PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(National Headquarters Philippine Coast Guard)
Technical Working Group for Watercraft
139 25th Street, Port Area, 1018 Manila

SUPPLEMENTAL/BID BULLETIN NO. 03-2025

This Supplemental/Bid Bulletin No. 03-2025 is issued to include the following clarification/changes raised by the prospective bidders as an integral part of the Bidding Documents for the **Supply and Delivery of 19 Units High-Speed Response Boat** detailed as follows:

SECTION	ITEM NO.	PCG REQUIREMENT	CLARIFICATION	RESPONSE
Section VII. Technical Specification	d. Propulsion	Fuel consumption not more than 50L/Hr at cruising speed and not more than 65L/Hr at full speed per engine.	To achieve a cost-efficient fuel consumption, we are recommending the following factors to be considered: 1. Maintain your engine (clean fuel injectors, change oil/spark plugs). 2. Choose the right propeller to match engine RPM. 3. Avoid unnecessary weight on the boat. 4. Use cruising speed ('"3,500 RPM) for the best fuel economy. 5. Check weather conditions to avoid rough waters. 6. Inline 6 engine have smaller engine Displacement compare to V8 engine with higher engine displacement means V8 have more torque/power meaning the range going to destinations if we compare to inline 6 vs V8 engine the fuel consumption and	**PROPOSAL NOTED BUT NOT CONSIDERED** The proposal given was highly appreciated although the PCG would like to reiterate that the technical specifications provided in the Bidding Documents were based solely in meeting the requirement of fulfilling the operational capability of the PCG based on the mandates of the Command. In addition, the aforesaid Technical Specifications have undergone thorough market research and were tediously assessed before said specifications were approved and included in the Bidding Documents for the project.

			maintenance the V8 is more favorable.	
		Belt propulsion design for high torque transfer	**Gear drive** is best for high-power, high-torque, and commercial applications where durability and reliability are critical and this is more advantage to the Government and operation side of Philippine Coast Guard. **Belt drive** is better for lighter, quieter, and more cost-sensitive outboard motors but requires more frequent maintenance and need more highly trained technician for the complexity of the engines and spare parts supply.	
		Design for Crash stop and quick shift capability- can throw directly into reverse without breaking gearbox; allows operator to shift between forward/reverse/ neutral smoothly.	To achieve a true crash stop and quick shift capability, the best approach combines: 1. A robust gearbox & wet clutch system for durability. 2. Electronic shift controls for safe and precise gear changes. 3. Smart engine management to optimize performance and protect component. 4. Using Belt Drive propulsion on the engine and gear box is not allowed for this kind of crash stop and quick shift operations.	
		Alternator output at least 180 Amp per engine	180 amps alternator per engine is powerful but requires stronger wiring, cooling, and management to prevent engine strain,	

			overheating, and electrical overloads and this alternator is based on BMW car engine not a marine OBM design not integrated.	
		Water cooled, closed cooling circuit.	An open circuit raw water-cooling system is a simple, cost-effective, and lightweight solution for cooling an outboard diesel engine. While it has some downsides, such as potential corrosion in saltwater, it remains a popular choice for many applications due to its low maintenance and ease of use.	

For guidance and information of all concerned.

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Chairperson, NHQ-PCG Bids and Awards Committee