**Appendix No. 1 to the REQUEST FOR PROPOSAL – Description of the Subject Matter of the Contract**

**Terms of reference of the cabin patrol and rescue boat for Orlen Ochrona Branch in Gdańsk**

**Intended use:**

The patrol and rescue boat will be used to patrol and protect the security zone of the Orlen S.A. Marine Fuel Terminal located in the Port of Gdańsk on the Martwa Wisła River during the winter, maritime critical infrastructure facilities of the ORLEN Group, and to provide security services for terminals, protected areas and ships on the water side. The boat will be used on inland and offshore waters, up to and including sea state 4, at air temperatures between -10°C and +35°C.

1. **Basic data:**
2. A boat with complete equipment, manufactured between **2021 and 2025** (boats manufactured before 2021 are not allowed);
3. Length of the boat hull: **from 9.00 metres to 13.00 metres**;
4. Boat colour:

- Hull, cabin, dashboard and seats – preferred dark colours, not glossy, may be a combination of colours. The superstructure / cabin of the boat in a different colour is allowed. Steel parts preferably painted in dark colours;

- Hull made of aluminium or polyester-glass laminate in a version adapted to offshore operations. Hull dedicated to planing at high speed (minimum 35 KTS), equipped with water drains from the boat interior. Floor of the boat in non-slip making;

- The boards of the boat made of aluminium or polyester-glass laminate and the stern section protected from external damage in regular daily use.   
For RIB boats, an air tube made of Hypalon material, divided into air chambers with two-way valves (pumping / deflating) and relief valves, is acceptable. Rescue rope on the outside of the tube to pick up survivors from the water and inside for grabbing by the boat passengers. A tube of closed-cell foam is acceptable.

1. Cabin – enclosed, for at least four people, providing cover and protection of the crew from cold and flooding by water from the outside, indicated easy access to the cabin, equipped with   
   independent heating, including cold and warm air supply and air vents for ventilation, all windows made of glass, windshields equipped with wipers;
2. Seats on the boat for a minimum of six persons, including: the helmsman and the second helmsman with back support, handles to hold when swimming in waves, and for a minimum of four passengers in the cabin and outside in the stern of the boat;
3. Cabin roof with places for mounting antennas and boat lights and additional space for mounting other specialised radio and navigation equipment;
4. Rescue equipment in accordance with the requirements for this type of boat, including a minimum of two certified lifebuoys, inflatable life jackets in accordance with the boat’s CE certification, radar reflector;
5. Bow and stern bollard or dedicated ringbolts to allow safe boat mooring and towing;
6. Radio and navigation equipment, at least: marine radar, GPS with plotter (with a screen   
   with a diagonal of at least 10 inches, (updateable) electronic map of the Baltic Sea installed in the device, echo sounder, stationary UHF radio with marine channels;
7. Lighting – in accordance with the requirements for this type of boat, preferred additional equipment of the boat with a long-range reflector and working lights in the cabin, outside the cabin, and in the engine room;
8. Social amenities, at least: one sleeping cabin for two persons, toilet; additionally, a boat equipped with a shower with heated freshwater, a cooker, a sink with heated freshwater, and a refrigerator will be preferred;
9. Anchoring kit with chain and rope – as required for this type of boat;
10. Fire protection kit – as required for this type of boat;
11. Bilge pump set – as required for this type of boat, at least: one electric bilge pump and one manual bilge pump, easy service access to bilge pumps recommended;
12. A set of mooring ropes for use with the boat – length: 10 m, minimum thickness: 12 mm, dark colour, 4 pieces.

**Note:**

– radio and navigation equipment mounted on the boat must have an authorised service in Poland.

1. **Propulsion, fuel and speed:**
2. Inboard diesel engines, two pieces, equipped with “Z” transmission with steel propulsion screws, or outboard gasoline engines, a minimum of two pieces, four-stroke, with steel propulsion screws, engine columns matched in length to the boat manufacturer’s recommendations;
3. The offered boat can have a maximum of 500 propulsion unit operating hours, a boat with less than 200 engine operating hours will be preferred;
4. Bow thruster;
5. The factory double lever provided by the manufacturer of the propulsion unit for this set of engines;
6. Hydraulic power steering, preferred steering wheel rotation minimum 3 - maximum 6;
7. Required clocks: speed indicator, fuel gauge, RPM indicators, battery charging indicators, transmission / engine trim indicators; preferred additional set of analogue clocks duplicating the electronic indicators showing propulsion unit and operating parameters of the boat;
8. Fuel tank(s) with the required approval for marine operation, with a capacity suitable for the range of the boat of at least 150 nautical miles with a crew of 3 people, at cruising speed of 32 KTS, a boat with a longer range will be preferred;
9. Fuel water separators in each engine’s fuel system, with a glass bottom, mounted in a location easily accessible for inspection by the crew;
10. The speed of the boat with a full tank of fuel and a crew of 3 people at sea state 1 – **at least 35 KTS.**

**Note**: the installed propulsion unit must have an authorised service point in Poland.

1. **Electrical system:**
2. All of the boat’s and propulsion unit’s wiring shall be made of cables suitable for marine and salinity conditions;
3. Navigation lights and top light, LED technology, 1 set;
4. Searchlight – long-range reflector – at least 1 set;
5. Engine batteries with a mounting kit – 1 piece per engine, designed for marine use;
6. Boat electric power switches made in a closed version, dedicated to work on boats used at sea, resistant to moist and saline environment.
7. **Rescue equipment:**
8. Lifebuoys, 2 pieces, including 1 buoy with a light float attached to the wheel;
9. SOLAS-certified yacht-type rescue raft for a minimum of 8 persons;
10. Foam fire extinguishers with mounting in an easily accessible place, with valid approvals for use on the offered boat model, at least 2 pieces;
11. Lightweight buoyancy aids, operating in dual option (auto / manual), at least 8 pieces.

**Note**: rescue equipment (including, in particular, a raft and buoyancy aids) mounted on the boat must have an authorised service in Poland.

1. **Additional equipment (optional):**
2. Preference will be given to a boat additionally equipped with a thermal imaging camera for omnidirectional observation, in a waterproof housing, mounted on a vertical, pole-type mast   
   with a minimum height of 0.5 metre above the roof, a camera controlled from the boat’s cabin, with data recording on a dedicated carrier on the boat (optional live data transfer will be an added advantage);
3. Preference will be given to a boat that has a boat trailer (with valid documents, required for approval for transport in the EU) or a boat storage bed in the winter season / for boat servicing.
4. **Required documents for bidding in the purchasing procedure:**
5. a copy of the invoice for the purchase of the boat (with personal information removed – if the purchaser of the boat was a private person);
6. a copy of the CE certificate for this boat model;
7. a copy of the boat’s registration certificate (only if the boat is or was registered);
8. a copy of selected pages of the boat’s guarantee book and the propulsion unit’s guarantee book (applies to pages providing the date of manufacture and date of purchase, full details of the boat and propulsion unit, factory numbers of the boat and engines / transmissions);
9. a statement from the seller stating that there have been no accidents involving boats;
10. a statement from the seller regarding repairs made to the boat’s hull, cabin and propulsion unit, or information on the lack of repairs to the boat. If repairs were made to the boat, it is necessary to provide in the statement what kind of repairs were made;
11. seller’s statement regarding boat insurance policy;
12. seller’s statement of service inspections performed, stating the service performing the inspection, the date of the inspection and the boat’s mileage, and when the next service inspection is required (e.g., in how many engine hours, in how much time – if applicable);
13. seller’s statement about the data of the offered boat, that is:

– boat manufacturer data;

– boat dimensions;

– data of the boat’s propulsion unit (refers to the specification of the model and power of the engines as well as the model and type of transmission) and the exact number of engine hours worked;

– the boat’s equipment (in separate sections: radio and navigation, electrical, rescue, utilities, additional);

j) boat guarantee (including hull / air tube – if applicable) / radio and navigation electronics / propulsion unit.

1. **Boat category and certification:**
2. The boat must be CE certified – **Category B – seagoing**. Namely, the boat can sail in wind strengths up to and including 8 degrees Beaufort and significant wave heights up to 4 m inclusive;
3. The boat must meet the requirements of classification societies for motor boats authorised for navigation on the open sea, coastal and inland waters, in line with the requirements for category B according to the CE Certificate held by the boat.
4. **Boat delivery and pickup:**
5. The boat should be delivered in a condition consistent with the offer and the provisions of the sale and purchase agreement to Poland, **to the headquarters of Orlen Ochrona, Branch in Gdańsk, ul. Elbląska 135**;
6. Orlen Ochrona will provide a crane for unloading and launching the boat at its working quay.
7. Representatives of Orlen Ochrona and the Supplier will jointly conduct delivery and acceptance tests of the boat including:
   1. verification of the boat’s documentation, the boat’s propulsion unit, and the boat’s complete equipment (as described in the Supplier’s offer and the sale and purchase agreement);
   2. checking the condition of the boat before launching, including the condition of the hull, superstructure and the propulsion unit;
   3. checking the nautical characteristics of the boat, including the operation of the steering system of the boat;
   4. checking the cruising speed and maximum speed of the boat (according to the offer and provisions of the sale and purchase agreement, with 3 persons on board, full fuel tanks, or more persons and proportionally less fuel), cruise time to check cruising speed – 60 minutes, time to check maximum speed – two attempts, 2 minutes each;
   5. checking the condition of the boat, propulsion unit, and boat equipment after delivery and acceptance tests;
   6. in the event of positive acceptance of the boat – signing by both parties to the contract of **the Delivery and Acceptance Report, which forms the basis for payment of the invoice for the purchase of the boat.**