



Below is a consolidation of questions that have been raised by interested parties wishing to be involved in the shipping service to Pitcairn Island.

In the interest of transparency these have been answered and circulated to all parties.

1. We note that the current ship MV CLAYMORE II has a passenger capacity of 12, and would like to understand if a replacement ship with a larger passenger capacity would be considered advantageous to the Pitcairn operation.
Yes.
2. Please advise minimum required crane capacity?
We currently restrict the weights of our 6ft containers and break bulk to 2.5 tonnes. This is to ensure a safe as possible transfer of goods from the ship into the long boats. The crane needs to be able to safely manage these weights. However, some surplus capacity would be advantageous for instances where it was required to transfer one off heavier items. A lifting capacity of 5 tonnes is considered ideal.
3. Costs for stores and provisions are for Owner's account and to be included in dayrate. Does it also include that Owner is responsible for arranging provisions etc. themselves with local agent(s).
Yes. But please note that Pitcairn Island or Mangareva should not be considered a viable option for provisioning as both these Islands have limited capacity.
4. Transportation of fuel; please advise details how this will be delivered, and subsequently is being loaded on/discharged from vessel.
This is up to the shipper. Pitcairn can receive fuel either in 1,000 liter fuel cubes or pumped from a ship's tanks into fuel cubes at Pitcairn. Fuel delivered from a ship's tank must have its quality warranted by the vessel owner.
5. Is a minimum required speed restriction applicable?
Yes – 10 knots
6. Ship X has sufficient cabins to accommodate 12 passengers; 2 person cabins and 4 person cabins. Can we assume it doesn't matter a 2 or 4 person cabin can be used as single cabin as long as 12 persons in total can be accommodated/facilitated?
The requirement is a minimum of 12 passengers and the cabin configuration would be considered as part of the overall submission. No more than 2 passengers per cabin. However if a ship was legally able to carry more passengers then this would be advantageous.
7. Is underdeck cargo required/compulsory or is it also possible to use deck space with appropriate modifications for the carriage of all cargoes.
Not compulsory, but supplies must be able to be shipped in such a way as to not be damaged or lost
8. Will the new ship to shore vessel have any impact on the new shipping service
No. The proposed vessel while more modern than the current long boats will still have a large deck space for carrying the same level cargo as the existing boats and will operate in the same manner.

9. Ship X is classified as AHT, so vessel can be used as multi-purpose vessel f.e. both fire-fighting and emergency response duties as she is equipped with all the required towing gear equipment. Please advise if these services can be considered as an added value to Government of Pitcairn Island
Any additional functions of a ship would be considered as part of the overall proposal, but the shipping service currently under tender is for the core functions of transporting cargo and passengers.
10. Tender documents provided suggest a Time Charter arrangement whereas Tender documents provided via Pitcairn Government Web site suggest Day Rates.
Please clarify
The Time Charter of a vessel is carried out on a day rate basis which would be normal.
11. If Time Charter - please advise reference to 'Time Charter arrangement'. Annual 365 days continuous or other?
The Time Charter of the vessel is for 2 years firm and continuous.
12. There are other conflicts between Broker documents and Pitcairn Government web site for example 'Service Schedules' as noted above and 'maximum lift loads '2.5 and 5.0mt'.
Please clarify
As mentioned above. Load limits are restricted to 2.5 tonnes for safety reasons, but additional crane capacity would be advantageous if by necessity some items were to exceed that weight.
13. We note Charters responsible for all NZ port charges and vessel fuel.
Please confirm.
Yes. These would be a Charters cost as per any normal Time Charter arrangement.
14. Can the vessel be employed in other projects when in lay up period?
Ideally there will be no 'lay-up' period as the Time Charter is for a continuous 2 year period. Any lay-up/maintenance/drydock period(s) required or requested by Owners will be considered as 'off hire'. Should the Charterers place the vessel in lay-up at any time, then Owners may request the vessel be sub-let for other work but at Charterers discretion only.
15. Substitute vessel requirement?
If for any reason the Owner was not able to provide the agreed vessel, then it would be the Owners responsibility and cost to source and provide a suitable and similar alternative vessel for as long as was required for it to meet its obligations under the terms of the contract.
16. Can we work with an international crew. Are there special crew requirements?
Crew nationality has no restriction and is the Owners responsibility provided the ship and its owners meet all its legal standards and requirements. There are no particular/special crew requirements other than to have sufficient crew to meet all the specified requirements including hotel and catering services on board. Also that English is spoken by crew engaging with Pitcairn Islanders and passengers.
17. Diesel Fuel carried for discharge at Pitcairn is approximately 80,000 litres per annum and may be carried in fuel cells or within the suitable and clean cargo tanks. Both options would need to have the ability to pump the fuel into tanks on the islands longboats for transport ashore
Any connection or flow requirement?
Sufficient to safely pump the fuel out of the tanks and over the rail in to the long boats.
18. The vessel must be able to carry a minimum total of 200 cubic meters of freight, on deck and underdeck. - What volume and nature items need to be loaded underdeck?

- Only items likely to be damaged from being on deck need to be in a hold. There is no specific volume that needs to be carried below deck provided items are correctly packaged.
19. 6ft mini containers
Are these weather or water tight?
Yes. But they will require ongoing maintenance to ensure they remain this way. Maintenance is at the Charterers cost, but the owner is responsible for monitoring the containers condition to ensure that repairs can be carried out in a timely fashion.
- May these be stacked?
Yes.
- Are they conventional container twistlock corner cast fitted
Yes
20. How many 6ft containers
Up to 15 units per voyage, depending on the ships capacity and the volume of break bulk.
21. How are animals to be transported?
No live animals are regularly shipped to Pitcairn. Only domestic dogs on the odd occasion. If the situation arose it would need to be arranged with the ship owner.
22. Getting people onto dangerous landings is a skill. Our small boats are built with this in mind and our crew are very experienced.
Does this set any specific requirements to ship side?
The question is not fully understood. Please clarify your concerns as passenger transfer to/from the cargo/pax vessel at Pitcairn Island is the charterers responsibility. Transfer of passengers to/from the vessel at Mangareva will utilize a boat from the cargo/pax vessel. Please note that passengers are normally transferred to a long boat from the ship whilst it is anchored off Pitcairn
23. The vessel must have the ability to transport dangerous goods, including, but not limited to, pressurised gas tanks, petrol (gasoline) and explosives.
What example UN numbers and packing group / volumes
Volumes will be small and will always be in accordance with the IMDG Code
24. The vessel must have its own crane and be capable of unloading the cargo onto open 40ft long boats, and backload empty containers, whilst at anchor in the open sea off Bounty Bay, Pitcairn Island.
- Any specific crane equipment being required?
A crane with a minimum 2.5 tonne SWL is required however the ideal crane will be of 5 tonnes SWL.
 - Any specific level of crane certification is required?
Crane to be tested, certified and operated in accordance with flag state and any other applicable requirements, the vessels SMS and in accordance with best practices.
 - Does it need to be fitted with specific quick release appliance?
A quick release hook should be fitted to the crane wire to facilitate the safe discharge of cargo into the islands long boats
25. Vessel will be required to return empty containers and some cargo to New Zealand at the end of each cargo voyage, or at least once every three months
- Does this include garbage? If so, in what nature and can this be stored above deck?
No garbage will be carried as cargo.

26. Mangareva port call
- Any info please on berthing / anchoring positions and means for transfer of goods or people.
The ship should anchor in the harbor of Mangareva and use its own tenders to load and off load passengers.
All passengers are required to present their passports to the local police in Mangareva This should be managed by the captain of the ship.
27. Flag
- Any requirement for NZ layup?
The vessel may fly the flag of any IMO recognized flag state that is permitted to sail throughout the south pacific region.
There is no requirement for layup in New Zealand.