covering outside seats allowing for some shelter for Passengers sitting on the open-air upper deck.
- Passengers have very good all-around view from the main passenger internal seating area.
- The well-arranged poop deck area flows easily into the main passenger space.

2.2.4. JESTER

The JESTER is a twin screw, twin GRP hull passenger vessel with enclosed passenger spaces on the main and upper deck. We were not given the opportunity to inspect this vessel or get any in depth information, but from general conversation with RIM staff, it was noted that the vessel is considered too slow and is effected negatively by high winds due to its large windage area and is therefore limited to operations in fine weather.

2.2.5. THEMBEKILE

2.2.5.1. The THEMBEKILE is a twin screw, twin aluminium hull passenger vessel with enclosed passenger space on the main deck and partly permanent enclosed, partly non-permanent enclosed passenger space on the upper deck. The vessel is reportedly 20 years of age.

2.2.5.2. The vessel is registered in Cape Town, South Africa as a Class VI Passenger Vessel, which operates from the V&A Waterfront in Cape Town in fine weather in the course of which the vessel is at no time more than 15NM from the point of departure and no more than 5NM from land.

2.2.5.3. General positives and negatives of this vessel may be drawn up as follows:

Positives:
- The vessel carries 8,000L of fuel and uses 185L/hour, which gives it a longer range on fuel.
- The vessel is certified to carry 230 Passenger of which 50 children under the age of 12 may be carried.
- The vessel is powered by 2 x 1400HP (1,043kW) MAN engines. The vessel was recently re-fitted with MAN engines and has been reported to be a very good upgrade, which gives the vessel a very good service speed of between 25 and 30 knots.
- The vessel’s generators supply 220V single phase and 380V three phase power.
- The vessel is fitted with 2 x CUMMINS Generators, which are reportedly working well.
- A transformer supplies 12 V Navigation and auxiliary equipment from the main generating supply with a backup battery bank available automatically.
- The vessel is not fitted with fuel purification systems, however, a three-stage filtering system ensures that clean fuel reaches the engines.
- The vessel has a single bilge holding facility, which can be pumped to a shore facility when so required.
- The vessel is fitted with two independent bilge-pumping facilities in each engine compartment.
- The vessel has overboard spotlights on the main deck to improve visibility when boarding passengers.
- Two large “soft patches” allow access to the main engine from the main passenger areas, which allows for easy maintenance of the engines.
- All the manoeuvring controls are within arm’s length for the Skipper when seated.

Negatives:
- The vessel has two sewage holding facilities, which is macerated and discharged when clear of the port. Sewage treatment is not available.
- The vessel is not wheelchair friendly and does not have dedicated wheelchair securing areas.
- The forward boarding areas cannot be used effectively due to the additional sill height required for stability by SAMSA.
- The toilet doors have a sill.
- There are no overhead holding on facility for passengers.
- The vessel is not fitted with wing consoles for manoeuvring, which makes visibility of the vessel’s side and extremities difficult.
- No screens for video to passengers.
- The vessel is not fitted with a Passenger Kiosk.
- The Muster station on the fore part of the vessel is not close to the life rafts and exposed deck strengthening makes for difficult mustering of people in this area. Life rafts has to be pulled to the position by long painter and by hand.
- The steering flats were part of the main engine compartment, which may be considered a risk in the event of flooding of either space.

3. Surveyor’s Comments

The below comments are based on the vessels condition, operations, management and staff found at the facilities at the time of survey only. The findings, suggestions and comments made in this report are done so without prejudice and for guidance.
- The vessels DIAS and SUSAN KRUGER are coming to the end of their serviceable years and would become exponentially more expensive to maintain and operate as time goes on. These
vessels only have service speeds of between 10 and 13 knots, fitted out very basic and with aging equipment. A vessel with modern and advanced equipment and fittings, higher service speed and better seakeeping capabilities would benefit RIM in their quest for better turnaround time.

- The positives and negatives of all the vessels should be considered.
- From the passenger capacities listed in section one, it is apparent that as at February 2016 RIM was using SUSAN KRUGER, DIAS, THANDI, SEA PRINCESS, JESTER and THEMBEKILE for its daily visits to Robben Island, with the THEMBEKILE withdrawn for dry docking in March 2016. One should consider that the total passenger capacity when all these vessels were running was 891 and that if only all the RIM owned vessel are running, with the addition of the new build, the total passenger capacity will only reach 755.
- It was noted that due to the nature and the area of operations of these vessels that SAMSA would issue Local Safety Exemptions to these vessels in way of:
  - Certain manning requirements for vessel size and power.
  - Certain Load line marking requirements.
  - The requirement to carry a Rescue Boat.
  - These exemptions are not a given and the new vessel should be constructed in accordance with the Classification Society rules and the South African regulations in consultation with SAMSA.

- Rope cutters around the propeller shafts are considered a very important safety item due to the prevalence of crayfish traps in the area of operations.
- For manoeuvring the vessel at slow speed, it is recommended that the twin propellers are outward turning.
- In the event of a single engine failure the clutching out or securing of the failed engine's propeller shaft should be allowed for to enable the vessel to return to a safe berth with one engine only.
- Careful consideration for the bridge wing operating consoles should allow maximum visibility and ease of operation for the vessel Skipper.
- Building the vessel to the rules of a Classification Society will give the Owners the benefit of a verified and safe design that will be monitored and inspected throughout the vessel's life to the highest standards and give extra security of a safe vessel into the future.
- The mustering and evacuation of the Passengers in the event of an emergency must be carefully considered to allow easy and speedy evacuation of the vessel into the designated easy to operate Life Saving appliances.
- The outside decks should be of a non-slip design and careful consideration for water trapping at the entrance should be fitted to prevent water logging of the inner Passenger space.
- A Fresh water washing point(s) on the outer deck space with hose should be considered to allow for the wash down of the vessel after sea spray deposits during transit.
- In addition to the main passenger boarding positions suitable for the floating Jetties at Cape Town and Robben Island, additional boarding gates suitable for other berths in the V&A Basin should be fitted on the upper most deck.
- SOLAR panels may be considered for the charging of the vessel's back up battery system as well as the cell phone charging points.
- This report should be read in conjunction with the Facilities, Environmental and Needs Reports to give a proper overview of the requirements for a vessel of this nature to operate
4. Summary

The RIM vessel fleet is an aging one and new tonnage would certainly be beneficial to the proposed operations and increased trips to Robben Island. One could go so far and suggest that the best possible solution would be for RIM to acquire two more passenger ferries of 200 passenger capacities each to increase the operational profile to hourly trips to the island and at the same time leave some redundancy in the event of one vessel undergoing scheduled or unscheduled maintenance.

The longevity of the SUSAN KRUGER and DIAS is quite remarkable and one has to commend the RIM operation for keeping these vessels running for so long. It is, however, apparent that the time has come for these vessels to retire from active duty, unless it may be considered to refit one of the vessels and modernise the on-board machinery and equipment. This is a commercial decision that should take into consideration the envisaged future operational plan of RIM.

Appendices

Various photos of all the vessels reported on in this report.

References

Condition Survey report on all RIM owned vessels by Paul Coxon and Associates.

Vessel Certificates

Vessel Stability books.
MANUFACTURE, DELIVER AND COMMISSION ONE NEW HIGH-SPEED PASSENGER FERRY OF PROVEN DESIGN, OPERATING IN THE TABLE BAY AREA BETWEEN THE NELSON MANDELA GATEWAY AT THE VICTORIA AND ALFRED WATERFRONT IN CAPE TOWN HARBOUR, AND MURRAY'S BAY HARBOUR AT ROBBEN ISLAND.

1. INTRODUCTION

1.1 Robben Island Museum (RIM) invites all interested prospective service providers to submit proposals to manufacture, deliver and commission one new high speed passenger ferry of proven design, operating in the Table Bay Area between the Nelson Mandela Gateway at Victoria and Alfred Waterfront in Cape Town Harbour and Murray’s bay Harbour at Robben Island.

2. ALL TENDER CONDITIONS MUST BE STRICTLY ADHERED TO, FAILING WHICH, THIS TENDER SUBMISSION MAY BE DECLARED NON-RESPONSIVE.

2.1 This tender consists of these Instructions, the invitation to submit proposal/s, technical specification to manufacture, deliver and commission one new high speed passenger ferry of proven design, operating in the Table Bay Area between the Nelson Mandela Gateway at Victoria and Alfred Waterfront in Cape Town Harbour and Murray’s bay Harbour at Robben Island.

2.2 Bidders are required to submit their tenders in a sealed envelope in which they have duty:

(a) Completed all forms; and
(b) Included all other necessary and/or desirable documents in support of their bids.

2.3 The complete tender document should be returned in its entirety, with each page initialled by the authorised signatory and a witness.

2.4 Any portion of the tender document not completed maybe interpreted as “not applicable” where appropriate.

2.5 Tenders must be properly received and deposited in the tender box on or before the closing date 17 November 2017 and before the closing time of 11H00 am at Robben Island Museum, Nelson Mandela Gateway Building, V & A Waterfront, Cape Town.

2.6 RIM reserves:
(a) The right not to accept the lowest or any tender;

3. RIM shall not consider tenders, which are received after the closing date and time for such a tender.

4. RIM will not be held responsible for any expenses incurred by bidders in preparing and submitting tenders.

5. RIM may, after the closing date, request additional information or clarification of bidders in writing.

7. A bidder may request in writing and, after the closing date, that his/her tender be withdrawn and which withdrawal will be permitted or refused in the sole discretion of RIM after consideration of the reasons for the withdrawal, which shall be set out by the bidder in the written request for withdrawal.

8. RIM’s representative for the purpose of this tender shall be:
   (a) Mr. S. Thandroyan at telephone 021 413 4232 in respect of matters relating to the Terms of Reference; and
   (b) Enquiries pertaining to the completion of the tender documents can be addressed to Ms. P. Madikane at telephone (021) 413-4265/08.

9. Joint Ventures/Consortiums

9.1 In the case of Joint Ventures/Consortiums, a copy of the Joint Venture agreement must be submitted with the tender document.

10. Validity Period

10.1 Any tender submitted shall remain valid, irrevocable and open for written acceptance by RIM for a period of one hundred and twenty (120) days from the closing date.

11. Bidders must be registered on the Central Supplier Database (CSD).

11.1 RIM shall reject a bid from an entity whose tax matters have not been declared by the South African Revenue Service (SARS) to be in order.

11.2 If bidders are not registered yet on the CSD, they must follow the following link https://secure.cs.d.gov.za/Account/Register in order to register.

11.3 It is the responsibility of the successful bidder/s to ensure that the tax matters with SARS are in order.
11.4 Each party to a joint venture / consortium / partnership must comply with all of the above.

12 B-BBEE

12.1 Each bidder must submit a certificate issued by an accredited B-BBEE verification agency or an affidavit, indicating its B-BBEE rating in terms of the relevant B-BBEE scorecard.

12.2 For Consortiums / Joint Ventures / or Sub-contracting arrangements, the bidder must also submit a combined B-BBEE certificate issued by an accredited B-BBEE verification agency.

13. Due Diligence of bidder

13.1 RIM reserves the right to conduct a due diligence investigation prior to the final award of the contract or at any time during the contract.

14. Inducements, rewards, gifts and other abuses of the Supply Chain Management System is prohibited, and:

(a) No person who is a provider or prospective provider of goods or services, or a recipient or prospective recipient of goods disposed or to be disposed of may directly or indirectly, through a representative or intermediary promise, offer or grant:
   (i) Any inducement or reward to RIM for or in connection with the award of a contract; or
   (ii) Any reward, gift, favour or hospitality to any official or any other role player involved in the implementation of the supply chain management policy;

(b) No person who is a provider or prospective provider of goods or services, or a recipient or prospective recipient of goods disposed or to be disposed of may directly or indirectly
   (i) Influence or interfere with the work of any RIM official(s) involved in the tender process in order to inter alia:
   (ii) Influence the process and/or outcome of a bid;
   (iii) Incite breach of confidentiality and/or the offering of bribes;
   (iv) Cause over and under invoicing;
   (v) Influence the choice of procurement method or technical standards; and
   (vi) Influence any RIM official(s) in any way which may secure an unfair advantage during or at any stage of the procurement process.
(d) Abuse of the RIM's supply chain management system is not permitted and may result in the tender being rejected, the cancellation of the contract, the "blacklisting" of the bidder by RIM against participation in any future bid processes and any other remedy permitted in law.

15. Declarations and authorisation
15.1 Bidder are required to complete all declarations and authorisations in the schedules attached hereto, failing which the tender may be disqualified.

16. Alternative offers
16.1 Alternative offers may be considered, provided that an offer free of qualifications and strictly in accordance with the bid documents is also submitted. RIM shall not be bound to consider alternative tenders.

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1. Invalid Tenders
1.1 Tenders shall be endorsed and may be recorded as potentially invalid in the tender opening record by the RIM responsible official in the following instances:
   (i) if the tender is not sealed;
   (ii) if the tender is not completed in non-erasable ink;

2. Non-Responsive Tenders
2.1 Valid tenders will be declared non-responsive and eliminated from further evaluation if:
   (a) The bidder has been listed in the Register for Tender Defaulters in terms of section 29 of the Prevention and Combating of Corrupt Activities Act, 12 of 2004 or has been listed on National Treasury's database as a person prohibited from doing business with the public sector;
   (b) The bidder has failed to complete and/or sign the required declarations and/or authorisations; and

3. Disqualified Tenders
3.1 The tender will be disqualified and eliminated from further evaluation if it fails to adhere to a written request (within the specified period set out in such request) to:
   (a) Comply with one or more of the provisions contained in the Instruction to bidders;
(b) Comply with any other terms and conditions of the tender documentation after being called upon to do so;

4. Directions and Closing Date for Submission of Bids

4.1 Directions: Cape Town, Waterfront: Nelson Mandela Gateway building next to Clock Tower building.

4.2 CLOSING DATE FOR SUBMISSION OF BIDS: 17 NOVEMBER 2017 AT 11H00 AM.