

Corrigendum to the tender “Running, Operation, Maintenance and Management of ORV Sagar Kanya” dated 09.03.2026

Tender Ref: NCPOR/ VOM-12016/2/2025 dtd 09.02.2026

Sr. No.	Tender Reference	Pre-bid Queries / Suggestions	Clarifications/Amendments
1.	Clause 1 (A) Pg 6	Pls clarify this tender we have to submit both technical and price bid through hard copy submission and there is no online submission of bid	As specified in tender, the hard original document of the bid should be submitted in two sealed envelopes as Part 1 and Part 2.
2.	Clause 12, a – 2(a) Pg 10 - Techno-Commercial Criteria	As stated, a single bidder will be participating in the tender to meet the technical criteria and at the same time the qualifying bidder can consider have consortium with other partners for the purpose of RPSL Holder, Catering service provider and General service.	Bidder to have a legally enforceable agreements with service providers for catering and machinery maintenance requirements. Such agreements to be submitted as part of the technical bid. May also refer to clarification/amendment at sl no.20 below reg JVs/Consortium.
3.	Clause 12, a – 2(c) Pg 10 - Techno-Commercial Criteria	We would like to recommend that technically competent and experienced companies with proven expertise in ship maintenance should also be permitted to provide spares supply and shore-based maintenance support. Restricting the requirement only to DGS-authorized service providers may limit participation and increase operational costs.	Clause 12 - 2 (c) criteria to be deleted from the technical criteria. The requirement of workshops to be included in the work scope at Annexure -D, clause 2.2.1 as below: <i>2.2.1 As far as the maintenance of the vessels is concerned, the successful bidder is required to ensure that day-to-day routine & periodic maintenance for all machinery is done by ship staff. DGS/IRS approved workshops to be deployed as mandatorily required for servicing/repairing all applicable items. For other maintenance/repair works, OEM/OEM authorised service providers and workshops empanelled by Govt. /PSU shipyards and shipping companies/ Indian Navy /Port trusts/ Coast guard to be availed as and when required. Such list of workshops and OEM authorisations and empanelment copies to be provided by the successful bidder prior signing of contract. The major machinery shall include & not</i>

			<i>limited to main engine, auxiliary engine, Air Compressor, Air Conditioning system [centralized/common/ split], Emergency DG, Sanitary system & STP system, DP system, Scientific handling systems [Winches, Cranes, A-frame, Jib boom etc-], Navigation & communication equipment, LSA & FFA system and Class survey related systems.</i>
4.	Clause 32, Pg 14 - Insurance	Insurance should be covered by the NCPOR, not by the contractor. As the value and numbers of crew cannot be estimated.	As per the tender terms, the premium would be reimbursed at actuals.
5.	Clause 33, Pg 15 - Service contract Insurance	a) Personnel/crew members are to be covered by under P&I by NCPOR (b) (i) Equipment's owned / hired by the contractor used for operations including facilities value cannot be estimated and hence insurance coverage has to be done by the tenderer (ii) Is there a policy which covers these activities.	Tender terms prevail.
6.	Clause 37, Pg 16 - Termination of contract by NCPOR	1) point (iv) Termination of the contract for convenience- Please clarify what is the meaning of Termination of the contract for convenience	Clause 37, Pg 16 - Termination of contract by NCPOR is deleted and the 'Clause 31-Termination' of model contract terms to be followed.
7.	Chapter 2 – Clause 2.11, Pg 38	Insurance should be taken by the tenderer	Tender terms prevail.
8.	Chapter 2 – Clause 2.20.8, Pg 40	The number of days allotted for drydock as per tender is 45 to 60 days. The duration has abnormally exceeded the prescribed period in the past in such case can the contractor claim the actual expenses incurred beyond the 60 days period.	Tender terms prevail.
9.	ANNEXURE-II – PRICE BID FORMAT, Pg 46, clause 2.10 – Medic/Nurse	Do we need to provide Doctor or Nurse	The prices for both Doctor and Nurse to be provided in the price bid. The Doctor should have experience as per DGS guidelines. The updated price bid format is provided at Enclosure A.

			Bidders are advised to use the updated Price Bid format for submission of their quotes.
10.	Annexure III – Clause 3, Pg 56 - General Service Work scope	Point 3, under General Services, it is mentioned that the service and maintenance jobs to be quoted on a lump-sum basis, and hence no supporting documents will be provided along with the invoice other than work completion/installation reports with pictures, signed by the Master, Engineer, or NCPOR rep, wherever and whenever applicable	The following details to be provided for each of the services listed as part of lumpsum jobs at clause 3, Annexure-III: <ul style="list-style-type: none"> - Work Completion / Installation Report clearly detailing the scope of work executed with relevant photographs evidencing completion of work. - Certification and signature of the Master / Ship’s Engineer / NCPOR representative, wherever applicable. - Log books, maintenance & operation records, service reports etc as per the scope to be submitted for service and maintenance jobs.
11.	Annexure – D, pg 31 - SPECIAL CONTRACT CONDITION (SCC) Pg 60 - Performance Security	a) Why the contract can’t be awarded for 03 years instead of reviewing and awarding every year. b) Contract should be for 3 years with performance review after 2 years as we need to set up procedures, identify good officers etc.	Tender terms prevail
12.	Annexure III – Clause 12, Pg 62 - Reimbursements	This clause doesn’t allow the contractor to claim the repair and service cost as vessels are old and difficult to identify the vendors for and OEM items may not be available in India further there is no quantity specified request to reimbursed the actual cost.	Tender terms prevail
13.	Annexure III – Clause 15, Pg 67 - DELIVERY / RE-DELIVERY OF VESSEL	Understand that presently vessels are in dry dock in case take over happens those vessels from dry dock the contractor will take it as it where its condition. After the completion of sea trail the condition of operation status of all equipment /material status will be assets and any deficiency will be reported to respective institutes for prior approval and necessary repairs /rectification will be carried out.	NCPOR/contractor/yard to ensure that all deficiencies are completed in DD.

14.	Annexure III – Clause 18.8, Pg 75 – Spares	Necessary approval wrt technical and commercial should be given on priority as ship time at the pier cannot be wasted.	Agreed as per the standard procedures.
15.	Annexure III – Clause 18.10 (g), Pg - 77	Local pest control can be done regularly, and full scale will be done during dry-dock.	Services are to be as per tender terms. Full scale fumigation as per clause 3.2.9 of model contract.
16.	Annexure III – Clause 18.13.3 (a & b), Pg 78 - Running, Manning and Maintenance	a) Kindly consider revising the payment terms to 80% within 15 days of the bill submission and followed by 20% within 45 days b) Request to consider submission invoice by mail instead of physical submission of the invoice C) Payments should be on time and prompt especially with BGs under your custody.	Tender terms prevail
17.	Annexure III – Clause 23.5, Pg 84 - MAINTENANCE OF THE VESSEL	Regarding penalties w.r.t. berthing, OEM attendance, OEM supply of spares and surveyor attendance is not acceptable	Tender terms prevail
18.	Annexure III – Clause 23.8, Pg 84 - Accident	As NCPOR already taken a policy for Hull & Machinery and P& I coverage. Technically the third-party insurance generally covered under above policy. Please clarify that the contractor will not be held responsible for any damages cost	Tender terms prevail
19.	Annexure – VI - Ship Crew/ Officer experience, Pg 93	Clarify that the vessel Sagar Kanya is not a DP vessel. The additional requirement for DP-certified officers will significantly impact the overall manning cost, as such officers command higher wages due to their specialized certification and DP vessel experience.	Sagar Kanya is DP (Dynamic Positioning) vessel.
20.	Para no. 12 (Techno Commercial Criteria) Technical Criteria, Sub-para no. 2a, Pg 10	Request bidder to allow/participate as consortium or JV to comply financially and technically bid jointly.	Consortium or JVs are acceptable.
21.	Technical Criteria, Sub-para no. 2b Pg 10	Bidder should have experience in Diesel Electric Propulsion of Bow Thruster (BT) to comply with the	Amendment in Clause 2 (b) is made as : 'DP/Diesel Electric Propulsion' <i>may be replaced with</i> 'Dynamic Positioning OR Diesel Electric Propulsion OR Bow Thruster (Electric)'

		requirements of DP/Diesel Electric Propulsion to be considered.	Amended Clause 2(b) shall be: <i>The bidding firms must have prior experience of similar work in maintenance, manning and operation of atleast 2 foreign going vessels of minimum 4000 GT each for a period of minimum one year continuous operation with atleast one vessel having Dynamic Positioning OR Diesel Electric Propulsion OR Bow Thruster (Electric) during the last 5 years ending March 2025. The reference vessels of experience to be minimum of 70m LOA and should have more than 20 days endurance at sea. Eligible firms to produce documentary evidence for satisfactory Management of vessels. The firm to provide performance certificate, work orders, track record, etc., for each and every contract being claimed as experience by the bidders.</i>
22.	Technical Criteria, Sub-para no. 2c Pg 10	After obtaining a letter of award, the bidder should have tied up agreement for the type of machinery, equipment including navigation & communication equipment from the OEM/DGS approved vendors.	Amendment at point 3 above to be considered w.r.t workshops/service providers.
23.	Annexure I, point A (specifications)	As per Annexure I, point A (specifications), total crew on board mentioned are 59, however, 18.1 (Manning/Crew requirement) total number of crew are only 29. Kindly clarify.	ORV <i>Sagar Kanya</i> has a total crew accommodation capacity of 59 berths; however, 29 crew members are required as per Clause 18.1.1 of the Model Contract.
24.	Annexure VI	As per Annexure VI, While the vessel plying in coastal India runs, Safe Manning Document (SMD) of NCV or Coastal Voyage (whichever applicable) to be considered for the master & the crews.	<i>Sagar Kanya</i> is an FG vessel. Crew to be placed onboard as per tender terms (Annexure VI of the tender).
25.	Taxes & Duties Clause No.35 Page No.15	Reimbursable expenses shall be paid at actuals, and no deduction on account of Income Tax or GST-TDS shall be applicable, as no mark-up or profit element is included in such claims.	As per Gol norms.
26.	Performance Security (PS): Clause No.36 (b) Page No.15 & 16	It is hereby requested that the PS be reduced to 3% per annum for all three years, in place of the existing 10%.	Tender terms prevail

27.	CHAPTER -1 SECTION 1.6.4	Kindly clarify, in respect of the annual surveys, whether these include the Class (IRS) statutory surveys for the vessel certificates and the surveyor's transportation	Yes, all surveys including Annual and Statutory surveys.
28.	CHAPTER -1 SECTION 1.6.7	If the number of port calls exceeds the minimum of 15 per year, kindly confirm whether garbage removal charges for the additional calls will be reimbursed at actuals for the remaining removals until completion of the year.	Agency fees will be payable as per actual no port-calls, as per tender.
29.	Clause 1.7 - Other costs: Payments as per the agreed unit cost, to be quoted.	Due to various factors, it is difficult to quantify the costs involved. We therefore request the owners to consider the entire scope under the reimbursable clause.	Tender terms prevail
30.	1.7 Other costs Pg 32	STP details have not been mentioned in the equipment list.	STP details: MAKE: FORMAT-CHEMIE & APPARATE GMBH, MODEL: MSTP 5 NR.357, CAPACITY: 33 M3/D
31.	18.6 & 1.7.2 Fresh Water supply Pg 32 & 74	The supply of fresh water at foreign ports shall be reimbursable at actuals. The lifting of potable water at various ports will be subject to the quality and standards of water available at the respective ports.	OK, reimbursable for foreign ports for fresh water supply at actuals. FW supply in Indian ports as per quoted/contract rate. Quality of fresh water as per the tender / MLC guidelines.
32	Clause No.1.8 Payment terms. Page No.33	We would be much obliged if the timeline for such verification, and for the subsequent release of the remaining 40% of the invoice value, could kindly be specified	Refer Model contract, clause 4 (4.1) for terms of payment.
33	SCC- CHAPTER -2 SECTION 2.1.7 Pg 35	The third-party surveyors are not authorized by DGS; they are surveyors registered with the respective port authorities and hold licenses issued by them to carry out surveys on vessels calling at those ports.	Agreed. Services of Third-party surveyor holding requisite license issued by port authorities to be used.

34	SCC- CHAPTER -2 SECTION 2.1.7 Pg 35	If the number of port calls exceeds the minimum of 15 per year, kindly confirm whether the charges towards pumps/hoses, collection of keys, third-party survey, and bunker testing fees for the additional calls will be reimbursed at actuals for the remaining supplies until completion of the year.	Tender terms prevail.
35	Work scope of the contract -Running, manning and maintenance & catering & housekeeping (ROMM of the research vessel). (PAGE NO 55).	Kindly clarify whether the contractor is required to provide additional crew, as and when requested by NCPOR, beyond the regular onboard complement, without any additional cost. Providing such additional crew involves time for sourcing, mobilisation to the respective port, and sufficient lead time and expenditure to meet the requirement, and should therefore be on a reasonable and compensable basis.	Refer Model contract, Clause 18.1 (MANNING / CREW REQUIREMENT) Any extra no of enlisted crew shall be as per the quoted/contract prices.
36	Clause 12 : Reimbursement - Sl. No. 12.1 Pg 62	Transportation of OEM spares/consumables by the vendor, or when paid by the contractor up to the agent's office, as well as documentation charges for port and customs, shall be reimbursable at actuals against the agent's bills.	Tender terms prevail.
37	Clause 12 : Reimbursement - Sl. No. 12.3 Pg 62	Due to various factors, it is difficult to quantify the costs involved. We therefore request the owners to consider the entire scope under the reimbursable clause.	Tender terms prevail.
38	Clause 12 : Reimbursement - Sl. No. 12.4 Pg 62	Due to various factors, it is difficult to quantify the costs involved. We therefore request the owners to consider the entire scope under the reimbursable clause.	Tender terms prevail.

39	Clause 12.1, 12.3, 12.4 Pg 62	Documentation charges for port and customs, as well as transportation charges for materials being taken out from and brought back to the vessel, shall be reimbursed at actuals against the agent's bills.	Tender terms prevail.
40	Clause 12 : Reimbursement - Sl. No. 12.6 Pg 62	Port entry passes; customs and immigration clearance; survey fees/charges; and transport, stay, and incidental expenses for IRS/MMD surveyors, CISF, Port, Coast Guard, and other statutory surveys shall be reimbursable. Further, charges for the issuance and renewal of statutory certificates by DGS, IRS, or PHO shall be reimbursed at actuals.	For all surveys including Annual and Statutory surveys – - Surveyor charges / fee by IRS/Statutory: Bills Reimbursable. - Port pass arrangement: Reimbursable as per contract rates. - Transportation & all other expenditure: Contractor is to bear as part of lumpsum as per tender.
41	CLAUSE 12 Sub section 12.3 Pg 62	The owners are requested to consider the following as reimbursable. (a) Repair costs are not reimbursable. Maintenance and repair of the equipment shall remain within the contractor's scope so as to keep the equipment operational and available for scientific purposes at all times.	Tender terms prevail.
42	CLAUSE 12 Sub section 12.4 Pg 62	The owners are requested to consider the following as reimbursable. a) The service/ calibration/ repairs cost is not reimbursable. Periodical calibrations/service as per standard practice of the equipment shall be under contractor's scope to make equipment fully operational.	Tender terms prevail.
43	Clause 12 : Reimbursement - Sl. No. 12.7 Pg 63	Kindly confirm whether bills raised by the Port Health Officer (PHO) towards the renewal fee for the Ship Sanitation Control Exemption Certificate & Medical Chest will be reimbursed.	OK, PHO also to be included at 12.7 of model contract for reimbursements.

44	Clause 12 : Reimbursement - Sl. No. 12.9.1 Pg 63	The taxi hire is on a shed-to-shed basis, and the prevailing market slab is a minimum of 8 hours and 100 km, beyond which additional charges are applicable; night charges are also levied for usage after 7 p.m. In this regard, kindly clarify whether the per-day rate to be quoted in the price bid should be for a 24-hour slab or for the above-mentioned minimum slab of 8 hours/100 km	Tender terms prevail.
45	Clause 12 : Reimbursement - Sl. No. 12.9.5 Pg 63	As per the price bid, a total of 300 port passes are to be arranged. Kindly clarify how many of these are to be one-year passes and how many are to be daily passes, and also advise the name of the port at which the annual port passes are to be arranged.	Tender terms prevail. Annual passes are about 10 nos at Mormugao (Goa) and Chennai.
46	Clause 12 : Reimbursement - Sl. No. 12.9.7 Pg 63	The labour charges are applicable for a minimum of 8 hours from the time of booking, beyond which overtime charges become payable. Hence, kindly clarify whether the per-day rate to be quoted in the price bid should be for a 24-hour slab or for the above-mentioned minimum slab of 8 hours.	Amendment in price bid line-item for labours is done by including per shift instead of per day. The updated price bid format is provided at Enclosure A. Bidders are advised to use the updated Price Bid format for submission of their quotes.
47	Clause 12 : Reimbursement - Sl. No. 12.8 Pg 63	For one-time approval only, without any change in the subscription charges, which shall remain subject to the service provider's tariff; any subsequent revision in tariff towards air-time charges, etc., shall be claimed at actuals.	As per tender terms.
48	13. 1. V Non-reimbursable Pg 63	The owners are requested to consider electrical spares such as OEM fuses, MCBs, diodes, capacitors, transformers, contactors, overload relays, PLA relays, measuring instruments, and all types of electrical cables and wires, etc., under the reimbursable clause.	Tender terms prevail.

		These items are essential for maintaining the owner's machinery in operational condition, and their consumption cannot be accurately quantified.	
49	Clause 13. Sub section 1 (vi) Pg 63	How are bidders expected to quote without a BOQ? How is the bidder to quantify the scope to be included under general services?	Tender terms prevail.
50	Clause 13. Sub section 1 (vii) Pg 63	Spares should not be considered as non-reimbursable.	<p>Following spares/consumables are removed from the list specified in the tender at 'Clause 13 - 1 - (vii) - Non-Reimbursable'.</p> <p>a. Engine store – Oxygen cylinders, Acetylene cylinders, Fire extinguishers</p> <p>b. Deck store – Anti-fouling paint, Welding machine, Portable fire extinguisher, Lifebuoys, Lifebuoy smoke signals, Lifebuoy lines, Life jackets, Immersion suits, Binoculars.</p> <p>Above items to be considered as Reimbursable or procured and supplied by NCPOR as and when required at NCPOR's discretion.</p>
51	13. Non-Reimbursable VII. a Engine Store Pg 63	These form part of OEM spares and not engine stores. Hence, they should be considered under the reimbursable clause.	
52	13. Non-Reimbursable VII.a Deck Store Pg 63	This forms part of the ship's equipment and not consumable deck stores. Hence, it should be considered under the reimbursable clause.	
53	Clause 13. Sub section 1 (vii) a. Engine Store: Pg 64	The owners are requested not to treat the following items as non-reimbursable, since these are not general consumables. Accordingly, we request that they be considered under the reimbursable category: Lubricating oil, cylinder oil, hydraulic oil, gear oil Grinding stones, files, hacksaw blades, spanners, ring spanners, socket sets, torque wrenches, Allen keys, screwdrivers, hammers, chisels, pliers, adjustable wrenches, Measuring tapes, vernier callipers, micrometers, feeler gauges, dial gauges, Pressure gauges, thermometers, Oil filters, fuel filters, air filters, strainers, filter cartridges, lube-oil purifier spares, fuel-oil purifier spares, Fire extinguishers, Ball bearings, roller bearings, thrust bearings.	

54	Clause 13. Sub section 1 (vii) b. Deck Store: Pg 64	The owners are requested not to treat the following items as non-reimbursable, since these are not general consumables. Accordingly, we request that they be considered under the reimbursable category: Mooring ropes, polypropylene ropes, nylon ropes, HMPE ropes, heaving lines, Shackles, turnbuckles, wire ropes, steel wires, chain slings, hooks, pelican hooks, snap hooks, wire-rope clips, thimbles, blocks and pulleys, fairleads, rollers, Anti-fouling paint, Portable fire extinguishers, lifebuoys, lifebuoy lights, lifebuoy smoke signals, lifebuoy lines, safety harnesses, safety belts, lifejackets, immersion suits.	
55	Clause 13. Sub section 3 Pg 64	We request that the owners treat the service engineer's charges as Reimbursable	Tender terms prevail.
56	Clause 13. Sub section 4 Pg 64	How is the bidder expected to quantify and quote the scope under general services	Quantification as per the tender term at sl no.4.
57	Clause 13. Sub section 5 Pg 64	How is the bidder expected to quantify and quote the scope under general services	Tender terms prevail.
58	Clause 13. Sub section 8 Pg 64	Engine lubricating oils, coolants, hydraulic oils, gear oils, and additives form part of the routine machinery maintenance requirements. Hence, the owners are requested to treat these expenditures under the reimbursable clause.	As per tender terms.
59	Clause 13.1. 11 Pg 65	Repair charges are under the contractor's scope. However, expenditure towards their flight/train/bus tickets, boarding and lodging, and port and customs	As per tender terms.

		charges for personnel, materials, and tools shall be reimbursed at actuals.	
60	Clause 13. Sl. No.23 Pg 65	Refilling of oxy-acetylene gas cylinders, along with necessary transportation, customs, and port permissions, shall be reimbursed at actuals, as these are used for deck, engine, and scientific works and their consumption is difficult to quantify.	Tender terms prevail
61	Clause 13 ; Sl. No. 26. Pg 65	Maintenance and repairs fall under the contractor's scope, whereas renewals are the responsibility of the owners. We therefore request that renewal costs be reconsidered under the reimbursable clause.	Yes, renewals shall be by the owners. Repairs are in contractor's scope.
62	Clause 13. Sub section 11 Pg 65	OEM, non - OEM and OEM - authorised service requirements are inherently unpredictable; hence, the owners are requested to treat these expenditures under the reimbursable clause.	As per tender terms.
63	Clause 13. Sub section 21 Pg 65	Repairs shall be treated as non-reimbursable; however, renewals shall be considered reimbursable by the owners.	As per tender terms.
64	Clause 13. Sl. No.31 Pg 66	Port entry passes; customs and immigration clearance; survey fees/charges; and transport, stay, and incidental charges for IRS, MMD surveyors, radio surveyors approved by statutory bodies, CISF/Port/Coast Guard, and other statutory surveys will be reimbursable.	For all surveys including Annual and Statutory surveys – <ul style="list-style-type: none"> - Surveyor charges / fee by IRS/Statutory : Bills Reimbursable. - Port pass arrangement : Reimbursable as per contract rates. - Transportation & all other expenditure : Contractor is to bear as part of lumpsum as per tender.
65	Clause 13. Sub section 36 Pg 66	The owners are requested to treat these expenses under the reimbursable clause.	Cars utility above 50 km reimbursable as per contract rates. Other expenses shall be in the contractor's scope.

66	Clause 13. Sub section 37 Pg 66	The owners are requested to treat these expenses under the reimbursable clause.	Tender terms prevail.
67	Clause 13. Sub section 39 Pg 66	The owners are requested to treat these expenses under the reimbursable clause.	Under the scope of contractor as per tender terms. The performance tests by OEM to be done twice a year for major machinery and systems which are not in AMC.
68	Clause 13. Sub section 40 Pg 66	The owners are requested to treat these expenses under the reimbursable clause.	Tender terms prevail.
69	18. DETAILED SCOPE OF WORK: 18.1. MANNING / CREW REQUIREMENT: 1. Running, Manning and Maintenance: Pg 69	In Annexure VI – Ship Crew/Officer Experience, no details of the certificate requirements have been specified for Catering / Housekeeping officer.	Catering / Housekeeping Officer: Minimum three years experience onboard FG vessels.
70	18. DETAILED SCOPE OF WORK: 18.2. TERMS AND CONDITIONS: 3. Catering to all Scientists, MoES/NCPOR Personnel onboard: Clause 3.3, Pg 71	The tender has not specified the victualling charges for the onboard crew during the dry-docking period.	As per the tender terms.
71	29. SAFETY DRILLS: Pg 86	b. Conducting rescue boat trials in water every 15 days is impractical due to operational constraints and port restrictions. Therefore, the owners are requested to consider adhering to the statutory compliance	As per statutory regulations.

		frequency for rescue boat lowering and testing in water.	
72	Annexure IV (Catering Menu) Page-91	Without quantifying the consumption per head, it may not be possible to adequately cater for the entire duration of the cruise. Further, with respect to the night tray, kindly specify the quantity of soft drinks and other beverages indicated therein and clarify whether all listed items are to be provided or whether any one of them may be supplied.	Assorted items to be provided. No of scientist – 30 nos max, On average 20-25 nos in a cruise, average 25 days of cruises.
73	In Annexure – VI Deck crew / ratings Engine crew / ratings, Page No 93	Minimum experience may be considered as one year in FG/Coastal trade for deck crew/engine ratings	Tender terms prevail
74	In Annexure – VI Fitter / Oiler Page No 93	Minimum experience may be considered as one year in FG/Coastal trade for Fitter/Oiler.	Tender terms prevail
75	In Annexure – VI Chief cook Page No 93	Minimum experience may be considered as one year in FG/Coastal trade for Cook.	Tender terms prevail
76	In Annexure – VI 2nd cook Page No 93	Minimum experience may be considered as one year in FG/Coastal trade for Second Cook.	Tender terms prevail
77	In Annexure – VI Saloon rating Page No 93	Minimum experience may be considered as one year in FG/Coastal trade for saloon ratings.	Tender terms prevail
78	In Annexure – VI UH Page No 93	Minimum experience may be considered as one year in FG/Coastal trade for UH.	Tender terms prevail

79	Techno-Commercial Criteria a) Technical Criteria 2. b. Pg 10	Kindly provide technical descriptions for the terms 'DP vessel' and 'diesel-electric propulsion vessel' as used in the tender document.	<p>Amendment in Clause 2 (b) is made as : 'DP/Diesel Electric Propulsion' <i>may be replaced with</i> 'Dynamic Positioning OR Diesel Electric Propulsion OR Bow Thruster (Electric)'</p> <p>Amended Clause 2(b) shall be: <i>The bidding firms must have prior experience of similar work in maintenance, manning and operation of atleast 2 foreign going vessels of minimum 4000 GT each for a period of minimum one year continuous operation with atleast one vessel having Dynamic Positioning OR Diesel Electric Propulsion OR Bow Thruster (Electric) during the last 5 years ending March 2025. The reference vessels of experience to be minimum of 70m LOA and should have more than 20 days endurance at sea. Eligible firms to produce documentary evidence for satisfactory Management of vessels. The firm to provide performance certificate, work orders, track record, etc., for each and every contract being claimed as experience by the bidders.</i></p>
80	Techno-Commercial Criteria – Clause 12(a) 2(b)	Request you to please provide guidance on the interpretation of "Foreign Going Vessels" and the specific requirements under this clause, as we are unable to correlate the same with respect to vessel flags and operational criteria.	The vessel should be an Indian-flagged foreign-going vessel and shall comply with all applicable statutory regulations and certification requirements governing foreign-going vessels.

Note:

- 1. The updated price bid format is provided at Enclosure A. Bidders are advised to use the updated Price Bid format for submission of their quotes.**

Enclosure A – PRICE BID FORMAT

A. SAGAR KANYA

S. No.	Item Descriptions	Quantity	Unit	I year		II year		III year	
				Unit rate	Total rate	Unit rate	Total rate	Unit rate	Total rate
i	ii	iii (a)	iii (b)	iv	v	vi	vii	viii	ix
1.1	Lumpsum amount for all general services and maintenance and Management Fee for one year (refer clause 3 of the Model contract)	1 year	Per Year						
1.2	Agency Services (Indian port call)	15	Per port call						
1.3	Agency Services (Foreign port call)	1	Per port call						
2	Per day manning cost (including victualling)								
2.1	Master FG	365 days	Per day						
2.2	Chief Officer FG	365 days	Per day						
2.3	2 nd Officer FG	365 days	Per day						
2.4	3 rd Officer FG	365 days	Per day						
2.5	Chief Engineer FG	365 days	Per day						
2.6	2 nd Engineer FG	365 days	Per day						
2.7	3 rd Engineer FG	365 days	Per day						
2.8	4 th Engineer FG	365 days	Per day						
2.9	Electro-Technical Officer (ETO)	365 days	Per day						
2.10	Medic / Nurse	365 days	Per day						
2.11	Doctor	365 days	Per day						
2.12	Catering / Housekeeping officer FG	365 days	Per day						
2.13	Deck crew / Helmsman / ratings –6 nos	6 nos x 365 days Per person per day rate	Per man day						

2.14	Engine crew / ratings – 5 nos	5 nos x 365 days Per perso n per day rate	Per man day						
2.15	Fitter / Oiler –1 no	365 days	Per day						
2.16	Chief cook	365 days	Per day						
2.17	2 nd cook	365 days	Per day						
2.18	Saloon rating- 3nos	3 nos x 365 days Per perso n per day rate	Per man day						
2.19	Utility Hand	1 nos x 365 days Per perso n per day rate	Per man day						
3	Fresh water rate / ton	3000 Tons	Per ton						
4	Underwater diving services for cleaning of transducers, propellers and hull	1	Per operation						
5.1	Superintendent for drydocking (all inclusive) per day rate-Indian Yard	100 days	Per day						
5.2	Superintendent for drydocking (all inclusive) per day rate-Foreign Yard	45 days	Per day						
6.1	Meals cost (per person per day of 3 meals and twice snacks/tea/ coffee)	7000 man days	Per man day						
6.2	VIP meal	300 meals	Per meal						
7	Labour Charges (for science team)	75	Per shift						
8	Boat Arrangement	2	Per arrangem ent						
9	Taxi Arrangement	125	Per day per						

			vehicle						
10	Port Pass Arrangement	300	Per Pass						
11	Painting: Deck (polyurethane) and super structure paints (Alkyd)	2000	Per sq.m						
12	Painting: All bilge areas (epoxy primer and epoxy), void spaces and machinery spaces	5000	Per sq.m						
13	Painting: Accessible external hull without scaffolding (ship side, weather decks)	3000	Per sq.m						
14	Fumigation including shore-accommodations for Ship crew/Officer	1	Per year						
15	Spot fumigation as per standard, minimum of 10 locations	4	Per year						
16	AMC Service charges of Vacuum based Sanitary System with STP by OEM/OEM Authorized engineer	1	Per Year						
17	AMC service charges for Navigational, GMDSS and communication equipment by OEM/OEM Authorized engineer	1	Per Year						
18	AMC service charges for AC system repairs and maintenance by OEM/OEM Authorized engineer	1	Per Year						
	Total for each year								
	Grand Total								

-Rates quoted include all applicable levies, liabilities and current rate of 18% GST will be applicable. Any revision in the tax rates in future shall be applicable at the time of payments as per norms.

- Agreed to the extension for the contract on the prices quoted for the 2nd and 3rd year as per the extension clause no. 2 of model contract.

-It is certified that the above bid has been submitted after understanding total scope of the tender, after getting all necessary clarifications and visit to the Ship. Our tender is fully compliant without any exceptions or exclusions whatsoever.

Signature of the bidder & Stamp