

CORRIGENDUM NO.6

MINUTES OF PRE BID MEETING FOR TWO LIMITED TENDER ENQUIRIES (LTEs) ISSUED BY MHA.

Ref: (i) LTE No.D/21013/30/3372/13.05.2016/Proc Wing dated 21.12.2016 floated for design, construction and supply of 150 Nos 12 ton boats &
 (ii) LTE No. 05/10/2009-15-Coastal Security-II dated 21.12.2016 floated for design, construction and supply of 75 Nos Difference types of boats.

A pre bid meeting under the Chairmanship of Joint Secretary (PM) was held on 10.01.2017 at 1000 hours to address the points raised by Public Sector Undertakings (PSUs) in connection with two Limited Tender Enquiries (LTEs) issued by MHA on 21.12.2016 for procurement of 75 Nos different types of vessels/boats/Ribs and 150 Nos 12 Ton Patrol boats (total 225 nos) for Coastal States/UTs sanctioned under the Phase-II of the Coastal Security Scheme. After discussion in the pre bid meeting, concurrence of IFD and approval of competent financial authority, following amendments are hereby issued against the subject LTEs. These changes may be effected wherever it is defined in the text of the tender documents and it may be treated as amended accordingly:-

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUS	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 NOS AND 75 NOS)}
1	3, 1.29	PSUs may be exempted from submission of EMD in the form of BG.	Decision of MHA. {In both the LTEs mentioned at ref(i) & (ii) above} following changes are made:- As per Rule 157 & 158 GFR, EMD in the form of Corporate Indemnity Bond not allowed. Hence PSUs are required to deposit EMD as desired in the LTEs. Hence no change.
2	4 (j)		
3	Para 1.45 at page 18 and at Page 66 & 67.	Clarity on the definition of security deposit mentioned in various pages of LTE was sought by PSUs.	Decision of MHA. {In both the LTEs mentioned at ref(i) & (ii) above} following changes are made:- Para 1.45 FOR :Security Deposit READ : Earnest Money Deposit. Heading of Para 8.1 at page 67 FOR : SECURITY DEPOSIT. READ : Performance Security Deposit. Para 8.1, 8.2 and 10.1(iii) at page 67-68 FOR :Performance Bond READ : Performance Security Deposit.
4	Section 6: Form 10 – Bank Guarantee Form for Advance Payment	Nothing mentioned about advance BG but the format for the same is given	Decision of MHA. {In both the LTEs mentioned at ref(i) & (ii) above:- Reference of Bank Guarantee Form for Advance Payment is already available in

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			para C (1) (i) (c) below Article-II of Section 2 of LTE. Hence no change.												
5	1.72 – Tolerance Clause	Acceptability of repeat order up to 25% of the contracted value should be restricted up to 1 year from date of Contract.	This is a standard clause. Hence no change.												
6	Section 1 Clause 1.2(d) of LTE for 75 Nos boats (Page 9)	GSL: It is requested that the Average Annual Turnover of the company be fixed at Rs 500 Crore. HSL: FOR BOTH THE LTES: HSL annual turnover is Rs 496 Cr in 2013-14, Rs 310 Cr in 2014-15, Rs 649 Cr in 2015-16. Kindly consider HSL to participate in the bid.	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above:- ⇒ Average Annual Turnover may be reduced as under:- <table border="1" data-bbox="1037 604 1484 828"> <thead> <tr> <th>Type of boat</th> <th>FOR</th> <th>READ</th> </tr> </thead> <tbody> <tr> <td>For LTE under Ref(i) above i.e. for 150 Nos 12 Ton boats</td> <td>₹500 Cr</td> <td>₹165 Cr.</td> </tr> <tr> <td>For LTE under Ref(ii) above i.e. for 75 Nos various types of boats</td> <td>₹700 Cr</td> <td>₹210 Cr.</td> </tr> <tr> <td colspan="3">Note: Financial years for assessment will remain same as per original terms and condition of LTES</td> </tr> </tbody> </table>	Type of boat	FOR	READ	For LTE under Ref(i) above i.e. for 150 Nos 12 Ton boats	₹500 Cr	₹165 Cr.	For LTE under Ref(ii) above i.e. for 75 Nos various types of boats	₹700 Cr	₹210 Cr.	Note: Financial years for assessment will remain same as per original terms and condition of LTES		
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Note: Financial years for assessment will remain same as per original terms and condition of LTES															
7	1.14, 1.15, & 1.2 (Page 11)	In case if the yard don't have any requisite experience, whether any collaboration by MoU/JV with reputed Indian/ International FRP/ GRP boat manufacturers is allowed?	Matter was discussed in the meeting. Hence no change.												
8	1.18(j)(ii)n (Page 13)	CSL: In case if the yard don't have any requisite experience, whether any collaboration by MoU/JV with reputed Indian/ International FRP/ GRP boat manufacturers is allowed?	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above, following amendments are issued:-												
Para 1.2 FOR : “Eligibility condition”		Para 1.2 READ: “Eligibility condition”													
<p>a) The tenderer should be a Public Sector Undertaking (PSU) having their own Building Yard with manufacturing facilities and seawater front suitable to build the Vessels/boats.</p> <p>b) The applicant should be presently an active Builder engaged in construction of similar Vessels.</p> <p>c) The tenderer should have a proven track record of having built similar type of vessels.</p> <p>d) The tenderer must have had average annual turnover of at least ₹500(in 150 Nos) and ₹700(in 75 Nos boats) crores during the last three years i.e. 1st April 2013 to 31st March 2016.</p>		<p>a) The tenderer should be a Public Sector Undertaking (PSU) having their own Building Yard with manufacturing facilities and seawater front suitable to build the Vessels/boats. T</p> <p>b) The applicant should be presently an active Builder engaged in construction of similar boats / Vessels.</p> <p>c) The tenderer should provide a “Works Approval Certificate” from Indian Register of Shipping (IRS) confirming that they have <u>in house</u> facilities to manufacture the tendered store along with their techno-commercial bid.</p> <p>d) Those PSU who are presently not involved in building FRP/GRP boats, and would like to participate in this LTE provide a letter from IRS confirming that they(IRS) have received a request towards works approval for the manufacture of FRP/GRP boats and this letter should also certify that the audit process has been initiated towards works approval of</p>													

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			<p>shipyards for manufacturing FRP/GRP boats. These PSUs will have to submit the "Works Approval Certificate" whenever it is issued by IRS.</p> <p>e) The tenderer must have had average annual turnover of at least ₹165 Cr.(for Ref(i) above i.e. against LTE for 150 Nos boats) and ₹210 Cr.(for Ref(i) above i.e. against LTE for 75 Nos various types of boats) during the last three years i.e. from 1st April 2013 to 31st March 2016.</p>
9.	Clause 1.46(a) at page 18 & 9(b) and (c) at page 33	Reckoning date for ERV should be the last date of Bid Submission and not the date of Price Bid Opening	<p>Decision of MHA.</p> <p>⇒ Since ref (i) & (ii) above are LTES and all PSUs are requested to quote their financial bid in INR (Indian Rupees) only.</p> <p>⇒ Provision of exchange rate variation is deleted from both the LTES.</p>
10	Section 2, para 6 (Page 32)	<p>(a) Input Excise Duty and Service Tax chargeable on Input services/ sub-contracting services should form part of the cost if not exempted by way of certificate. Else set off is required to be given with Output Excise if applicable.</p> <p>(b) Similarly Customs Duty should form part of cost if not exempted by way of Duty Exemption Certificate.</p>	<p>This is standard clause.</p> <p>Hence no change.</p>
11	Section 2, para 9(a) (Page 33)	<p>(i) Indian bidders may also need to import certain materials/ items for manufacture of the boat. Hence, it is proposed that the ERV clause be made applicable for Indian Bidders as well, to the extent of cost of import materials/ items</p> <p>(ii) There should not be any currency restrictions only to USD, EURO & Pound</p> <p>(iii) Year wise exact projection of Import at the bidding stage is not feasible.</p>	<p>Decision of MHA.</p> <p>⇒ For both the LTES mentioned at ref(i) & (ii) above provision of exchange rate variation is deleted.</p> <p>⇒ All PSUs to quote in INR only.</p> <p>⇒ Fresh BOQ format for Price bid attached with the corrigendum and also uploaded in CPP portal.</p>
12	9(b) (Page 33)	<p>Base exchange rate of each major currency used for calculating FE content of the contract to be the BC Selling rate of the State Bank of India on the final date of the submission of bids.</p> <p>Buyers default to be added for the cases when the owner delays delivery for their own reason</p>	<p>Decision of MHA.</p> <p>⇒ From both the LTES mentioned at ref(i) & (ii) above provision of exchange rate variation is deleted.</p>
13	9(d) (Page 33)	<p>Clause 9 (d) states that ERV clause will not be applicable in case delivery periods for imported content are subsequently to be refixed /extended. After the above sentence, it is requested to add beyond the scheduled delivery dates of respective vessels</p>	<p>Decision of MHA.</p> <p>⇒ From both the LTES mentioned at ref(i) & (ii) above provision of exchange rate variation is deleted.</p>

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		(since we need to refix the delivery dates of individual vessels without changing the delivery dates of vessels)	
14	1.46(b) (Page 18)	<p>LTE condition: Ranking statement for L-1 bidder will be prepared after compiling prices on equitable basis taking into account basic price of the boats/vessels and other duties and taxes etc. plus cost of CAMC.</p> <p>Response from PSUs:</p> <p>a. It is intimated that Evaluation of tender should be basic plus AMC charges only .No taxes be taken in to consideration while determining the L I firm as VAT rate differ from state to state. Further in terms of para 1.64 all taxes and duties paid by the suppliers are to be reimbursed as per actuals.</p> <p>b. Kindly confirm currency of bid and offers in multiple currency permissible.</p>	<p>Decision of MHA. {For both the LTES mentioned at ref(i) & (ii) above}.</p> <p>⇒ L-1 firm will be identified for each type of boats/vessels/bhibs.</p> <p>⇒ L-1 price will include basic price of the boats/vessels and other duties and taxes etc. plus cost of CAMC plus service tax on CAMC (in applicable).</p> <p>⇒ PSUs may be allowed to bid in INR only.</p>
15	1.66 (Page 21)	<p>LTE condition: The Purchaser will not be liable to any claim on account of fresh imposition and / or increase of statutory duties or taxes on the raw materials and / or components used directly in the manufacture of the contracted stores taking place during the pendency of the contract.</p> <p>Response from PSUs: The following line should be added at the end of the sentence:- "if the pendency is attributable to the builder"</p>	<p>This is standard clause.</p> <p>Hence no change.</p>
16	Misc. (outside RFP)	<p>Clarification is required whether the individual types of boats (in the list of 75 Nos. total) fall the category of vessels mentioned below (as per Chapter 89 of Customs list for Ships, boats and floating structures), for the purpose of Customs Duty computation: " OTHER VESSELS, INCLUDING WARSHIPS AND LIFE BOATS OTHER THAN ROWING BOATS '</p>	<p>Details of notification for CDEC provided in the meeting.</p> <p>Hence no change.</p>
17	1.67(Page 21)	<p>LTE condition: If Purchaser is required by Indian Law to deduct or withhold any other taxes <u>or other amounts</u>, the gross amount payable by Purchaser shall be paid after making such deductions or other withholdings. Necessary certificate regarding the deductions so made will be issued by the Purchaser.</p> <p>Response from PSUs: Please delete the terms "or other amounts" or specify the same clearly.</p>	<p>This is standard clause.</p> <p>Hence no change.</p>
18	Article II (A) 3(c) (Page 31)	<p>LTE condition: 3. The Contract Price includes a) The cost of onboard spares for one-year exploitation for machinery/ equipment as per classification requirement.</p>	<p>MHA has no such list.</p> <p>Hence no change.</p>

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		<p>b) The cost of trials of machinery/ equipment/ systems of the vessel(s) and guarantee repairs except for BUYERS supply items.</p> <p>c) Cost of safe custody, installation and conduct of trials of BUYER supplied items for fitment on mountings/housings provided by the Builders.</p> <p>Response from PSUs: It is requested that MHA to provide the List of Buyer Supplied Items so as to help the builder to cater for its transportation, storage and Installation onboard.</p>		
19	<p>Article II (c) STAGES OF PAYMENT (Page 34)</p>	<p>(i) 1st stage payment of 20% of the building price of each boats/vessels (Excluding all levies) on production of following documents:-</p> <p>(a) Drawing approved by Buyer;</p> <p>(b) Completion of hull construction as certified by IRS; and</p> <p>(c) Security Bond in the form given in form 10 Section 6 of this LTE from a reputed Scheduled Bank for the amount equal to twenty percent (20%) of the building price of each Boat / Vessels (Excluding all levies) with no additional cost to MHA and should be valid beyond 45 days till the acceptance of boats/.vessels by the consignee at consignee location.</p> <p>ii) 2nd stage payment of 80% of the building price on delivery of the Vessels after successful test and trials and in</p>	<p>GRSE States that Since DGS&D 68 (revised) and DGS&D Form 72 therein are being adopted , proposed the payment terms be in accordance with para 21 of DGS&D 72, as applicable for steel/ FRP construction. Extract attached separately. (Extract of para 21 of DGS&D).</p> <p>GSL States that:- It is intimated that initial stage payment should be 10% of the whole contract value commensurate to the Security Bond of 10% of contract price. Additionally, as per existing ship /boat building practice, following stage payment is adopted and the same is suggested :</p> <p>a) 1st stage payment of 10 % of the Contract price on signing of the Contract and on receipt of Security Bond in form of Indemnity Bond for Advance 10% of Contract Price by the BUYER,</p> <p>b) 2nd stage payment of 20% of the Contract price upon approval of relevant construction drawing by the Classification Society, submission of proof of placement of order for Main propulsion Machineries and commencement of production,</p> <p>c) 3rd stage payment of 20% of the Contract price on 50% completion of hull,</p> <p>d) 4th stage payment of 20% of the Contract price on installation of Main Engine and underwater equipment,</p> <p>e) 5th stage payment of 20% of the Contract price on launching of the Vessels,</p> <p>f) 6th and final stage payment of 10% Contract price on</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR : Existing entries below Para 'C(1)' of Article II, Section 2 of LTES</p> <p>READ: Below Para 'C(1)' of Article II, Section 2 of LTES</p> <p>(i) 1st stage payment of 10% of the Contract price after signing of the Contract and after receipt of PSD by the BUYER in form 4 Section 6 of this LTE.</p> <p>(ii) 2nd stage payment of 20% of the Contract price after 80% of hull construction material and relevant construction drawing approved by Buyer are available at Builder's premises and actual construction has started as certified by IRS.</p> <p>(iii) 3rd stage payment of 20% of the Contract price on 50% completion of hull and after major Machinery, engines and equipment have been ordered as certified by IRS.</p> <p>(iv) 4th stage payment of 20% of the Contract price on erection of prime mover, underwater equipment, as certified by IRS.</p> <p>(v) 5th stage payment of 10% of the Contract price on launching of the</p>

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		<p>accordance with Article VI of this Contract plus levies held with Purchaser against 1st stage 20% advance payment.</p>	<p>delivery Ex-GSL, Goa of the Vessels after successful test and trials and on furnishing of Performance cum Warranty Indemnity Bond of 10% of Contract Price of each vessel (s).</p> <p>CSL: More builder friendly stage wise payment terms to be added for better cash flow and working capital requirement. Preferably 20% as advance at the time of contract signing, 20% at the time of completion of hull, 20% before start of sea trial, 40% after delivery. BGs will be provided by the builder at each payment stage.</p> <p>HSL: Stage payments are very lien resulting in negative cash flow. Request to add additional stage payments. No Advance payment/ mobilization advance is mentioned at the time of signing of the contract. Request to include mobilization advance at the time of signing of the contract in stage payments clause.</p> <p>SWL: Completion of hull contraction certified by IRS for 1st stage payment may kindly be deleted. 1st stage payment of 20% may be made during constructing based on design/ drawing approved by the buyer and submission of security bond.</p> <p>Vessels as certified by IRS.</p> <p>(vi) 6th and final stage payment of 20% building price on delivery of the Vessels after successful test and trials as certified by IRS and in accordance with Article VII of this Contract.</p> <p>2. All payments will be released after deducting all Taxes as per the TDS provisions under relevant Law and necessary certificate for the deductions so made will be issued to the Buyer.</p> <p>C). The BUYER shall ensure that for the purpose of certification of the stage payments - second stage to sixth stage as above, the ENGINEER of IRS is present at the BUILDER'S Yard. For this purpose, the BUILDER shall provide 14 (Fourteen) days advance notice of the anticipated date when the certification is due.</p>
20	Section 2 Article II (F) (Page 35)	Period of payment of additional expenditures for any additional or modification works need to be specified.	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR: Existing entries.</p> <p>READ:</p> <p>Payments, extra to the contract price (Not more than 10% of Contract price) for any additional work, services or modification work projected by the BUYER during the course of construction of the vessel/s, shall be paid on receipt of suitable claim by BUYER at actual cost incurred plus all elements of BUILDER'S pricing structure i.e. on cost, trials, guarantee / contingency, insurance and profit as applicable</p>

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			and upon satisfactory completion certification by the IRS.
21	ARTICLE-III, para C (Page 37)	<p>LTE Condition:- ADJUSTMENT OF COSTS ETC.: 1. All costs, damages or expenses that the BUYER may have paid, for which under the contract the BUILDER is liable (provided such liability is mutually agreed to exist by the Parties herein), will be claimed by the BUYER from the BUILDER regularly as and when they fall due. Such bills shall be supported by appropriate and certified vouchers or explanations, to enable the BUILDER to properly identify such claims. Such claims shall be paid by the BUILDER within fifteen days of the receipt of the corresponding bills and if not paid by the BUILDER within the said period, the BUYER may then deduct the amount, from any money due or becoming due to him from the BUILDER under the contract or may be recovered by actions of law or otherwise. During the period of contract for design, construction and supply of VESSELS, in case the BUILDER construct/ sells the identical specification of the VESSEL at a cheaper cost to any other party/ purchaser, the reduced cost so fixed will be applicable for the VESSELS being supplied to the MHA against the contract price agreed upon by the BUILDER.</p> <p>Response from PSUs: What costs is the Buyer supposed to incur. To be clearly spelt out.</p>	<p>Decision of MHA. This is standard clause. Hence no change.</p>
22	Section-4/ Price Schedule Column 26 (Page 355)	<p>GRSE: The meaning of "will not be calculated for L1" is not clear and to be clarified for its implication in Price Bid evaluation.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>⇒ ERV deleted from both the tenders.</p>
23	8 –Tax / Duty on Completed Vessel (Page 33)	<p>LTE Condition:- The BUILDER shall take effective steps for filing appeal, revision, and review wherever applicable and other proceedings in accordance with law to challenge any assessment of Sales Tax or Central Sales Tax or Service Tax for that matter, any taxes or duties or levies. The expenditure incurred for filing such appeals, revision, review like advocate fees, court fees, etc., and other proceedings shall be paid by the BUYER to the BUILDERS at actuals against documentary evidence.</p>	<p>Decision of MHA. Suggestion not accepted.</p>

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		<p>Response from PSUs: As per present legislations, while filing such Statutory appeals pertaining to Revenue, a mandatory pre deposit of the Ordered amount may be required to be made. In such a scenario, if GRSE needs to make such pre deposit while challenging such assessments., the same should also be reimbursed by MHA at actuals against documentary evidence</p>	
24	D – Effect of Rescission (Page 38)	<p>LTE Condition:- It is expressly understood and agreed by the parties hereto that in any case, if the BUYER rescinds this Contract under this ARTICLE-III, the BUILDER shall promptly refund to the BUYER all amounts in accordance with the provisions of ARTICLE-II, Paragraph E) (REFUND) and pay in addition interest and liquidated damages as stipulated in Para A) of this ARTICLE-III hereof, the BUYER shall not be entitled to claim any more.</p> <p>Response from PSUs: (a) Clause related to invoking of rescission of the contract should be deleted. (b) Alternatively, if rescission clause cannot be deleted, then in case GRSE has to refund the amounts received by it, no interest and LD should be charged. Further, as regards the works executed by GRSE till the time of rescinding the contract, the value of such work should be adjusted proportionately against the refunds to be made by the yard. Also, Buyer has to return all drawings , spares etc. if received by it prior to recession of the contract</p>	This is standard clause. Hence no change.
25	E-2 and 3 (Page 38)	<p>LTE Condition:- 2. However purchaser will get the benefit if the duties and taxes get reduced during the extended delivery period. 3. The Purchaser will not be liable to any claim on account of fresh imposition and / or increase of statutory duties, taxes and exchange rate variation and other levies on the raw materials and / or components used directly in the manufacture of the contracted stores taking place after original Delivery period</p> <p>Response from PSUs: Since as per the LTE, Builder would not be entitled to any claim on account of increase in statutory tax or levy or on account of fresh levy or tax during the extended period, then in case of any decrease in the tax rate or levy the benefit</p>	This is standard clause. Hence no change.

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		thereof should be allowed to be retained and appropriated by Builder without any requirement to pass the benefit to the Buyer.	
26	Section-1, Para 1.55(d), Page 20 and Article 14, Page 60	LTE Condition:- Financial Liability of the Builder under Risk & Expense Response from PSUs: In case of termination of contract, max financial liability of the Builder should be limited to the contracted cost of the boat/boats for which Builder has failed to perform as per the contractual obligations	This is standard clause. Hence no change.
27	Section -4, Note (iii) (Page 121)	Column No. 55 is converting Column No. 53 only. Column No. 54 is not included in the converted value of column no 55.	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above:- Checked and not error found. However a fresh BOQ has been uploaded.
		Does quoted rates in words be manually typed?	No. Hence no change.
28	Section 1 Para 1.3 (Page 9)	LTE Condition:- The tenderer is required to establish service set up to offer satisfactory service during Guarantee / warranty period. Response from PSUs: Whether on call service can be provided instead of local service set up	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above};- ⇒ The service required should be provided within the stipulated time provided in the contract. It can be either local or on call service, provided they agree the terms and conditions of (Article IX of LTE- Guarantee and Warrantee and CAMC conditions). Hence no change.
29	1.10 (Page 11)	LTE Condition:- Product support of 20 years is required. Response from PSUs: Time period of product support may be reduced to 15 years.	Decision of MHA. ⇒ In both the LTES mentioned at ref(i) & (ii) above, the product support for 28 M Vessels and 19 M Boats may be for 20 years and for remaining types of boats/ Rhibs it is reduced to 15 years.
30	1.10 (Page 11)	LTE Condition:- In case any of the spare part or item of the vessel goes out of manufacture by OEM and for whatsoever reasons is not available, then it will be the responsibility of the contractor/service providers under CAMC to ensure availability of such spare part during the product support period or CAMC whichever is later. Response from PSUs: If the spare parts goes out of manufacture, the tender will make sure that the function of the spare part will be met by any means which is acceptable as per industry standards	This is standard clause. Hence no change.
31	1.58	LTE Condition:-	

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	(Page 21)	<p>The successful tenderer must submit performance security within 21 (twenty one) days from the date of placement of contract and should be valid till expiry of G/W period of last boat/vessel supplied.</p> <p>Response from PSUs: In page 4: Performance security will be 10% of the contract value, will be submitted by successful bidder and will be valid beyond 45 days till all contractual obligations including guarantee/ warranty (G/W) period of last boat supplied. Para 1.58. PERFORMANCE SECURITY: may be amended as under:-</p>	
		<p>FOR: The successful tenderer must submit performance security within 21 (twenty one) days from the date of placement of contract and should be valid till expiry of G/W period of last boat/vessel supplied.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above}</p> <p>READ: The successful tenderer must submit performance security within 21 (twenty one) days from the date of placement of contract and should be valid beyond 45 days till all contractual obligations including guarantee/ warranty (G/W) period.</p>
32	Section 1, para 1.59 (Page 20)	<p>LTE Condition:- CAMC for 75 boats will be from 12 months after the delivery of last vessels</p> <p>Response from PSUs: CAMC is to start one year after delivery of each boat and not after delivery of last boat. The deliveries being staggered over 3 years in some cases may lead to excessive time over runs. Also in event of delays due to reasons beyond control of Builder even the guarantee of already delivered boats will be affected. Request reconcile.</p>	<p>Following amendment are proposed in Article IX (A) (page 51) :-</p>
		<p>FOR: The BUILDER guarantees that all boats/vessels (Total quantity of contracted store as per clause 1.1 of section 1 of this LTE i.e. 150 nos 12 Ton boats), its machineries, accessories and parts and equipment thereof will remain under satisfactory operation for a period of 12 (Twelve) months from the date of delivery of last boat/Vessels. If within the period of Guarantee / Warranty, the Vessel, machineries, accessories, and parts and equipment are reported by the BUYER in writing to have failed to perform as per specifications, the BUILDER shall replace or rectify the same free of charge, within a reasonable period of time from the date of notification of such defects is received by the BUILDER, provided the Vessel(s), its machineries, accessories and parts and equipment thereof are used and maintained by the BUYER or its agents and employees as per instructions contained in the Operating Manual. This warranty/guarantee shall not be applicable in the event of defects arising out of accident or willful neglect of the BUYER, or its agents and employees.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>READ: The BUILDER guarantees that boats/vessels supplied in every lot/batch with, its machineries, accessories and parts and equipment thereof will remain under satisfactory operation for a period of 12 (Twelve) months from the date of delivery of last boat/vessel in that lot/batch. If within the period of Guarantee / Warranty, the Vessel, machineries, accessories, and parts and equipment are reported by the BUYER in writing to have failed to perform as per specifications, the BUILDER shall replace or rectify the same free of charge,</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
			<p>within a reasonable period of time from the date of notification of such defects is received by the BUILDER, provided the Vessel(s), its machineries, accessories and parts and equipment thereof are used and maintained by the BUYER or its agents and employees as per instructions contained in the Operating Manual. This warranty/guarantee shall not be applicable in the event of defects arising out of accident or willful neglect of the BUYER, or its agents and employees.</p>
33	B 2 (Page 34)	GRSE :PSB should be valid till G/W period of last boat supplied as stipulated in Tender Document Page 20 para 1.58	<p>Decision of MHA{In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR: Existing entry.</p> <p>READ: The BUILDER shall furnish Security Bond in the form given in form 4 Section 6 of this LTE from a reputed Scheduled Bank for the amount equal to ten percent (10%) of the Contract Price, within fifteen (15) working days after the date of signing the Contract. The security bond should be valid beyond 45 days till all contractual obligations including i.e. guarantee/warranty (G/W) period.</p>
34	ARTICLE-IX para A (Page 51)	It is proposed that Guarantee/Warranty clause for each vessel/boat / RHIB be amended as below : " from the date of delivery of each vessel/ boat / RHIB "	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR: Existing entry.</p> <p>READ: from the date of delivery of last boat/vessel in that lot/batch.</p>
35	ARTICLE-IX para B (Page 51)	GRSE : The clause should be deleted as Builder cannot be held liable for any defects arising after expiry of Warranty period of individual boat(s)	<p>Decision of MHA.</p> <p>In this contract, the boats are covered under CAMC immediately after expiry of G/W period.</p> <p>Hence no changes required.</p>
36	ARTICLE-IX para E 1 (Page 53)	It is proposed that the underlined sentence should be amended to read as "till all contractual obligations i.e., guarantee/warranty (G/W) period of each boat supplied".	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR: beyond 45 days till all contractual obligations including i.e.</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
			guarantee/ warranty (G/W) period of last boat supplied. READ: beyond 45 days till all contractual obligations including i.e. guarantee/ warranty (G/W) period of last boat supplied i.e. from the date of delivery of last boat/vessel in that lot/batch.
37	ARTICLE-IX para E 2 (Page 53)	LTE Condition:- Should the BUILDER fail to repair, replace or pay for the defective parts within the period which are agreed between the BUYER and the BUILDER under the paragraph C) and D) in the Article, it shall be lawful for the BUYER to forfeit <u>either in whole or in part, the performance bond furnished by the BUILDER.</u> Response from PSUs: It is proposed that the underlined sentence should be amended to read as "in part to the extent of cost of repair, replacement of the defective parts, the performance bond furnished by the BUILDER.	This is a standard clause. Hence no change.
38	Article VII Trials (Page 43)	Not clear where the trials are to be held. If Trials are held in Builders' premises (as the rep of BUYER is present there) delivery will be effected immediately thereafter and no trials should be held on delivery.	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:- ⇒ Trials may be held at ex-work and acceptance of delivery at destination.
39	ARTICLE-VIII, Para D2 and D3 (Page 50)	GRSE: The engines will be selected based on the buyers list of vendors provided in the RFP page 75 para 7 of principal particulars, therefore, builder cannot be held responsible for any deviation in fuel consumption. <i>Recommend delete the clause.</i> GSL: The clause "EXCESSIVE FUEL CONSUMPTION OF PRIME MOVERS" may be deleted since the same was initially existed and subsequently deleted during the pre-bid meeting (08 Nov 2011) Note of MHA: (This is a reference given by GSL to earlier GTE processed for 150 Nos boats which was scrapped.)	List of vendors for engines given in the Specification is indicative and in this para it is further mentioned that "or any other engine for which indigenous product support available" . This document is already vetted by IRS. Hence no change.
40	A (Page 51)	Guarantee of Material and Workmanship <i>An exception may be made by incorporating the following "Such guarantee/ warranty shall not be</i>	List of vendors for engines given in the Specification is indicative and in this para it is further mentioned that "or any other engine for which indigenous product support

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUS	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 NOS AND 75 NOS)}															
		<p><i>applicable to those components/ parts/ accessories which have been procured by the Builder solely based on insistence of / nomination by the Buyer and such components/p arts/ accessories etc., shall be subject to the actual guarantee/ warranty provided by the OEM of the same.</i></p>	<p>available". This document is already vetted by IRS.</p> <p>Hence no change.</p>															
41	<p>Sl.No.3 (Page75) of 150 Nos 12 T boats)</p>	<p>Tender conditions:- Length hull moduled : 14.76 m+/- 0.5m Suggestion of CSL: In order to meet the stringent delivery requirements, FRP boats with existing moulds have to be considered for manufacturing the FRP hulls. Factoring above, request to consider a variation of 10% in the hull dimensions as acceptable.</p>	<p>Discussed and IRS was of the opinion that tolerance provided in the LTE cannot be changed.</p> <p>Hence no change.</p>															
42	<p>Article I Section 2 (Page 29)</p>	<p>Definition of Classification society as per clause 1.16 to Section 1 states that "Classification Society" shall mean Indian Register of Shipping or a Member of International Association of Classification Societies (IACS). Limited tender enquiry has been invited based on competitive bidding whereas the nomination of IRS would allow only one classification society, hence limiting completion. Further, all procurement by the Indian Navy allows inspection and certification by an IACS member. The Director General of Shipping has authorized 10(ten) classification societies and enter into valid agreements for undertaking statutory surveys, inspection and certification of vessels. We must therefore request that he vessels maybe constructed in accordance with High Speed Rules inspected and certified by classification society /IACS member duly authorized by DG shipping. This would ensure fair competition, allow better technology and innovation through the international experience of other classification societies and maintain transparency.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR: "Classification Society" shall mean Indian Register of Shipping or a Member of International Association of Classification Societies (IACS).</p> <p>READ: "Classification Society" shall mean Indian Register of Shipping only.</p>															
43	<p>8 1.4 (Page 8)</p>	<p>State-wise requirement needs to be broken down to town wise. Delivery charges will differ for smaller locations. Moreover that many AMC teams will have to be positioned.</p>	<p>Decision of MHA.</p> <p>Delivery ports for 75 Nos vessels/boats/rhibs are as under:-</p> <table border="1" data-bbox="1050 1787 1460 1933"> <thead> <tr> <th>SN</th> <th>State</th> <th>Name of Port</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Gujarat</td> <td>Bharuch, Gujarat.</td> </tr> <tr> <td>2</td> <td>Andaman Nicobar</td> <td>Port Blair</td> </tr> <tr> <td>3</td> <td>Lakshadweep</td> <td>Kavaratti Port</td> </tr> <tr> <td>4</td> <td>Tamil Nadu</td> <td>Chennai Port</td> </tr> </tbody> </table> <p>Any change can be effected on actual difference of rate.</p>	SN	State	Name of Port	1	Gujarat	Bharuch, Gujarat.	2	Andaman Nicobar	Port Blair	3	Lakshadweep	Kavaratti Port	4	Tamil Nadu	Chennai Port
SN	State	Name of Port																
1	Gujarat	Bharuch, Gujarat.																
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SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
44	Section 1.1 (Page 9)	<p>Tender condition: - The Bidder must bid for supply of all the vessels.</p> <p>Response from CSL: Can bidders do partial bidding.</p>	<p>Decision of MHA. {From both the LTEs mentioned at ref(i) & (ii) above):-</p> <p>⇒ PSUs can bid for all or for any type of boats/vessels but the type opted should be for full quantity.</p>
45	1.16(vi) (Page 11)	<p>CSL: Please indicate the place of delivery protocol signing.</p>	<p>Decision of MHA.</p> <p>In this connection page 45 of Article VII of LTE may be referred to.</p> <p>Hence no change.</p>
46	1.51 (Page 19)	<p>GSL: There is a reference about Clause 1.54 in the Clause 1.51, however, Clause 1.54 is not in the Tender Document. Please clarify whether Clause 1.51 is erroneously entered?</p> <p>GRSE: Each type of the various FRP boats (of the total 75 Nos. will need certain number of moulds whose cost will be amortized on all the respective nos of boats while each bidder makes his quote. Therefore, if the order is split with L2, L3, L4, the bid submitted by L1 will not be economically viable for him due to reduced number of boats ordered on him.</p> <p>The quote is complete along with CAMC of 5 years for all the respective nos various boats/vessels. Split numbers may lead to increase in prices depending on the numbers allotted to a particular bidder. Therefore, all the boats should be ordered on L1 itself. Alternatively, each bidder should be asked to quote for pre-decided near equal number of boats in each type.</p> <p>In case of distribution of total quantities of the different types of boats to more than one bidder, how will the distribution be made?</p> <p>Also please clarify on how L1 will be chosen in such case, as one bidder may be L1 considering total bid value for all 75 nos. boats, however, other bidders may offer lesser price for one or more types of</p>	<p>Examined and found that Para 1.54 is available in the document but without any heading/para No. Hence the following words mentioned after 1.53(d) may be named as Para 1.54.</p> <p>“The Purchaser shall not be liable to any affected tenderer or tenderers for the above decisions.”</p> <p>(ii) Reply to GRSE: No Change made.</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
		boats than the price quoted by L1 bidder for those.	
47	1.53(b) (Page 19)	The purchaser should not reduce the quantity/ accept in part as it will have adverse impact on the yard's pricing. In case if the order quantity is divided into parts it may be finalized and informed in the pre-bid meeting	This is a standard clause. Hence no change.
48	1.53 (d) (Page 19)	Tender Condition: 1.53. The Purchaser reserves the right: a) to disqualify one or more tenderers on grounds of national security and public interest; b) to accept in part or in full any tender or reject any tender without assigning any reason; c) to cancel the tendering process and reject all tenders at any time prior to award of contract; or d) to split the order on L2, L3, L4 bidders etc. in that order if they agree to match the price of L1. Response from PSUs:- Please indicate the split up in the pre bid meeting.	This is a standard clause. Hence no change.
49	1.55 (a) and (c) (Page 19)	GRSE: Instead of 45 days, it is proposed that the same may be amended to 90 days. CSL: Clause No.155(a) (b) (c) & (d) may be deleted.	Decision of MHA. {From both the LTES mentioned at ref(i) & (ii) above} following changes are made:- Para 1.55(a) may be redrafted as under:- FOR: a) Should the stores or any installment thereof not be delivered with the time or time specified in the contract documents, or if defective delivery is made in respect of the stores or any installment thereof, the Buyer shall after granting the Seller 45 days to cure the breach, be at liberty, without prejudice to the right to recover liquidated damages as a remedy for breach of contract, to declare the contract as cancelled either wholly or to the extent of such default. READ: a) Should the stores or any installment thereof not be delivered with the time or time specified in the contract documents, or if defective delivery is made in respect of the stores or any installment thereof, without prejudice to the right to recover liquidated damages as a remedy for breach of contract, to declare the contract as cancelled either wholly or to the extent of such default.
50	1.5 (Page 20)	BM Division's request	Decision of MHA. {From both the LTES mentioned at ref(i) & (ii) above} following changes are made:- FOR: COMPREHENSIVE ANNUAL MAINTENANCE CONTRACT: After expiry of Guarantee / Warranty of all boats/vessels (Total quantity of contracted store as per clause 1.1 of section 1 of this

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUS	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
			<p>LTE i.e. 150 Nos 12 Ton boats) i.e. after 12 (Twelve) months from the date of delivery of last boat/Vessels, all the vessels/boats will be placed under CAMC for the period of 05(five) years. Detailed contract conditions of CAMC is provided in Section 5 of this LTE.</p> <p>READ: COMPREHENSIVE ANNUAL MAINTENANCE CONTRACT: After expiry of Guarantee / Warranty of all boats/vessels after 12 (Twelve) months from the date of delivery of last boat/vessel in that lot/batch, all such vessels/boats will be placed under CAMC for the period of 03(Three) years. Detailed contract conditions of CAMC is provided in Section 5 of this LTE.</p> <p>Period of CAMC may be read as 03 years instead of 05 years at all placed wherever it appears in both the LTES.</p>
51	1.72 (Page 22)	<p>Tender Condition:- Purchaser reserves the right to place order on successful tenderer for additional quantity up to 25% of the total number of original quantities from the same supplier at the same rates and terms and conditions at which the original contract has been awarded. The tenderers are bound to accept the orders for additional quantity under this clause if orders are issued at the time of placement of contract or during the currency of contract</p> <p>Response from CSL: The tenderers are bound to accept the orders for additional quantity under this clause if orders are issued at the time of placement of contract or within 3 months from the date of contract.</p>	<p>Tolerance clause is a standard clause adopted from DGS&D manual.</p> <p>Hence no change.</p>
52	Section 2 Point E (Page 35)	<p>Tender Condition: - FOR DELIVERY CHARGES – To various destinations delivery to be CIF Basis.</p> <p>Response from GRSE: It is proposed that "Delivery CIF" may be replaced by "ex-works" of the builder of the boats.</p>	<p>Decision of MHA mentioned below:-</p>
		<p>For 12 Ton 150 Nos boats:</p>	
		<p>FOR: The VESSELS shall be delivered to the authorized representative of BUYER at different user locations informed by the BUYER on CIF basis subject to provision of Article VII herein contained, after completion of trials as per Article VI and complete in all respects, as indicated below, provided no extensions are granted under Article VIII. The delivery of vessels to be completed as follows: Commence delivery by 12th month and complete delivery of 150 vessels by 37th month (6 vessels / month).</p>	
		<p>READ: The VESSELS shall be delivered to the authorized representative of BUYER at different user locations informed by the BUYER on CIF basis subject to provision of Article VII herein contained, after completion of trials as per Article VI and complete in all respects, as indicated below, provided no extensions are granted under Article VIII. The delivery of vessels to be completed as follows:</p>	

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs					CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}				
		Month	Batch	Bharuch, Gujarat (Gujarat & D&D)	Mumbai, Maharashtra (Maharashtra, Karnataka & Goa)	Kochi, Kerala (Kerala, Lakshadweep, Puducherry)	Visakhapatnam, Andhra Pradesh (AP)	Paradip, Orissa (Orissa & WB)	Total		
		1st month	1	6					6		
		2nd month	2		6				6		
		3rd month	3			6			6		
		4th month	4				6		6		
		5th month	5					6	6		
		6th month	6	6					6		
		7th month	7		6				6		
		8th month	8			6			6		
		9th month	9				6		6		
		10th month	10					6	6		
		11th month	11	6					6		
		12th month	12		6				6		
		13th month	13			6			6		
		14th month	14				6		6		
		15th month	15					6	6		
		16th month	16	6					6		
		17th month	17		6				6		
		18th month	18			6			6		
		19th month	19				6		6		
		20th month	20					6	6		
		21st month	21	1	5				6		
		22nd month	22			6			6		
		23rd month	23				6		6		
		24th month	24					6	6		
		25th month	25		1	2		3	6		
				25	30	32	30	33	150		
		For 75 Nos different types of Rhibs/boats/vessels. : No change.									
53	Article III (A) DELAYED DELIVERY (LD)(Page 36)	(a) if the delay is attributable to the Buyer, LD is not to be imposed on Builder. (b) It is proposed that a grace period of 30 days be permitted. Instead of 10%, it is proposed to reduce the same to 5% max as per DPP 2016.			This is a standard clause {para 14.7} of DGS&D 68(Revised). Hence no changes.						

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
54	Article III (A) (2)(i) (Page 36)	<p>Tender conditions:- Para A(2)(i) If delivery of the VESSEL(S) is delayed for causes not attributable to Force Majeure, for more than Twelve (12) months from the date of delivery as required under the terms of this Contract, then, in such event, the BUYER and BUILDER will mutually agree upon the further course of action including extending date of delivery by a reasonable period. The BUYER shall have the same right to levy liquidated damages as per the conditions mentioned above at the time of granting aforesaid extension.</p> <p>Response of PSUs: It is requested to include 30 days grace period stating that the Contract price shall remain unchanged, for the Thirty {30} days of delay in the delivery of the Vessels beyond the delivery date.</p>	<p>Decision of MHA. {For both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>⇒ Sufficient delivery period is already provided in the contract. Hence no grace period required to be given. Further time is the essence of the contract and giving additional 12 months after delivery period on mutually agree conditions will delay the project. Hence para (A)2(i) below Article III of both the LTES may be LTES is deleted.</p>
55	ARTICLE-III, para B (Para 37)	<p>Tender Condition:- TIME OF PRICE ADJUSTMENT Each and every adjustment of the Contract price provided in this ARTICLE-III, ARTICLE-V and ARTICLE-VIII shall be mutually exclusive and settled in accordance with the provisions of ARTICLE-II, paragraph (B).</p> <p>Response of PSUs:- Implication of the conditions of the para to be elaborated</p>	<p>Decision of MHA. Late Delivery charges applicable if any in Article III, V and VIII will be recovered from the due payment mentioned at Article-II.</p> <p>Hence no changes.</p>
56	Article III (D) (Para 38)	<p>GSL: Article III Clause (D) states that in any case, if the BUYER rescinds this Contract under this ARTICLE-III, the BUILDER shall promptly refund to the BUYER all amounts in accordance with the provisions of ARTICLE-II, Paragraph E) (REFUND) and pay in addition interest and liquidated damages as stipulated in Para A) of this ARTICLE-III hereof, the BUYER shall not be entitled to claim any more.</p> <p>However, in Article III there is no provision of rescinding the contract, and Article II (E) refers about delivery charges. Kindly reconcile the above</p>	<p>Decision of MHA. Decision of MHA. {For both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>Examined and found that a para was required to inserted in Article II(E) which is as under:-</p> <p>FOR: FOR DELIVERY CHARGES – To various destinations delivery to be CIF Basis.</p> <p>READ: REFUND - The payments made by the BUYER prior to delivery of the Vessels shall be in nature of advances to the BUILDER and, in the event the Vessels after construction is rejected by the BUYER or this Contract is rescinded by the BUYER, in accordance with the specific terms of</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUS	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
			<p>this Contract, the BUILDER shall immediately refund to the BUYER in the currency of receipt, the full amounts of all sums already paid by the BUYER to the BUILDER under this Contract, along with interest and liquidated damages as per Article-III of this Contract. Such refund by the BUILDER to the BUYER shall forthwith discharge all obligations, duties and liabilities of each of the parties hereto to the other under this Contract.</p>
57	Article - III, Para E, Sub para 3 (Para 38)	<p>Tender Condition:- The Purchaser will not be liable to any claim on account of fresh imposition and / or increase of statutory duties, taxes and exchange rate variation and other levies on the raw materials and / or components used directly in the manufacture of the contracted stores taking place after original Delivery period.</p> <p>Response of PSUs: If delivery extension is given with imposition of LD, then any changes in the duties and taxes within the original delivery period should be paid if the material is brought within the original contractual delivery period. Needs to be clarified.</p>	<p>This is a standard terms and conditions of contract. Hence no changes.</p>
58	Article VII (Para 45)	<p>Tender Condition:- The delivery of vessels to be completed as follows: Commence delivery by 12th month and complete delivery of 150 vessels by 37th month.</p> <p>Response of PSUs: The delivery of vessels to be completed as follows: Commence delivery by 16th month and complete delivery of 150 vessels by 46th month</p>	<p>Decision of MHA. Delivery schedule for 150 Nos 12 Ton boats has been rescheduled as per SI.No.52 above. Hence suggestion made by CSL demands no merit.</p> <p>Hence no change.</p>
59	Article VIII, Para A, Sub para iii (page 49)	<p>Tender Condition:- Cause of Delay: Provided that acts of the Government or any state parties of the SELLER which may affect the discharge of the SELLER's obligations under the contract shall not be treated as Force Majeure.</p> <p>Response of PSUs:</p>	<p>This is a standard terms and conditions of contract.</p> <p>Hence no changes.</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
		<p>GRSE: Acts of the Govt. should form part of the Force Majeure and should not be excluded</p> <p>GSL: The clause is not understood, it is requested to clarify the same.</p>	
60	52 Article IX Para D(1)	<p>Tender Condition:-</p> <p>Para D (1) The BUILDER shall remedy, at its cost and expense, any defects, against which the Vessels, or any part of the equipment thereof, are guaranteed under this ARTICLE IX, by making all necessary repairs and replacements.</p> <p>Response of PSUs:</p> <p>Clause D {1} states that "The BUILDER shall remedy, at its cost and expense, any defects, against which the Vessels, or any part of the equipment thereof, are guaranteed under this ARTICLE IX, by making all necessary repairs and replacements."</p> <p>Thus above clause does not clearly stipulates the guarantee liability of builder is 12 months from the date of delivery of the respective boat. Hence, it is requested that amendment be made appropriately.</p>	Amendment in G/W period(Article IX) already proposed above. Hence no changes.
61	B (Page 43)	<p>Weather Condition.</p> <p>Response of GRSE:</p> <p>It is presumed that the period of permissible delay in the trials due to unfavourable weather conditions will not attract LD. MHA to reconfirm.</p>	Explained to firm in the meeting. Hence no changes.
62	A-I(Page 49)	<p>Causes of Delay</p> <p>Response of GRSE:</p> <p>The words " adverse weather conditions" and should be included as part of Force Majure</p>	<p>Decision of MHA. Decision of MHA. {In both the LTEs mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>"Adverse weather conditions" has already been defined in this para. Hence no change made.</p>
63	4(f) (Page 3)	<p>Response of GRSE :Time span of about 1 month only from Pre-Bid Mtg till submission of Bids on 15 Feb 17 is too small, particularly considering that it will further be reduced due to time taken by MHA to promulgate decisions in Pre-Bid Mtg. Hence, it is requested that the last date for submission of Bids</p>	PSUs may kindly check the amendment in web site issued an amendment to original LTEs.

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
		on line be extended by 04 weeks.	
64	1.5(Page 10)	<p>Tender Condition:- The clause stipulates that "Tender placed in sealed covers in single bid system, with the name of the work written on the envelope will"</p> <p>Response of GSL: It is requested to confirm whether hard copy of the Techno-Commercial offer need to be submitted or not.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR: Tender placed in sealed covers in single bid system, with the name of the work written on the envelope will be received by the DDG (Procurement), Police Modernization Division, Jaisalmer House, New Delhi – 110011.</p> <p>READ: Online LTE in two bid system will be uploaded by bidders within the target date stipulated in the LTE.</p>
65	1.18(b) (Page 13)	<p>Tender Condition:- No queries and requests for clarifications will be entertained after the Pre-Bid Conference.</p> <p>Response of PSUs: Queries may be accepted till the Bid submission start date.</p>	No change required.
66	1.18(d) (Page 13)	<p>Tender Condition:- If the tenderer is a company the tender should be digitally signed by the person authorized by a resolution of the Board of Directors of the Company. A scanned copy of the relevant resolution should be attached with the technical bid.</p> <p>Response of PSUs: Being a CPSU an authorization letter issued by CMD may be accepted.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>May be accepted.</p> <p>FOR: Existing Entry.</p> <p>READ: The CMD of the PSU may authorize in writing the tender digital signing authority. A scanned copy of the relevant resolution should be attached with the technical bid.</p>
67	1.38 (Page 17)	<p>Tender Condition:- The first cover, i.e. Techno-commercial bids (Part-A) will be opened first. These bids will be scrutinized and evaluated with reference to parameters prescribed in the tender document. If the details/data</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above}:-</p> <p>Photo copy of the LTE duly signed in all the pages not required to be uploaded along with the tender. In place of the same, the tenderer should furnish/upload form No.11 of Section 6 of LTE and other required documents in</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
		<p>given in the technical bids are found in conformity with the technical specifications prescribed in Tender Document.</p> <p>Response of PSUs: It is requested to confirm whether hard copy of the Techno-Commercial offer need to be submitted or not.</p>	<p>support of their claim as called for in the LTE duly signed to confirm that the terms and conditions of the LTE are SACROSANCT and they agree to all the terms and conditions.</p> <p>Hence no changes.</p>
68	1.45(5) (Page 18)	<p>Tender Condition:- Is the bidder capable of providing the goods and services?</p> <p>Response of PSUs: Please elaborate about the contents falling under Goods and Services.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above}:-</p> <p>Goods and service means scope of work defined in this project.</p> <p>Hence no changes.</p>
69	Article X, Para A 4 (Page 54)	<p>Tender Condition:- Insurance of the vessel at buyers cost --- If the BUYER so requests, the BUILDER shall at the BUYER'S cost, procure insurance on the Vessels and all parts, materials, machinery and equipment intended there for against various risks not heretofore provided and shall make all arrangements to that end. The BUYER upon delivery of the Vessels shall reimburse the cost of such insurance to the BUILDER.</p> <p>Response of PSUs: GRSE: (a) This clause should not be imposed on Builder as Builder has the insurable interest till the delivery of the vessels and nature of risk to be covered is also not clear. (b) Needs clarification from MHA with regard to any risks to be covered besides the ones stated in the clause for which Builder will be required to obtain insurance. HSL: Is insurance mandatory during construction period. If so under whose scope insurance costs are to be borne Buyer or Builder.</p>	<p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above}:-</p> <p>Article X is very clear.</p> <p>Hence no changes.</p>
70	Article XIV (Page 60)	<p>Tender Condition:- BUILDER's liability shall be strictly limited to the obligations specified in the Contract.</p> <p>Response of PSUs: The following may be added in continuation of the first existing sentence</p>	<p>No Change required.</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
		<p>“Under no circumstances shall the BUILDER be liable for any consequential or indirect damages of whatsoever nature incurred by BUYER or a third party including but not limited to loss of use, increase in operating cost or damage to its reputation. For all motives considered together, for non performance of the contract, the BUILDER'S liability shall be limited to 10% of the total contract price of the undelivered Vessel(s).”</p>	
71	ARTICL E-XV (Page 61)	<p>Tender Condition:- This Contract shall come into force from the date of issue of letter of award of Contract by the BUYER.</p> <p>Response of PSUs: The clause should be amended as: "This Contract shall come into force from the date of signing of contract.</p>	No Change required
72	ARTICL E- XVII(Pag e 63)	<p>Tender Condition:- PRE CONTRACT INTEGRITY PACT.</p> <p>Response of PSUs: (a) GRSE being a DPSU, submission of Pre-Integrity Pact should be waived off for the shipyard (b) The above is also waived off for DPSUs in the case of shipbuilding projects of Indian Navy & Indian Coast Guard.</p>	No Change required
73	1.72 – Toleranc e Clause (Page 22)	<p>Tender Conditions: Purchaser reserves the right to place order on successful tenderer for additional quantity up to 25% of the total number of original quantities from the same supplier at the same rates and terms and conditions at which the original contract has been awarded. The tenderers are bound to accept the orders for additional quantity under this clause if orders are issued at the time of placement of contract or during the currency of contract</p> <p>Response of GRSE : Currency of the Contract covering all the different types of vessels/ boats etc as per the LTE is long (30 mth) from contract. Placement of further orders at the main</p>	This is a standard clause. Hence no change required.

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}
		contracted rate over the entire validity period of the contract , especially after 12 mths or more will inflict severe financial implication burden on the Builder. hence, acceptability of repeat order upto 25% of the contracted value should be restricted upto 1 year from date of Contract.	
74	A (Page 41)	GRSE : A clause may be suitably inserted stating that after exchange of correspondences for such modifications, an Order of amendment to Contract containing the details of the modifications, changes may be issued.	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:- Suggestion of the firm may be accepted. Para A(4) inserted as under:- 4. After exchange of correspondences for such modifications, an Order of amendment to Contract containing the details of the modifications, changes will be issued by the purchaser.
75	C (Page 47)	Documents to be delivered to the Buyer. GRSE : GRSE at times is required to execute Bonds of Undertaking, Non-Disclosure Agreements etc, while procuring any items from its suppliers which prohibits GRSE from disclosing any drawings, data to any third parties. Keeping in view the aforesaid issue, it is proposed that the contract should include a clause to the effect that the documents supplied by OEMs and handed over to Buyer will be used only for the intended purpose of operation & maintenance of the equipment and that the same will not be shared / passed on to any third party without prior concurrence of Builder/ OEM as appropriate.	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:- Suggestion of the firm may be accepted. Para C(10) below Article VII of Section 2 inserted as under:- 10. The documents supplied by OEMs and handed over to Buyer will be used only for the intended purpose of operation & maintenance of the equipment and that the same will not be shared / passed on to any third party without prior concurrence of Builder/ OEM as appropriate.
76	Section 2 Article XI (A) (Page 56)	Arbitration GRSE : As per Circular issued by Department of Public Enterprise any dispute or differences between 2 Central Govt. Dept. or between a Central Govt. Dept. and a CPSU or between 2 CPSU's may be referred for adjudication through Arbitration before the Permanent Machinery of Arbitration (PMA) a dispute resolution mechanism set up in the Department of	Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:- FOR: Existing Entry at Clause (A,B,C) below Article XI of Section 2 of both LTES. READ: (A) In the event of any dispute or difference relating to the interpretation and application of the provisions of the contracts, such dispute or difference shall be referred by either party for Arbitration to the sole Arbitrator in the Department of Public Enterprises to be

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUS	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 NOS AND 75 NOS)}
		<p>Public Enterprise. Such arbitration is to be conducted as per the extant guidelines of Department of Public Enterprise in this regard.</p> <p>The standard Arbitration clause in this regard is attached separately</p>	<p>nominated by the Secretary to the Government of India in-charge of the Department of Public Enterprises. The Arbitration and Conciliation Act, 1996 shall not be applicable to arbitration under this clause. The award of the Arbitrator shall be binding upon the parties to the dispute, provided, however, any party aggrieved by such award may make a further reference for setting aside or revision of the award to the Law Secretary, Department of Legal Affairs, Ministry of Law & Justice, Government of India. Upon such reference the dispute shall be decided by the Law Secretary or the Special Secretary/Additional Secretary, when so authorized by the Law Secretary, whose decision shall bind the Parties finally and conclusively. The parties to the dispute will share equally the cost of arbitration as intimated by the Arbitrator.</p> <p>(B) In case it is not possible to resolve the dispute amicably by mutually consultation or through the good offices of Empowered Agencies of the Government or through Arbitration, the same should be referred first to the Cabinet Secretariat, and then if necessary to PMO.</p> <p>FOR : Clause 1 to 8 below Article VI of Section 5 in both the LTES:- READ: Existing clause 1 to 8 deleted and amendment as per amendments approved against Article XI of Section 2 in both the LTES and Signature of both the parties will be made available as per existing format. (Page 145-146 in 150 Nos boats LTE and Page 375-376 in 75 boats LTE)</p> <p>Following clause deleted: 1. Clause (C) below Article XI of Section 2 of both LTES is hereby DELETED 2. Clause 1.74(iv) DELETED.</p>
77	Section 6, Form 1 Clause 12	Point-wise response to requirements specified in Section-4 (para 4.1, 4.2, 4.5 & 4.6) of Tender Document. Please also furnish additional information/ clarifications, documents, etc., as deemed necessary, in support of your offer.	<p>Not able to identify para. 4.1, 4.2, 4.5 and 4.6 in Section 4</p> <p>Decision of MHA. {In both the LTES mentioned at ref(i) & (ii) above} following changes are made:-</p> <p>FOR : Point-wise response to requirements specified in Section-4 (para 4.1, 4.2, 4.5 & 4.6) of Tender Document. Please also furnish additional information/ clarifications, documents, etc., as deemed necessary, in support of your offer.</p>

SN	REFERENCE OF PARA IN LTES	POINTS RAISED BY PSUs	CHANGES AGREED / NOT AGREED BY MHA {FOR BOTH THE LTES (150 Nos AND 75 Nos)}						
			READ: Point-wise response to requirements specified in Section-3. Please also furnish/upload additional information/ clarifications, documents, etc., as deemed necessary, in support of your offer.						
78	In the LTE for 75 and 150 Nos boats, PSUs have suggested to make some correction of clerical mistakes in the format for EMD and PSD.	Decision of MHA. Taking those suggestions into consideration, fresh format as per Annexure "A" & "B" of this corrigendum will replace in existing format in both the LTES.	<table border="1"> <tr> <td>FOR in both the LTES</td> <td>READ in both the LTES.</td> </tr> <tr> <td>SECTION 6 Standard Forms Form 2 - Bank Guarantee Form for EMD</td> <td>Annexure "A" of the Corrigendum.</td> </tr> <tr> <td>SECTION 6 Standard Forms Form 4 – Bank Guarantee Form</td> <td>Annexure "B" of the Corrigendum.</td> </tr> </table>	FOR in both the LTES	READ in both the LTES.	SECTION 6 Standard Forms Form 2 - Bank Guarantee Form for EMD	Annexure "A" of the Corrigendum.	SECTION 6 Standard Forms Form 4 – Bank Guarantee Form	Annexure "B" of the Corrigendum.
FOR in both the LTES	READ in both the LTES.								
SECTION 6 Standard Forms Form 2 - Bank Guarantee Form for EMD	Annexure "A" of the Corrigendum.								
SECTION 6 Standard Forms Form 4 – Bank Guarantee Form	Annexure "B" of the Corrigendum.								
79	Section 4 (Price bid)	FOR : Existing format READ: Annexure "C"							

2. Queries of PSUs on technical parameters and reply of IRS/MHA.

2.1 Cochin Shipyard Limited : Pre Bid Queries for Tender : LTE No. No. 05/10/2009-15-Coastal Security - II Dated 21.12.2016 Boats of 75 Nos.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
80.				Preliminary GA Plan will help the Builder to understand the requirements more clearly. Request to provide Preliminary GA Plan for 28m Steel Vessel, 19m FRP vessels, 12m RHIB, 7M RIB, 5T Vessel	Detailed technical requirement already specified in Sec. 03 the contract. Builder to develop its own design based on technical requirements.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
81.				In order to meet the stringent delivery requirements, FRP boats with existing moulds have to be considered for manufacturing the FRP hulls. Factoring above, request to consider a variation of 10% in the hull dimensions as acceptable.	Acceptable tolerance limits already specified in the tender.
82.	Sec 3(A) 28 M VESSEL	3.21.3	One RIB with launching/recovery arrangements with electrical and mechanical controls shall be provided on main deck	Please specify the capacity of RIB required	4.7 M RIB as per Navy NCD 4003 Issue 6 to be provided
83.	Sec 3(A) 28M VESSEL	3.25	Stern tow hook for towing the confiscated fishing vessel and provision of standard deck fittings such as bollards, fairleads etc shall be provided.	Please specify the SWL required for Stern Hook	Tow hook of capacity to tow same size vessel to be provided.
84.	Sec 3(A) 28M VESSEL	3.31	The following provisions for armament shall be provided onboard vessel. 1. 12.7 mm HMG - One on fore deck 2. 7.62 mm LMG - Two (one on each on port and starboard side) 3. Provision for an additional detachable LMG mounting post at Aft end of the vessel shall be provided. 4. Necessary Stowage space for Armaments/Ammunition shall be provided.	Please specify whether the scope of supply of HMG and LMG are in Builder's scope.	Yes, scope of supply of HMG and LMG are in owner's scope. Builder to provide provision of mounting arrangement for the same.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
85.	Sec 3(B) 19M BOATS	4.2.5	Alternator:- One per engine. Engine mounted suitable for charging the starting batteries. Fitted one on each engine and suitably geared to provide adequate charge at low engine rpm	Our understanding regarding alternators onboard the vessel is as below : 1. 32.5 kW DG set as back up/emergency 2. Additional DG set as back up/emergency 3. Port Main Engine driver alternator 4. Starboard Engine driven alternator Is there a possibility to reduce the number of alternators considering space and weight constraints	Since provision of one main generator & additional DG set as back up/emergency is catered. Therefore, main engine driven alternators may be removed.
86.	Sec 3(B) 19M BOATS	12.4	1 no of Marine DG 32.5 KW capacity of Lourenco Marine/ Fischer Panda/ Mase DG set /Kohler 11EFOZD/ NANI Diesel or any reputed brand having indigenous product support facilities duly type approved by any member of IACS shall be provided. Type, Quantity & capacity of generator shall meet IRS Class requirement. Additional DG set to be provided as backup/emergency.		
87.	Sec 3(C) MODIFIED 5T PATROL BOAT	4.1.2	Alternator:- One per engine. Engine mounted 12 Volt DC alternators suitable for charging the starting batteries. Fitted one on each engine and suitably geared to provide adequate charge at low engine rpm	Our understanding regarding alternators onboard the vessel is as below : 1. Port Main Engine driver alternator 2. Starboard Engine driven alternator 3. Marinised generator for air conditioning Is there a possibility to reduce the number of alternators considering space and weight constraints	No change.
88.	Sec 3(C) MODIFIED 5T PATROL BOAT	6.2	Marinized generator of suitable capacity as per Class requirement shall be provided to cater for air conditioning, ventilation loads.		

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
89.	Sec 3(F) 7M RIBS	1.3	Length overall 7.50 M	Please specify the tolerance value for Length as indicated for other vessels.	Agreed to, Length overall shall be 7.0-7.5 M

2.2 Goa Shipyard Limited : Pre Bid Queries for Tender : LTE No. No. 05/10/2009-15-Coastal Security - II Dated 21.12.2016 Boats of 75 Nos.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	CSL QUERY	REVISION AGREED TO
90.	SECTION 3(A) in 10.2	113		The requirement of Base and Depot Spares to be deleted, as the same will be taken care by the builder during CAMC.	Base and depot to be provided by builder as per Sec. 5, Article III Para 12 during CAMC.
91.	SECTION 3(A) in 11.2,	115		Guarantee clause to be rephrased as sought in this questionnaire at Sr no 19	Point already addressed in commercial matter
	SECTION 3(B) in 13.2,	172			
	SECTION 3(C) in 13.2,	215			
	SECTION 3(D) 'in 13.4,	267			
	SECTION 3(E) 'in 13.4,	317			
	SECTION 3(F) 'in 13.2,	354			
92.	SECTION 3(B) in 7.5	155		The clause in respect of 19 M boat states that "Two toilet fitted with sewage treatment plant to be provided". It is requested that the requirement of Sewage treatment plant to be deleted, since as per IMO MARPOL, STP is needed for ships more than 400 Gross tonnage or more than 15 Person on board"	Not agreed. As untreated sewage cannot be discharged.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	CSL QUERY	REVISION AGREED TO
93.	SECTION 3(B) in 11.1.1	169		<p>In the note it is specified that “inclining experiment shall be carried out as per class requirement. It is intimated that since these tests/ trials are performed to validate the design parameters (and also due to the fact that the same is applicable for all boats built from same design), it is perceived that the same test need to be conducted only on for only first boat”.</p> <p>Moreover, Swamp test and weighing test to be deleted, the it is not required for such size and type of boats.</p>	<p>For first vessel only unless change in light ship weight (during draft survey)of subsequent boats is not beyond permissible limit as per IRS Rules. Swamp test may be deleted.</p>
94.	SECTION 3(C) in 11.1.0, SECTION 3(D) in 11.1.1 SECTION 3(E) in 11.1.1	212, 263, 314		<p>In the note it is specified that “Swamp test, weighing test and inclining experiment shall be carried out as per class requirement. It is intimated that since these tests/ trials are performed to validate the design parameters (and also due to the fact that the same is applicable for all boats built from same design), it is perceived that the same test need to be conducted only on for only first boat”.</p>	<p>For first vessel only unless change in light ship weight (during draft survey)of subsequent boats is not beyond permissible limit as per IRS Rules.</p>

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	CSL QUERY	REVISION AGREED TO
95.	Additional Clause			In the technical specifications, rating of major and auxiliary equipment have been specified. It is opined that during the detailed engineering stage there would be minor variation on these parameters so as to meet the speed, displacement and other operational characteristics. Fixing the rating of major and auxiliary equipment at this stage would limit the flexibility of the builder to opt the apt equipment to meet the purposes. Hence, the selection/ rating of these equipment be vested with the builder so as to meet operational requirements stipulated in tender.	Power rating of main engine is indicative, however, boat to meet speed criteria specified in technical specification.
96.	ARTICLE – III in 13	367		Facility of Berthing to be deleted, as it is an infrastructure requirement, which needs to be provided by the BUYER.	No change. To be provided as per contract.
97.	Article – III in para 7	366		Penalty indicated should be on CAMC value of the <u>respective vessel</u> for which the repairs have not been carried out. It should not on the entire contract value.	Point already addressed in commercial matter

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	CSL QUERY	REVISION AGREED TO
98.	ARTICLE – III In Para 17	368		<p><i>It is stated that “The charges towards docking & undocking of the vessels for undertaking operational repairs / refit repairs and maintaining the vessel under IRS class are to be paid by Contractor.</i></p> <p><i>Docking/undocking charges to carry out repairs due to accidents, force majeure are to be paid extra at actual to contractor”</i></p> <p><i>MHA to confirm the availability of jetties / hard stand / provisions for docking of the boats at the stations where the docking is to be carried out.</i></p>	No change. To be provided as per contract.

2.3 Hindustan Shipyard Limited : Pre Bid Queries for Tender : LTE No. No. 05/10/2009-15-Coastal Security - II Dated 21.12.2016 Boats of 75 Nos.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
<u>HSL – Pre-Bid Queries for 28m Steel Vessel (10 Nos)</u>					
99.		-	-	Provide the scale of provisions and corresponding weight	Nos. of compliments already defined in the technical specification. It is expected that the Builder would develop a suitable design for the operational requirements specified in Sec. 3.
100.		-	-	Provide the scale of Ammunition and corresponding weight	Supply of ammunition in Buyer's scope. Builder to

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
					provide provision of mounting arrangement for the same.
101.		3.22.5	Apart from sleeping arrangement made for crew(12+1), provision for seating arrangement for at least 50% of the crew shall be provided on deck. The vessel shall be able to carry 50 persons on the deck	Clarify if the Full load displacement is inclusive of 50 passengers on deck. Also clarify they would be standing on deck or sitting	Full load displacement is inclusive of 12+1 compliments. 50 Persons shall be standing on the deck.
102.		-	-	Clarify if the max. draft specified is excluding appendage projections if any, which would be evolved during the design	Max. draft is considered from the baseline of boat. Appendage projections, if any, should be above the baseline.
103.		7.6.2	The Vessel's name shall be marked forward and aft. The port of registry also shall be marked below the vessel's name at the aft	Ships registration requirements to be indicated.	Ship registration not required.
104.		-	-	Clarify if tonnage computations are required, since they would be required to ascertain rule applicability	Tonnage computation to be provided as per requirement
105.		-	-	Clarify the maximum speed requirement indicated is in Calm sea condition Sea state 0	Speed trials to be carried out in calm sea condition.
106.		3.1	The hull shall be of Class approved ship building Steel. No cast iron fittings shall be fitted	No cast iron fittings shall be fitted. Please Clarify	Ship side fittings such as valves etc. shall not be of cast iron.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
107.		3.20	Fenders: Fenders shall be provided as per class requirements	Clarify the following (I) Material of the rubber fender,(II) type of rubber fender(D Type, Cylindrical type, W type) and (III) Relevant standards to be followed. The above information is required for budget estimation.	Heavy duty D- type marine fender of EPDM or equivalent material to be provided.
108.		3.21.3	One RIB with launching/recovery arrangements with electrical and mechanical controls shall be provided on main deck	Capacity of OBM, Length of RIB is to be provided for calculating the davit (launching the RIB) capacity. Please clarify whether to follow SOLAS / NCD/relevant standards. The above information is required for budget estimation.	4.7 M RIB as per Navy NCD 4003 Issue 6 to be provided
109.		3.21.4	One water scooter with davit for lowering/lifting arrangements shall be provided.	Clarify the following: (I) Capacity of OBM (II) Engine required for the scooter(2 Stroke or 4 Stroke) (iii) Complete technical requirements (iv) Relevant standards if any required to be forwarded. The above information is required for budget estimation.	Min. two person capacity water scooter with 4 stroke engine of reputed make having indigenous product support to be provided.
110.		3.24.5	Galley items	Capacity of the following are to be provided: (a) Hot plate (b) Microwave Oven (c) Refrigeration and (iv) Electric kettle for estimating the budgetary cost.	One no. standard marine cooking range of min. 4 kw capacity having 4 nos. hot plates. One oven of 4 Kw capacity. Refrigerator of min. 200 liters capacity. Electric kettle of min. 1.5 liter capacity.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
111.		3.27	Access to Compartments	Clarify the relevant standards/ NCDs/SOLAS rules which are to be followed for obtaining budgetary quotes for cost estimation.	Applicable IRS Rules to be followed.
112.		3.27.1	Doors, Hatches and Manholes Covers	Air tight or oil tight hatches and manholes mentioned. Clarify the same.	Degree of tightness of hatches, manholes shall be as per class requirement.
113.		3.30	Sacrificial Zinc anodes shall be provided	Clarify whether Aluminum anodes can be used in place of zinc anodes. (As per NCD 3906, activated aluminum anodes are to be used for cathodic protection)	No change.
114.		5.3	All 415V and 230V electrical apparatus (unless adequately earthed by method of fixing) shall be earthed by means of wire or strip (of current capacity not less than that of the supply conductor) to the apparatus. The earthing shall follow the same route as the supply cable runs	The Local Earth of the Electrical Equipment shall be provided by using earth straps. Please confirm.	Confirmed
115.		5.8	Two Identical Diesel Generators (DG) providing 100% redundancies shall be provided. Each DG set shall be able to meet the load requirement of the vessel. The DG's shall be approved type for marine application	Two DG sets of Identical capacity each meeting the entire Load requirement of the vessel would be produced. One generator working and the second generator is standby which is considered as 100% redundancy arrangement. Please confirm the alternators are of 415v, 3phase,	Since provision of two generator each having capacity to meet 100 % load requirement is catered. Therefore, main engine driven alternators

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				50hz, 3wire (floating neutral).	may be removed.
116.		5.10	A watertight shore supply connection box with min. 50 Meter of flexible cable along-with reel for stowage shall be fitted on weather deck at an appropriate position on both port and stbd conforming to classification rules, to meet the requirements of the harbour loads.	One no. W.T SCB with 50mts flexible cable along with reel for stowage shall be fitted at an appropriate location on the weather deck, so that cable connection can be made either from port or stbd to meet the requirement. Please confirm.	Confirmed
117.		5.11	Adequate number of heavy duty, maintenance free 12 V batteries are to be provided for starting of the main generators and battery backup to emergency lighting, auxiliary systems, heating, ventilation, air conditioning and kitchen load. Batteries shall conform to class rules	Batteries backup will be provided for Emergency Loads as per statutory/ class requirement only (not heating, ventilation, air conditioning and kitchen load etc., at the same are AC loads). Batteries shall conform to National Electrical standards like BIS, JIS instead of class rules. Please confirm.	Confirmed
118.		5.12	Transformers	Is it 3phase 4wire AC power system for the transformer with primary delta and secondary star with neutral earthing of the star point. In that case the transformer shall be 415V Delta / 400V Star so that the phase to neutral voltage is 230V on the secondary side. Please confirm the same is in order.	Arrangement of the transformers will be provided as per Class requirement to meet the operational requirement.
119.		5.14	Cables conforming to classification society specifications shall be	Cables Confirming to classification society specification shall be	Confirmed

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
			used in main switch board, control panels etc.	used for all the External cabling. The internal wiring of MSB, Cable panels etc., shall be as per maker standard.	
120.		5.15	Two high beam marinised search lights for 360° coverage with remote operation from wheel house of 1200 W with Xenon lamp (Min 3 NM range) with 90 AH maintenance free batteries shall be provided	Remote Manual (mechanical lever) to operate the Search light from wheel house would be provided. Please confirm the operating voltage for the search light is 24V DC.	Search light capable of electronically operated from wheelhouse. Operating voltage of Search light as per OEM recommendation.
121.		5.22	Light fittings	Two core cables for phase and neutral shall be used for Lighting circuits.	Lighting circuit as per class requirements to be provided.
122.		5.23	Navigation	All Navigation Equipment shall conform to IMO regulate with type approval certificate. Please confirm	Confirmed.
123.		5.23.3	Echosounder	Please indicate Transducer frequency.	Standard echo sounder of transducer frequency min. 50 Khz capable of meeting operational requirement & giving digital display in wheelhouse.
124.		5.24	Communication Equipment	Details for compatibility with INAICG equipment may be furnished.	Frequency range of the communication equipment's is to be compatible with IN/CG equipment's.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
125.		5.24.1	VHF Hands free Radio sets- 05 Nos	Portable VHF Walkie Talkies – 05 Nos. to be provided. Please confirm.	Confirmed
126.		5.24.4	Portable HP set(100 watts)-01	Please furnish details. Is it HF Set	Confirmed
127.		5.24.5	VHF with DSC	Please confirm Qty. (Is it 01 No)	Confirmed, 1 no.
128.		5.24.7	Internal communication System : Provision of internal communication on-board the craft (intercom, talk back system, Public Address system, general/emergency alarm) shall be catered	PA system with talk back facility (combined system) in view of intercom and general alarm system would be provided.	Combined PA, talkback system along with general alarm to be provided. However, provision of sound power telephone for communication between wheelhouse & engine control room & steering room to be catered in case of emergency.
129.		5.25	Talk back system shall be provided between Bridge and machinery space (with provision for head set in machinery space). Also sound power telephones shall be provided between machinery space, Bridge and steering gear compartment. Public Address system, general/emergency alarm shall be provided.	To reconcile as per clause no. 5.24.7.	
130.		-	-	Clarify endurance would be at mid voyage condition	Endurance trials of the boat will be carried out full loaded condition as per class requirements .
131.		4.12.3.2	Tank Level Indications	Please clarify remote indication of Tank level indication system to interface with ships alarm plant or a separate common display for all the tanks in the bridge is required.	Display of tanks level in the wheel house to be provided. Suitable arrangement as per builder design.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
132.	-	-	-	Specific Fuel Consumption limit for the Main Engines shall be clarified and specified in order to check for the 5% margin within the range.	Specific fuel consumption as per OEM recommendations.
133.	4.12.3.4	Independent air-intake and exhaust systems shall be provided for main engines. Requisite silencers and air filters shall be provided in each system.	Independent intake to be clarified	Provision of air intake to each main engine shall be independent of the other.	
134.	-	-	Specify wet type water exhaust	Exhaust system as per design of builder to meet the operational requirement.	
135.	11.1.3	Detailed specifications of equipment shall be forwarded to the OWNER for approval prior to ordering. Equipment drawings as received from the makers shall be forwarded as and when received. Build drawings of equipment shall be supplied as part of equipment manual. Approval of system drawings shall be taken from the OWNER prior to procurement of system fittings.	Technical Specifications for Major Equipment's will be sent to Owners for Approval for Major Equipment's. Please Clarify	Details of technical specification along with OEM manual of major machinery such as main engine, genset, gear box etc. to be forwarded to owner/MHA.	
136.	-	Test and Trials	Machinery Continuous Running Endurance Trials at full load will be 1-2 hrs. Please Clarify.	Endurance trials at full load condition for 4 hrs.	
HSL – Pre-Bid Queries for 19m Patrol Boats (20Nos)					

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
137.		-	-	Provide the scale of provisions and corresponding weight	Nos. of compliments already defined in the technical specification. It is expected that the Builder would develop a suitable design for the operational requirements specified in Sec. 3.
138.		-	-	Provide the scale of Ammunition and corresponding weight	Supply of ammunition in Buyer's scope. Builder to provide provision of mounting arrangement for the same.
139.		-	-	Clarify if the max. draft specified is excluding appendage projections if any, which would be evolved during the design	Max. draft is considered from the baseline of boat. Appendage projections, if any, should be above the baseline.
140.		9.4.2 and 9.4.3	Lifebuoys shall be marked with vessels name and port of Registry. The Vessels name shall be marked on the transom port side. The vessels port of Registry shall be marked on the transom, starboard side	Ships registration requirements to be indicated.	Ship registration not required.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
141.				Please provide swamp test , weighing test , and flotation test procedure for similar type of vessels	As per standard IRS Class norms
142.		-	-	Clarify if tonnage computations are required	Tonnage computation not required
143.		-	-	Clarify the maximum speed requirement indicated is in Calm sea condition Sea state 0	Speed trials to be carried out in calm sea condition.
144.		1.14 and 7.4.3	-	As per 1.14 - 12 personnel includes 4 crew. As per Cl.7.4.3 - Bunks are to be provided for 4 crew & 1 Master clarify if 4 bunks are to be provided or 5 bunks	Two cabins to be provided. One cabin having 4 bunks for crew and one master cabin with one bunk for senior officer.
145.		5.7.2	Sacrificial Anodes : Zinc anodes for corrosion protection of all under water metallic fittings shall be provided. Further, TBT free anti fouling paint for hull below the water line shall be provided.	Clarify whether Aluminum anodes can be used in place of zinc anodes. (As per NCD 3906, activated aluminum anodes are to be used for cathodic protection)	No Change
146.		8.5	Fenders: Rubber fender provided all around the boat (except aft transom). The rubber material shall have low weight, high shock absorbing and good buoyancy	Clarify the following (I) Material of the rubber fender,(II) type of rubber fender(D Type, Cylindrical type, W type) and (III) Relevant standards which are to be followed. The above information is required for budget estimation.	Heavy duty D- type marine fender of EPDM or equivalent material to be provided.
147.		10.1.9	Foldable Ladder: 2 folding type Aluminum Ladders shall be provided on either side of the boat	Length of the ladder is not mentioned , type of ladder is to be clarified for Budget estimation.	Standard suitable size ladder as per design freeboard of boat to enable personnel to

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
					embark/dise mbark the boat.
148.		6.6	Navigation Aids	IMO type approval for all the Navigation Equipment are required. Please clarify	Confirmed
149.		6.6.1	Radar	Power is KW may please be indicated.	Range of radar already specified in the Sec.3 Para 6.6.1. Builder to provide reputed make Radar and power rating of radar as per OEM.
150.		6.6.8	AIS	AIS Class A or B. Please confirm.	AIS Class A
151.		6.7.3	Walkie-Talkies	Type of Walkie-Talkies to be indicated. Whether they are GMDSS type.	Yes, GMDSS Type
152.		6.7.4	Internal Communication System	A combined PA with Talk back system and general alarm system will be provided.	A combined PA with Talk back system and general alarm system can be provided. However, provision of one landline telephone connection system with fax machine to be catered.
153.		6.7.5	HF communication sets	HF Communication system fixed or portable type. Details may be furnished.	Fixed HF communication set to be provided.
154.		-	-	Clarify endurance would be at mid voyage condition	Endurance trials of the boat will be carried out full loaded condition as

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
					per class requirements .
155.		5.4.6 and 10.2.5	1½" diameter single outlet instantaneous connection deck hydrant	DG Shipping approved fire hydrant sizes and hoses with 1 1/2" may not be feasible and can be 50 or 65mm. Please clarify	Type approved fire hydrant with fire hose to be provided.
156.				Clarify Bilge pump/Fire pump will be engine driven or motor driven	Bilge pumps to be provided as per Class requirement. One of the pump may be engine driven and other is to be independently driven.
157.				Fuel oil and Lube Oil Pumps for the Boats will be Semi rotary Hand Pumps to clarify.	Pumps as per class requirement to be provided
158.		-	-	Water Jet Propulsion with Rolls Royce make to confirm	Twin water-jets propulsion of Rolls Royce/ Hamilton/Castoldi or any reputed make having indigenous product support facilities duly type approved to be provided.
HSL – Pre-Bid Queries for Modified 5T Patrol Boats(10Nos)					
159.		9.4.2	The Vessels name shall be marked on the transom port side. The vessels port of Registry shall be marked on the	Clarify Ships registration requirements.	Ship registration not required.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
			transom, starboard side		
160.	-	-		Provide the scale of provisions and corresponding weight	Nos. of compliments already defined in the technical specification. It is expected that the Builder would develop a suitable design for the operational requirements specified in Sec. 3.
161.	-	-		Provide the scale of Ammunition and corresponding weight	Supply of ammunition in Buyer's scope. Builder to provide provision of mounting arrangement for the same.
162.				Please provide swamp test , weighing test , and flotation test procedure for similar type of vessels	As per standard IRS Class norms
163.	-	-		Clarify if tonnage computations are required.	Tonnage computation not required
164.	-	-		Clarify the maximum speed requirement indicated is in Calm sea condition Sea state 0	Speed trials to be carried out in calm sea condition.
165.	1.15		240 Nm plus 25% reserve fuel at 15 knots of cruising speed (300 NM) at full load	Clarify the endurance/ range requirement is 240Nm or 300Nm	Range is 240 Nm plus 25% reserve fuel at 15 knots of

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
					cruising speed at full load
166.		3.3.3	The boat shall be designed to be operational and manoeuvred safely and effectively at specified speed with full complement in sea state 3, without degradation in human/material efficiency	Specify the speed	Cruising speed mentioned in Sec. 3C Para 1.1.4
167.		2.2.4	The standard of stability of this vessel shall be in accordance with the IMO / Rule requirement and stability standard for construction of High Speed Crafts & Light crafts Rules of IRS.	Clarify if stability is to be as per IMO / IRS HSLC rules or both of them	Stability requirements as per IRS HSLC Rules
168.		2.2.5	The vessel is to be fitted with sufficient fixed buoyancy, including the collar, to provide a minimum of 10% reserve when fully swamped	Requirement of 10% reserve buoyancy when fully swamped may be clarified	In case of fully swamped condition boat still have min. 10% reserve buoyancy to keep it afloat.
169.		5.4.1	<u>Sacrificial Anodes</u> : Zinc anodes shall be fitted, as required, at transom in the vicinity of outboard motors.	Clarify whether Aluminium anodes can be used in place of zinc anodes. (As per NCD 3906, activated aluminium anodes are to be used for cathodic protection)	NO Change
170.		8.3.2	Anchor: One set shall be stowed as spare	Clarify the meaning of set (Nos to be provided)	Total 2 Nos. anchors to be provided
171.		8.5	Fenders: Rubber fender provided all around the boat (except aft transom). The rubber material shall have low weight, high shock absorbing and good buoyancy	Clarify the following (I) Material of the rubber fender,(II) type of rubber fender(D Type, Cylindrical type, W type) and (III) Relevant standards which are to be followed. The above	Boat shall be of FRP Mono hull construction fitted with foam collar fendering all around sides

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				information is required for budget estimation.	to protect the hull from damage as per Sec.3C Para 2.2.1.
172.		10.1.5	Ladder: Step type Rope Ladder shall be provided	Quantity of Ladder(Embarkation ladder) is not mentioned. Clarify the same. Quantity is required for Budget estimation.	One no. step ladder to be provided.
173.		10.1.6	Baton : Telescopic 'Police' Baton	Baton details / Standards are required for Budget estimation.	Standard Telescopic Police baton to be provided.
174.		6.3.4	Search Light	Manual Remote Control lever in wheel house would be provided.	Electronically operated Search light from wheel house to be provided.
175.		6.5	Navigation Aids	Whether IMO type approval required please furnish. RADAR: Transmitter KW power to be indicated. Please confirm Power system 230V AC / 24V DC for the Navigation Equipment.	Type approved navigational equipment's to be used. Range of radar already specified in the Sec.3C Para 6.5.1. Builder to provide reputed make Radar and power rating of radar as per OEM. AC/DC supply for navigational equipment's as per design on builder.
176.		6.5.5	AIS	AIS Class A or B. Please confirm.	AIS Class A
177.		6.6.3	Walkie-Talkies	Please confirm whether GMDSS type Walkie-talkies are required.	Yes, GMDSS Type

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
178.	-	-		Clarify endurance would be at mid voyage condition	Endurance trials of the boat will be carried out full loaded condition as per class requirements .
HSL – Pre-Bid Queries for 12m RHIBS (26 Nos)					
179.	-	-		Provide the scale of provisions and corresponding weight	Combat load of 25 kg person specified in Sec. 3D Para 1.16
180.	-	-		Provide the scale of Ammunition and corresponding weight	Supply of ammunition in Buyer's scope. Builder to provide provision of mounting arrangement for the same.
181.	-	-		Clarify if the max. draft specified is excluding appendage projections if any, which would be evolved during the design	Max. draft is considered from the baseline of boat. Appendage projections, if any, should be above the baseline.
182.	-	-		Clarify endurance would be at mid voyage condition	Endurance trials of the boat will be carried out full loaded condition as per class requirements .
183.				Please provide swamp test , weighing test , and flotation test procedure for similar type of vessels	As per standard IRS Class norms

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
184.	-	-	-	Clarify if tonnage computations are required.	Tonnage Computations not required
185.				Envisaged Location of seats to be indicated for sitting accommodation.	Arrangement of seats to be provided by builder as per its design
186.	-	-	-	Clarify the maximum speed requirement indicated is in Calm sea condition Sea state 0	Speed trials to be carried out in calm sea condition.
187.	1.5		Draft of Main Deck	Clarify if the "draft of main deck "at Cl. 1.5 is to be read as draft	Agreed to
188.	2.2.4		The standard of stability of this vessel is in accordance with the IMO requirements and classification society norms.	Clarify if classification society norms indicated imply IRS HS&LC Rules	Stability requirements as per IRS HS&LC Rules
189.	7.5.5		Seating for personnel	Indicate the envisaged location of seats for personnel requirement indicated at Cl. No.7.5.5	Location of seats to be provided by builder as per its design
190.	7.5 and 1.16		-	Cl. No.7.5 indicates requirement of 2 engine hatch seats 2 helm seats & 2 crew seats , Cl. 1.16 indicates requirement of 4 crew. clarify whether 4 crew seats are to be provided or 6 crew seats.	Seating arrangement for 4 nos. crew & 12 nos. personnel to be provided.
191.	9.4.3		The Vessels name shall be marked on the transom port side. The vessels port of Registry shall be marked on the transom, starboard side	Ships registration requirements to be indicated	Ship registration not required.
192.	5.5.1		<u>Sacrificial Anodes</u> :Zinc anodes for corrosion protection of all under water metallic fittings shall be provided. Further, TBT	Clarify whether Aluminium anodes can be used in place of zinc anodes. (As per NCD 3906, activated aluminium anodes are to	NO Change

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
			free anti fouling paint for hull below the water line shall be provided.	be used for cathodic protection)	
193.		10.1.2	Stretchers: The RHIB shall be provided with one collapsible stretcher, with suitable securing arrangement	Details of material for Stretchers / standards are required for Budget estimation.	Standard collapsible stretcher as per LSA code guidelines to be provided.
194.		6.3	AC Systems	To confirm whether the Generator is to be provided for AC power generation.	Generator not required.
195.		6.5.2 to 6.5.7 and 6.6.2	Navigation Aids	Please confirm whether these Navigation equipment shall be IMO Type approved	Confirmed
HSL – Pre-Bid Queries for 7m RHIBS (9Nos)					
196.		-	-	Provide the scale of provisions and corresponding weight	Nos. of compliments already defined in the technical specification. It is expected that the Builder would develop a suitable design for the operational requirements specified in Sec. 3.
197.		-	-	Clarify if the max. draft specified is excluding appendage projections if any, which would be evolved during the design	Max. draft is considered from the baseline of boat.
198.		-	-	Clarify endurance would be at mid voyage condition	Endurance trials of the boat will be carried out full loaded condition as per class requirements

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
199.	-	-	-	Clarify the maximum speed requirement indicated is in Calm sea condition Sea state 0	Speed trials to be carried out in calm sea condition.
200.	3.9		Plug: The offsets lifted from the mould loft shall be used for the manufacture of plug after approval from IHQ-MoD(Navy) /Inspecting agency. A very high degree of surface finish shall be carried out	Relevant standards /NCD's are required	Word "IHQ-MoD (Navy)" to be deleted. Builder to build mould as per its design.
201.	8.1.2		Cathodic Protection: Zinc anodes for corrosion protection of all under water metallic fittings shall be provided. Further, TBT free anti fouling paint for hull below the water line shall be provided.	Whether Aluminium Anodes can be used in place of Zinc anodes is to be clarified(As per NCD 3906, Activated Aluminium anodes are to be used for cathodic protection)	NO Change
202.	6.2 (d) and 6.5		Search Light	Search Light mentioned in 6.2(d) and 6.5 are same. Please confirm	Confirmed
203.	6.2.2		Equipment and Fittings	EBXL Cables to be used. Please clarify the requirement is only for 7 M Boat or for all other type Boats EBXL type cables confirming to Naval Specifications EED – 50-12 to be used.	Requirement is only for 7.0M RIB. Class approved electrical to be used.
<u>General Queries for 75Nos Boats</u>					
204.	-	-	-	Provide list of technical documents to be submitted along with technical bid for each type of boat.	Documents related to pre-qualification criteria requirement. Detailed general Arrangement drawing, and main system drawings. The details of all major machinery, equipment and instruments. Power requirement calculations for all engines, gensets, pumps and equipment's and preliminary stability calculations. Products support letter from

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
					major machinery/ equipment OEMs. Type approval certificates of major machinery/ instruments such as main engine, gear boxes, genset etc.
205.	-	-		Request to provide General Arrangement drawing for each type of similar vessel/ boat as has been provided for 150 Nos 12T patrol modified boats.	GA shown in 150 Nos. 12T patrol modified boats is indicative only. It is expected that the Builder would develop a suitable design for the operational requirements specified in Sec. 3.

2.4 GRSE : Pre Bid Queries for Tender : LTE No. No. 05/10/2009-15-Coastal Security - II
Dated 21.12.2016 Boats of 75 Nos.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE QUERY	REVISION AGREED TO
206.		Section 2 Article VI	Not clear where the trials are to be held. If Trials are held in Builder's premises (as the rep of BUYER is present there) delivery will be effected immediately thereafter and no trials should be held on delivery.	Trials will be carried out once for each boat at builders place with all parties involved unless deficiency observed during trials.
207.		Section 3 A Para 1.7	Some relaxation shall be given as final Displacement of vessel may vary. Please make it 90T ±10T.	No change, as 90 Ton max. displacement limit is already specified in technical specification.
208.		Section 3A, "Main particulars"	while the requirement related to length/displacement draft is noted, request to give flexibility to the designer on breadth and depth of the vessel.	Agreed to, Beam (excluding hard rubber fender) 6.6 m +/- 10%, Depth of main deck 3.55 m +/- 10%
209.		Section 3A, "Main particulars"	draft is restricted to 1.4m, and it is difficult to design a propeller for such less draft. It is requested that extreme aft draft may be increased to 1.7 to 1.8m to enable accommodate the propeller.	Agreed to, Draft shall be as per design
210.		Section 3 A Para 1.13, Section 3B Para 1.15, Section 3 C Para 1.14 Speed , Section 3 D Para 1.17	Please clarify the calculation of 85%. Will it will 85% of rated RPM or will it be 85% of engine BHP?	Rated engine RPM

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
211.		Section 3A para 3.14		Stability criteria may be specified. With provision for 50 persons IRS may insists on damaged stability requirement, which shall be difficult to comply for such small vessel.	Damage stability not required with 50 persons.
212.		Section 3 A Para 3.21.3		Request clarify whether gemini craft (10 men capacity)is meant by RIB as craft bigger than Gemini will be difficult to place/ accommodate	4.7 M RIB as per Navy NCD 4003 Issue 6 to be provided
213.		Section 3A, Para 3.22		seating accommodation for 50 persons for a vessel of this size is unlikely. This is to be aa temporary state, thus Provision of temporary arrangement with canopy to be considered acceptable.	Agreed to
214.		Section 3A para 4.2		Main engine capacity is mentioned as 2000bhp X2, request clarify whether lesser capacity engine if found adequate to meet the speed requirement may be considered?	Engine requirement are indicative. Engine of suitable power to meet speed requirement as per Para 1.13 of the technical specification.
215.		Section 3B; 2.3.4		Recommend Stainless steel to be of SS 316 <u>L</u> (Non rusting type in contact with sea water)	Agreed to
216.		Section 3 B Para 4.5.5		Para 4.5.1 permit the use of Cu/SS fuel line & para	Class accepted Cu/SS pipes can be used.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				4.5.5 specifically says SS fuel lines. Please Clarify?	
217.		Section 3B 7.9		no of Arms and amount of Ammunition to be specified.	51 "length x 21" Width x 16" depth Stowage space shall be provided for the following owner supplied armaments. a) One (i) LMG with 200 rds b) One (i) SLR 7.62/5.56mm Insas with 200 Rds c) Two (2) 9mm/5.56 Carbine with 200 rds d) One (i) Pistol 9mm with 36 rounds e) Vary's Pistol (2) with 12 rounds f) Flares – 20 no.s
218.		Section 3 B Para 11.1.1 (b)		Please clarify that fuel consumption trial shall be carried out only on prototype/first vessel of contract.	For first vessel only unless there is no changes in subsequent vessels for which inclining is to be carried out again.
219.		Section 3 B Para 13.2, Section 3 D Para 13.4		Warranty is 12 months for each boat and not 12 months from delivery of last boat.	Point already addressed in commercial matter
220.		Section 3C, Main particulars		Request allow 10% variation in principle particulars of the vessel without compromising the performance	Beam (maximum) (including Collar) 3.38 m ± .33m, Draft at Amidships (w/o outboards) not more than 0.70 m and Displacement as per design.
221.		Section 3C Para 4.4.0		the minimum fuel oil capacity may be reduced to 650 ltrs without affecting the endurance of the vessel.	Fuel tank capacity to meet the endurance criteria of 240 nm at the cruising speed of 15 Knots at full load + 25% reserve as specified in para 1.15 of technical spec.
222.		Section 3C Para 5.1.0		the minimum fresh water capacity may be reduced to 100 ltrs without	No change

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE QUERY	REVISION AGREED TO
			affecting the endurance of the vessel.	
223.		Section 3C Para 2.2.8	Design Displacement may be 4.95 tons approx..	Design displacement as per design
224.		Section 3 C Para 3.8	Fuel tank should be of FRB as it will be within the outer hull.	No change
225.		Section 3 C Para 5.3	Requirement of A/C in wheelhouse and Crew seating may be waived off.	No change
226.		Section 3 C Para 8.4.1 Life raft	As the compliment is 10 persons including crew, hence keeping in mind the space constraint Qty of Life raft may please be made 1 no.	Agreed to, 1 no. 10 person capacity life raft with HRU
227.		Section 3 C Para 8.5 Fendering	Boat shall be fitted with Foam collar consisting of triple fendering on collar all around, hence fendering all around the boat shall not be required. Please clarify?	Boat shall be of FRP Mono hull construction fitted with foam collar fendering all around sides to protect the hull from damage.
228.		Section 3 C Para 11.1.0 (b)	Please clarify that fuel consumption trial shall be carried out only on prototype/first vessel of contract & not on each craft.	For first vessel only unless there is no changes in subsequent vessels for which inclining/swamp is to be carried out again.
229.		Section 3 C Para 13.2, Section 3 E Para 13.4, Section 3 F Para 13.2	Warranty is 12 months for each boat and not 12 months from delivery of last boat.	Point already addressed in commercial matter
230.		Section 3 D Para 1.3 LOA, Section 3 D Para 1.3	LOA specified in tender specs is being taken excluding	Length overall including appendages

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE QUERY	REVISION AGREED TO
			appendages , request clarify	
231.		Section 3 D Para 1.4, Section 3 D Para 1.4	Is Beam specified in tender is including or excluding foam collar.	Including collar
232.		Section 3 D Para 1.10	Please specify the range in which Displacement may vary.	No Change. Approx. displacement 7.5 T is specified. Final displacement shall be per design as mentioned in Para 1.10.
233.		Section 3 D Para 2.2.1, Section 3 D Para 2.2.1	Whether self righting mechanism is required OR it is just an example provided for RHIB to be highly stable.	Self righting mechanism not required.
234.		Section 3 D Para 2.3.9(C)	Foam filled type collar is specified at para 2.3.9, hence requirement as per Sl. No V & VI are not valid/required. Please clarify.	Agreed to
235.		Section 3 D Para 5.3.2	Bilging arrangement shall be as per Class requirements. As in case of 12m RHIB more than one electric automatic bilge pumps shall be required.	Min. requirement specified. However, arrangement as per IRS Rules to be provided.
236.		Section 3 D Para 10.1.7	As the collar shall be of foam filled type, no Inflation pump will be required.	Agreed to.
237.		Section 3 D Para 10.1.8	Spare for Inflatable collar like I/D valves & STU valves are not required in this	Fabric patches, adhesive required for repair of collar to be provided.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				case, as the collar is foam filled type.	
238.		Section 3 D Para 11.1.1		Please clarify that fuel consumption trial shall be carried out only on prototype/first vessel of contract & not on each craft.	For first vessel only unless there is no changes in subsequent vessels for which inclining/swamp is to be carried out again.
239.		Section 3 E Para 1.4 Beam (Max.)		request allow 10% allowance on max breadth	No change, already 10% allowance provided on max breadth
240.		Section 3 E Para 6.1.1		Request clarify if any of the Engine model shall be fitted which comes with 12V starting system instead of 24V.	12/24 DC system option given in specification.
241.		Section 3(F)1.3		Length to be indicated as ~ 7.5 m or 7.4 to 7.5 m & capacity of 7.0 M RIB	Agreed to, Length overall shall be 7.0-7.5 M. Normal carrying capacity of boat 13 persons & emergency carrying capacity 18 persons.
242.		Section 3 F 1.5		To be indicated as Max draft 0.6m	Agreed to, Draft (Full load) Not more than 0.60 m
243.		Section 3 F 14		May be re-considered , life of RIBs is 10 years , in this regard INDIAN NAVY Standard NCD/RIB 7000 refers	Point already addressed in commercial matter
244.		Section 5 Article II		Warranty is 12 months for each boat and not 12 months from delivery of last boat. CAMC starts thereafter for each boat separately.	Point already addressed in commercial matter
245.		Section 5 Para 13		Crane responsibility of CAMC firm – Cranes are not	No change. To be provided as per contract.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				available on some small ports. The BUYER will need to bring the boats to the nearest ports where slipping / unslipping facility is available.	
246.		Section 5 Contract Form for CAMC Para 3.4 All Annexures)		Minor refit includes replacement of all defective components – the AMC cost can go up very high with this clause. Anything and everything on the boat may be replaced under this clause.	No change. To be provided as per contract.
247.		Section 5 Contract Form for CAMC Para 4 (All Annexures)		Major refit – replacement of all components to keep boat operational - the AMC cost can go up very high with this clause. Anything and everything on the boat may be replaced under this clause. In effect this can be the same as the cost of a new boat.	No change. To be provided as per contract.
248.		Section 5 Contract Form for CAMC Annexure III Para 12 Base & Depot Spares		To store B&D spares in each state . Stocking spares at various locations requires huge initial investment. Recommend the BUYER stocks these spares to bring down the AMC cost.	No change. To be provided as per contract.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
249.		Section 5 Contract Form for CAMC Annexure III Para 7		Defects can be attended to within three weeks provided spares are available - import of spares cannot be done in 3 weeks. Stocking all possible spares is not possible as that entails huge initial investments. This issue needs clarification. LD should be applied on a specific defect cost not upto 10% of the CAMC value	No change. To be provided as per contract.
250.		Section 5 Contract Form for CAMC Article IV Para 3		If PBG is taken for 6 years validity and performance appraisal is being done every year the bidder can lose the entire commission amount for 6 years. If there is any doubt on the progress of AMC for 5 years PBG also should be year-wise	Point already addressed in commercial matter
251.				It may be noted that GRSE is a multi- locational Organization .Main ship building facilities are located in 03 units in Kolkata and ancilliary support from various units in the vicinity. Engine facility is located in Ranchi. Further GRSE has offices in Mumbai, Maharashtra, Visakhapatnam	To be provided as per Sec.2, Article 1, Para A.6

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE QUERY	REVISION AGREED TO
			<p>(AP) and Chennai(TN). The last 2 locations are actively involved in providing support to MHA Boats already built by GRSE and delivered to MHA. GRSE is also considering opening another office in Port Blair (A&N Islands) considering these and the requirement of delivery of the boats to various distributed locations all over the coastline, GRSE may undertake construction in distributed locations. In this regards para 17 of DGS&D 72 is also relevant.</p>	

3.1 CSL : Pre Bid Queries for Tender : LTE No.D/21013/30/3372/13.05.2016/Proc Wing
Dated 21.12.2016 150 Nos Patrol Boats.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
252.				In order to meet the stringent delivery requirements, FRP boats with existing moulds have to be considered for manufacturing the FRP hulls. Factoring above, request to consider a variation of 10% in the hull dimensions as acceptable.	Acceptable tolerance limits already specified in the tender.
253.	SEC 3 12 TON PATROL MODIFIED BOAT	2.1.4	Alternator:- One per engine Engine mounted suitable for charging the starting batteries. Fitted one on each engine and suitably geared to provide adequate charge at low engine rpm.	Our understanding regarding alternators onboard the vessel is as below : 1. Port Main Engine driver alternator 2. Starboard Engine driven alternator 3. DG set of adequate capacity Is there a possibility to reduce the number of alternators considering space and weight constraints	No change.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
254.	SEC 3 12 TON PATROL MODIFIED BOAT			Generator: 1 nos. of adequate capacity, or as required to meet the total power requirement including lighting and air conditioning with at least 20% reserve capacity, shall be provided. However, the power requirement will be calculated based on the classification rules.	

3.2 GSL : Pre Bid Queries for Tender : LTE No.D/21013/30/3372/13.05.2016/Proc Wing Dated 21.12.2016 150 Nos Patrol Boats.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
255.	Article-VIII, Para D	50		The clause "EXCESSIVE FUEL CONSUMPTION OF PRIME MOVERS" may be deleted since the same was initially existed and subsequently deleted during the pre bid meeting (08 Nov 2011) of earlier tendering stage .	Fuel consumption to be as per technical specification section 3, para 18.
256.	7	75		The propulsion mentioned at Page 75 clause 7 is <i>Twin Screw Conventional propulsion</i> , however at Sr 2.1.6 (Page 85) against propulsion, it is mentioned as <i>Arneson Surface Piercing drive</i> . It is requested to clarify the same.	Twin Screw Conventional propulsion system to be provided
257.	8	75		Clause 8 Against controls it is mentioned as " <i>Marine Electronic Propulsion Control with Auto Pilot Steering</i> " has been	Auto Pilot steering not required.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
			included. It is requested that the Auto Pilot Steering option be deleted since the same class of boat does not necessitate its utilization. It is also intimated that the same was omitted during the previous tender of the same project.		
258.	1.8.1	82	It is stated at Clause 1.8.1 that the Fuel tank is to be constructed of GRP as per clause 2.4.0 page 87, which is in contradiction to clause 1.8.1 page 82 as per which tank to be constructed of SS 316. It is requested to clarify the material required for construction of Fuel Tank.	Tank material shall be SS 316.	
259.	1.8.2	82	The fresh water tank is to be of Heavy duty rigid plastic tank as per clause 3.1 Page 90, which is in contradiction to clause 1.8 page 82 as per which tank to be constructed of SS 316. It is requested to clarify the material required for construction of F W tank	Tank material shall be SS 316.	
260.	2	83	In the Clause 2.0 " <i>with surface drive allowing</i> " to be deleted since the propulsion proposed is Twin Screw Conventional at other places in the tender..	Twin Screw Conventional propulsion system to be provided	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
261.	2.1.3	85	It is intimated that "Cardon shaft" to be deleted, as the propulsion is Conventional Propulsion and there is no Cardon shaft in the conventional Propulsion	Agreed to.	
262.	2.1.6	85	It is intimated that "Arneson surface piercing drives" to be rephrased as "Twin screw conventional propulsion"	Twin Screw Conventional propulsion system to be provided	
263.	4.1.5	95	'Pentograph' wipers move generally in a semi circular path whereas it is also mentioned that <i>'the wiper should cover more swept area in straight line'</i> leading to contradiction. It is requested to clarify which type of wipers to be used.	Heavy duty radial wipe/pantograph pattern wiper based on the size of the window to provide more swept area.	
264.	4.3.4	96	Search Light intensity is not mentioned. Also clarify whether the search light operation is manual or electrically controlled.	High beam intensity search light min. 200 Watt xenon lamp type. Search Light electrically controlled from wheel house.	
265.	4.3.6	96	Quantity of flood lights mentioned is one, however the specs seek Flood lights at Starboard, port and Aft. Please confirm.	Flood light for starboard, port and aft to be provided	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
266.	4.5.1	97	It is opined that exploitation of a RADAR having range of 48 NM may not be required by MHA considering that the boat will be deployed within the EEZ of 12 NM. It is requested to clarify such a high end RADAR is required or not for its limited purpose. It is intimated that the same requirement was prune down to 24 NM in the earlier tender of same project.	Agreed. 24 NM range radar to be provided.	
267.	4.5.2	97	<p>As per Para 4.5.1 one Radar with 48 NM range and 7 "color monitor is required to be provided.</p> <p>Also as per Para 4.5.2 GPS /Echo Sounder/ Chart Plotter to be integrated with Radar and should have multifunction display.</p> <p>Does that mean there should be two displays -one for Radar and another display exclusively for GPS /Echo Sounder/ Chart Plotter ? or</p> <p>It is requested to clarify whether a single Radar with multi display functionalities of GPS /Echo Sounder/ Chart Plotter can serve the purpose.</p>	Single radar monitor with multi display functionalities of GPS /Echo Sounder/ Chart Plotter to be provided	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
268.	4.5.3	97	The quantity of Magnetic compass seems to be erroneously mentioned as 2 Nos. Please clarify the same	No change	
269.	4.5.8	97	There is a mention about One Day and Night vision (thermal imaging) binoculars given at 4.5.8 , Page 97. It is to be clarified that whether there are two binoculars – viz one to be operated in day and other to be operated in night (TIC) or a single binocular giving functions of both day and night operation. Also clarify whether the requirement binoculars at 4.5.8 , Page 97 is same as the ones indicated at Clause 8.1.5 , Page 107 or additional. Also provide the detailed Specs for the equipment.	One Day and one Night vision binoculars to be provided	
270.	4.6.3		The requirement of walkie-talkie has been indicated twice, one at Cl 4.6.3 (PG 98) and at Cl 8.1.12. It is requested to confirm both requirements are one and the same.	Confirmed	
271.	5.3.3		The clause states that “One toilet fitted with sewage treatment plant to be provided” . It is requested that the same be to be deleted, since as per IMO MARPOL, STP	No change	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
			is needed for ships more than 400 Gross tonnage or more than 15 Person on board”		
272.	6.1.1		As per clause 6.1.1, the quantity of wipers is three which is in contradiction to clause 6.1.2, (which gives an indication that there are only 2 windows at the front and thus 02 wipers). Kindly clarify the same.	Wiper for front windows as per design to be provided.	
273.	6.1.3		The clause states that the <i>Wheel house door should be Aluminum Weather tight door Whereas cl 5.6.0 (Page 100) states that the weather tight door made out of FRP/Aluminum. It is requested to clarify whether Al or FRP to be used.</i>	FRP/Aluminum door can be provided.	
274.	6.3.1	104	The towing capacity to be specified.	Capacity to tow same size of craft.	
275.	6.4.9	105	Detailed specification of Radar Reflector to be provided.	Radar reflector as per national/international standard for such size of craft to be provided.	
276.	6.4.11	105	Specifications for Bullet proof helmets and bulletproof life jackets to be provided.	Bullet Proof helmets & life jackets as per MHA Specifications to be provided.	
277.	8.1.6	107	Please confirm the requirement of GPS at Clause no 8.1.6 page 107, is a repetition of	Confirmed	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
			requirement at 4.5.2 page 97		
278.	8.1.14	108	Requirement of slings to be deleted, as per international practice, it is not feasible to lift / lower such type/sizes of boats. The same was deleted during the pre-bid meeting of earlier tender.	Not agreed	
279.	9.1.0	109	Lifting and hoisting tests to be deleted. Refer sl 44 above.	Not agreed	
280.	9.1.0	110	In the note it is specified that "Swamp test, weighing test and inclining experiment shall be carried out as per class requirement. It is intimated that since these tests/ trials are performed to validate the design parameters (and also due to the fact that the same is applicable for all boats built from same design) , it is perceived that the same test need to be conducted only on for only first boat ".	Agreed. As per IRS rule	
281.	11.2.2 (V)	111	Machinery & system "Layout and installation drawings of Surface Drive System" "to be rephrased as : Layout and installation drawings of Stern Gear System "	Agreed. "Twin Screw Conventional propulsion system" to replace "Surface drive system"	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
282.	2.3	128	In CAMC scope Generator Clause 2.2 may be rephrased as "Generator", as Clause 2.2 indicates a particular model of DG	Agreed	
283.	2.3	130	The Maintenance of RO plants to be deleted, as there are no RO Plant installed in the vessels.	Agreed	
284.	3.2	131	"Servicing of windlass motor/Anchor winch " to be deleted, as there is no requirement of the same.	No change.	
285.	3.2	131	Facility of Berthing to be deleted, as it is an infrastructure requirement, which needs to be provided by the BUYER.	No change. To be provided as per contract.	
286.	Article – III Para 7	139	Penalty indicated should be on CAMC value of the respective vessel for which the repairs have not been carried out it should not on the entire contract value.	No change. To be provided as per contract.	
287.	6	140	It is stated that "The charges towards docking & undocking of the vessels for undertaking operational repairs / refit repairs and maintaining the vessel under IRS class are to be paid by Contractor. Docking/undocking charges to carry out repairs due to accidents, force majeure are to be paid extra at actual to contractor"	No change. To be provided as per contract.	

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
288.			MHA to confirm the availability of jetties / hard stand / provisions for docking of the boats at the stations where the docking are to be carried.	No change. To be provided as per contract.	
289.	Sec.3 Para 1.5	81	Hull laminate of isophathalic resin or vinyl ester resin	Hull of the FRP boats shall be made using class approved Vinyl ester resin.	

3.3 HSL : Pre Bid Queries for Tender : LTE No.D/21013/30/3372/13.05.2016/Proc Wing
Dated 21.12.2016 150 Nos Patrol Boats.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
290.		-	-	Provide the scale of provisions and corresponding weight	Nos. of compliments already defined in the technical specification. It is expected that the Builder would develop a suitable design for the operational requirements specified in Sec. 3.
291.		-	-	Clarify if the max. draft specified is excluding appendage projections if any, which would be evolved during the design	Max. draft is considered from the baseline of boat. Appendage projections, if any, should be above the baseline.
292.		-	-	Clarify endurance would be at mid voyage condition	Endurance trials of the boat will be carried out full loaded condition as per class requirements.
293.				Please provide swamp test , weighing test , and flotation test procedure for similar type of vessels	As per standard IRS Class norms
294.		-	-	Clarify if tonnage computations are required.	Tonnage computation not required
295.		0.3.4	The standard of stability of this vessel is in accordance with the IMO/Rule requirements.	please clarify which rule requirement is being implied	Applicable IRS HS&LC Rules to be followed
296.		1.1	Structural Fire Protection	Less than 500 G.T. Structural Fire Protection is not applicable	Firefighting arrangement as per class requirement to be provided.
297.		1.8.2	F.W Tank: 300 Liters Constructed from stainless steel (SS 316)	As per Clause No: 3.1; One heavy-duty rigid plastic tank of approximate	Tank material shall be SS 316.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				capacity of 300 liters shall be provided. Type of Material is to be clarified.	
298.		4.5.3	<u>Magnetic Compass and binnacle:</u> Two of 100mm diameter. One at the wheel house are to be fitted at suitable location to facilitate navigation of an approved electromagnetic compass which is luminous and deviation card	Location of second Magnetic compass is to be clarified. Type of compass is also to be clarified	Two nos. magnetic compass of Reputed make to be provided. One in wheelhouse and second as spare.
299.		5.6.10	<u>Armour:</u> All four sides of the Wheelhouse including window glasses is fitted with ballistic armor Protection (up to the lower line of the side and aft windows and across the console) against AK-47 from 10 m range as per NIJ III standards. Firing slits to be provided on cabin sides.	NIJ III standards are not available with HSL for compliance of the Clause parameters. Please provide the standards.	NIJ Level III certified bullet proof material to be used.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
300.		6.1	<u>WINDOWS DOORS AND HATCHES:</u> Marine watertight windows approved by Classification Society made to national/international standards shall be used. Marine watertight doors approved by Classification society made to national/international standards shall be used. Marine watertight hatches approved by Classification Society made to national/international standards shall be used. Engine room shall be provided with flush type maintenance hatches, approved by Classification Society.	Material of the windows , Doors & Hatches is to be clarified.	Standard class approved material to be used.
301.		6.1.3	<u>Wheelhouse door:</u> Aluminum Weather tight door	Quantity of Doors is to be clarified.	To be provided as per design of boat.
302.		6.3.1	<u>Anchor Chain Rope:</u> Quantity mentioned as 2 sets	Clarify the meaning of sets. (Nos to be provided)	Total 2 nos. anchor chain rope to be provided.
303.		6.3.2	<u>Anchor:</u> One set to be stowed as spare	Clarify the meaning of sets. (Nos to be provided)	Total 2 nos. anchors to be provided.
304.		6.3.6	<u>Chain Locker:</u> Chain locker shall be rubber lined with bitter end fastenings	As per Clause No: 6.3.1; it is specified as chain cable/ rope. If it is rope, clarify	No change, stowage of chain/rope as per requirement & standard boat building practice.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				whether rope drum is required in the chain locker.	
305.		6.4.11	Builder to provide 6 nos. of bullet proof jackets and 6 nos. of BP helmet as per MHA specifications	MHA specifications are not having with HSL, MHA specifications / standards are required for scrutiny purpose and to meet compliance of the Tech Clause	Bullet proof jacket & helmets as per MHA specification.
306.		6.5.1	Fender: Rubber fender provided all around (except aft transom). The material shall be of low weight with high shock absorbing and good buoyancy	Material of the Rubber fender, type of rubber(like D type, Cylindrical type, W type) and relevant Standards which are to be followed are to be clarified.	Heavy duty D- type marine fender of EPDM or equivalent material to be provided.
307.		8.2.1	Portable hand Extinguishers: Portable fire extinguisher shall be provided through out the vessel as required to meet the class/SOLAS requirements. However, the minimum quantity shall be as follow; (i) DCP of 4.5 Kgs each -2 Nos (ii) CO2 of 5 Kgs – 1 No (iii) AFFF of 9 Liters – 3 Nos	As per the latest rules the capacity of DCP is to be 6Kg. Please clarify.	Min. Requirement specified. Requirement of class to be complied with.
General Queries for 150Nos Boats					

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
308.		-	-	Provide list of technical documents to be submitted along with technical bid for the boat.	Documents related to pre-qualification criteria requirement. Detailed general Arrangement drawing, and main system drawings. The details of all major machinery, equipment and instruments. Power requirement calculations for all engines, gensets, pumps and equipment's and preliminary stability calculations. Products support letter from major machinery/ equipment's OEMs. Type approval certificates of major machinery/ instruments such as main engine, gear boxes, genset etc.

3.4 GRSE : Pre Bid Queries for Tender : LTE No.D/21013/30/3372/13.05.2016/Proc Wing Dated 21.12.2016 150 Nos Patrol Boats.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
309.		Section 1 Para 1.2 a SEA FRONT		Word Sea to be deleted, may be " located with water frontage by adequate length and depth as required for the construction of the said boats respectively.	Agreed
310.		Section 2 Article II Para C. 1.		Buyer designated officer or authorized agency to approve the drawing to be qualified and	IRS to approve non-class plans as per Sec.2, Article -1, Para 2 & 3, & Article -2 Para 4.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				named with contact address	
311.		Section 2 Article VI		Not clear where the trials are to be held. If Trials are held in Builder's premises (as the rep of BUYER is present there) delivery will be effected immediately thereafter and no trials should be held on delivery.	Trials will be carried out once for each boat with all parties involved unless deficiency observed during trials.
312.		Section 2 Article X Para 2.		Vessel post trials may be kept hoisted up and not in water	Agreed to. Word "Afloat Condition" to be deleted
313.		Section 3 Principal Particulars		10% variation be allowed in principle particulars from the dimensions provided. The range provided is too small. Also it is understood that these dimensions are excluding appendages along breadth and length.	No Change. Length & breadth are moulded dimensions.
314.		Section 3 1.8 Tanks		Fuel tank should be of GRP as it will be part of the hull. Installing separate SS tank will be wastage of space. If possible even the FW tank can be of GRP.	Tank material shall be SS 316.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
315.		Section 5 3.2		Crane responsibility of CAMC firm – Cranes are not available on some small ports. The BUYER will need to bring the boats to the nearest ports where slipping / unslipping facility is available.	No change. To be provided as per contract.
316.		Section 5 3.4		Minor refit includes replacement of all defective components – the AMC cost can go up very high with this clause. Anything and everything on the boat may be replaced under this clause.	No change. To be provided as per contract.
317.		Section 5 Para 4		Major refit – replacement of all components to keep boat operational - the AMC cost can go up very high with this clause. Anything and everything on the boat may be replaced under this clause. In effect this can be the same as the cost of a new boat.	No change. To be provided as per contract.
318.		Section 5 Para 4.2 Base & Depot Spares		To store B&D spares in each state . Stocking spares at various locations requires huge initial investment. Recommend the	No change. To be provided as per contract.

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				BUYER stocks these spares to bring down the AMC cost.	
319.		Section 5 Para 4.3		Defects can be attended to within three weeks provided spares are available - import of spares cannot be done in 3 weeks. Stocking all possible spares is not possible as that entails huge initial investments. This issue needs clarification. LD should be applied on a specific defect cost not upto 10% of the CAMC value	No change. To be provided as per contract.
320.		Section 5 Contract Form Page 123 Para 3		If PBG is taken for 6 years validity and performance appraisal is being done every year the bidder can lose the entire commission amount for 6 years. If there is any doubt on the progress of AMC for 5 years PBG also should be year-wise	Already clarified in commercial part
321.				It may be noted that GRSE is a multi- locational Organization .Main ship building facilities are located in 03 units in Kolkata and ancilliary support from various units in	To be provided as per Sec.2, Article 1, Para A.6

SL. NO.	REF.	CLAUSE NO/ PAGE	CLAUSE	QUERY	REVISION AGREED TO
				<p>the vicinity. Engine facility is located in Ranchi. Further GRSE has offices in Mumbai, Maharashtra, Visakhapatnam (AP) and Chennai(TN). The last 2 locations are actively involved in providing support to MHA Boats already built by GRSE and delivered to MHA. GRSE is also considering opening another office in Port Blair (A&N Islands) considering these and the requirement of delivery of the boats to various distributed locations all over the coastline, GRSE may undertake construction in distributed locations. In this regards para 17 of DGS&D 72 is also relevant.</p>	

4. All other dates and terms & conditions of the subject LTE will remain unchanged. Hence bids may be submitted accordingly.

-sd/- dated 28.03.2017

(Rajender Kumar)

Dy. Director General (Proc)

For and on behalf of The President of India



/ 011 2338 6764, 2338 1069, Email id: dir-procur-mha@nic.in

Copy to:

(1) For uploading in CPP portal.

(2) SO(IT), MHA for uploading in MHA's website.

FORM 2 – BANK GUARANTEE FORM FOR EMD

To be submitted with "Technical Bid"

Ref : Bank Guarantee No. _____

Date : _____

The President of India
 Acting through Joint Secretary (Police Modernization),
 Ministry of Home Affairs,
 Jaisalmer House, 26, Mansingh Road,
 New Delhi – 110 011.
 Dear Sirs,

Whereas (hereinafter called the "Tenderer") has submitted its quotation dated..... for the supply of (hereinafter called the "tender") against the Purchaser's tender No., know all persons by these presents that we of (hereinafter called the "Bank") having our registered office at are bound unto (hereinafter called the "Purchaser") in the sum of for which payment will and truly to be made to the said Purchaser, the Bank binds itself, its successors and assigns by these presents.

Sealed with the Common Seal of the said Bank this..... day of 20.....

The conditions of this obligation are —

- (1) If the Tenderer withdraws or amends, impairs or derogates from the tender in any respect within the period of validity of this tender;
- (2) If the Tenderer having been notified of the acceptance of his tender by the Purchaser during the period of its validity:
 - i. fails or refuses to furnish the performance security for the due performance of the contract or
 - ii. fails or refuses to accept or execute the contract,

We hereby irrevocably and absolutely undertake to pay immediately the Purchaser up to the above amount upon receipt of its first written demand, without the Purchaser having to substantiate its demand, provided that in its demand the Purchaser will note that the amount claimed by it is due to it owing to the occurrence of one or both the two conditions, specifying the occurred condition(s).

This guarantee will remain in force for a period of ninety days after the period of tender validity, i.e., up to..... and any demand in respect thereof should reach the Bank not later than the above date.

This guarantee will not be discharged due to change in the constitution of the bank or the Tenderer.

.....
 (Signature of the authorized officer of the Bank)

.....
 Name and designation of the officer

.....
 Seal, name & address of the Bank and address of the Branch

----- X -----

FORM 4 – BANK GUARANTEE FORM FOR PERFORMANCE SECURITY

The President of India
 Acting through Joint Secretary (Police Modernization),
 Ministry of Home Affairs,
 Jaisalmer House, 26, Mansingh Road,
 New Delhi – 110 011.

Dear Sirs,

1. Whereas the PM DIVISION of the Ministry of Home Affairs having its office at North Block (hereinafter called "PM DIVISION" which expression shall unless repugnant to the context or meaning thereof include all its successors, administrators, executors and assigns) has floated a Tender No. ----- and M/S. _____ having registered/head office at _____ (hereinafter called the "Tenderer" which expression shall unless repugnant to the context or meaning thereof mean and include all its successors, administrators, executors and assigns) have submitted a quotation reference No. _____ and tenderer having agreed to furnish as a condition precedent for participation in tender an unconditional and irrevocable bank guarantee of Rs. _____ for the due performance or tenderer's obligations as contained in the terms of the Notice inviting Tenders (NIT) and other terms and conditions contained in the Tender Documents supplied by PM DIVISION, and shall not withdraw/or modify it in a manner not acceptable to PM DIVISION. The tenderer has absolutely and unconditionally accepted these conditions. PM Division and the tenderer have agreed that an offer made on the condition that the tender, if submitted, would be kept open in its original form without variation or modification in a manner acceptable to PM DIVISION for the period for the requirement of lease of helicopters and that the making of the tender itself shall be regarded as an unconditional and absolute acceptance of the condition contained in NIT and the tender documents. They have further agreed that the tender shall be kept open for the period indicated above and the tenderer desired to make a tender on this condition, PM DIVISION promises to consider the tender on this condition and the tenderer agrees to keep the tender open for the required period.

2. Therefore, we _____ registered under the laws of _____ having head/registered office at _____ (hereinafter referred to as the "Bank" which thereof, include all its successors, administrator & executors) hereby issue irrevocable and unconditional bank guarantee and undertake to pay immediately on first demand in writing all monies to the extent of Rs. _____ for the helicopter at any time immediately on such demand without any demur, reservations, recourse, context or protest and/or without any reference to the tenderer and any such demand made by PM DIVISION on the Bank shall be conclusive and binding notwithstanding any difference between PM DIVISION and the tenderer or any dispute pending before any court, arbitrator or any other authority and/or any other matter whatsoever, we also agree that the guarantee herein contained shall be irrevocable unless it is discharged earlier by PM DIVISION in writing. This

guarantee shall not be determined/discharged/affected by the liquidation winding up dissolution, or insolvency of the tenderer and will remain valid, binding and operative against the bank.

3. The Bank also undertakes that PM DIVISION at its option shall be entitled to enforce this Guarantee against the Bank as a principal debtor, in the first instance, without proceeding against the tenderer.

4. The Bank further agrees that as between the Bank and PM DIVISION for the purpose of this guarantee any notice for the breach of the condition contained in NIT and other terms and conditions contained in the Tender documents as referred above, given to the Bank by PM DIVISION shall be conclusive and binding on Bank without any proof, notwithstanding any other matter of difference or dispute whatsoever. We further agree that this guarantee shall not be affected by any change in our constitution, in the constitution of PM DIVISION or that of the tenderer. We also undertake not to revoke in any case this guarantee during its currency.

5. The Bank agrees with PM DIVISION that PM DIVISION shall have the fullest liberty without our consent and without affecting in any manner our obligation hereunder to vary any of the terms of the tender or get extension of the validity period from time to time. We shall not be relieved from our liability or for any forbearance, act of omission and commission on the part of PM DIVISION or any by reason of any such variation or extension for the validity period indulgence shown by PM DIVISION to the said tenderer or by any such matter or thing whatsoever which under the law relating to sureties would, but for this provision, have the effect of so relieving us.

6. Notwithstanding anything contained herein above our liability under this guarantee is limited to Rs. _____ in aggregate and it shall remain in full force for a further period of three months unless extended further from time to time for period as may be instructed in writing by M/S. _____ on whose behalf this Guarantee has been given in which case it shall remain in full force up to and including one month after the expiry of extended period. Any claim under this Guarantee must be given in which case it shall remain in full force up to and including one month after the expiry of extended period. Any claim under this Guarantee must be received by us before the expiry of one month or before the expiry of one month after the expiry of extended period, if any. If no such claim has been received by us within one month after the said date/extended date, the rights of PM DIVISION under this Guarantee will cease subject to para 7. However, if such a claim has been received by us within and up to one month after the said date/extended date, all right of PM DIVISION under this Guarantee shall be valid and shall not cease until we have satisfied that claim.

7. The Bank confirms that this Guarantee has been issued with the approval of _____ appropriate Exchange Control Authority in _____ and any other (indicate the name of the country of issue of Guarantee) authority if required as per the laws of the country of issue of Guarantee. We also agree that his Guarantee shall be governed and construed in accordance with Indian Laws and subject to exclusive jurisdiction of Indian Courts. The Bank also agrees that courts of the place from where tenders have been invited shall be have exclusive jurisdiction.

- 8.** Before any Court, Tribunal, Arbitrator or any other authority. We agree that Guarantee herein contained shall be irrevocable and shall continue to be enforceable till it is discharged by PM DIVISION in writing.
- 9.** PM DIVISION shall have the fullest liberty, without effecting in any way the liability of the Bank under this Guarantee from time to time to extend the time for performance of the contract but the bidder cannot vary the terms of the Contract.
- 10.** PM DIVISION shall have the fullest liberty without affecting this Guarantee to postpone from time to time, the exercise of power vested in them or any rights which they might have against the Bidder and to exercise the same at any time, any manner and either to enforce or to forbear to enforce any covenants contained or implied in the contract between PM DIVISION and the Bidder or any other course or remedy or security available to PM DIVISION. The bank shall not be released of its obligation under these presents by any exercise by PM DIVISION of its liberty with reference to matters aforesaid of any of them or by reason of any other act or forbearance or other acts of commission or omission on the part of PM DIVISION or any other indulgence shown by PM DIVISION or by any other matter or thing whatsoever, which under law would, but for this provision have the effect of relieving the bank. The bank undertakes that in case the period of the contract is extended beyond the initial period of _____months {valid beyond 45 days till all contractual obligations including i.e. guarantee/ warranty (G/W) period of last vessel supplied) it shall extend the Bank Guarantee on written instructions from PM DIVISION or for any further period as may be instructed in writing by PM DIVISION.
- 11.** The bank also agrees that PM DIVISION at its option shall be entitled to enforce this Guarantee against the bank as a principal debtor, in the first instance, without proceeding against the Bidder notwithstanding any security or other guarantee that PM DIVISION may have in relation to the Bidder's liability.
- 12.** The Bank further agrees that the Guarantee herein contained shall remain in full force during the period that is taken for the performance of the contract i.e. complete delivery of the material/equipment as the same is a condition of supply contract and all the dues of PM DIVISION under or by virtue of this contract have been fully paid and its claim satisfied or discharged or till PM DIVISION discharges this guarantee in writing.
- 13.** We further agree that as between us and PM DIVISION for the purpose of this guarantee any notice given to us by PM DIVISION that the money is payable by the Bidder and any amount claimed in such notice by PM DIVISION shall be conclusive and binding on us notwithstanding any difference between PM DIVISION and the Bidder or any dispute pending before any Court, Tribunal, Arbitrator or any other authority. We further agree that this Guarantee shall not be affected discharged by any change in our constitution and the constitution of PM DIVISION or that of the Bidder. We also undertake not to revoke this Guarantee during its currency. This guarantee shall not be determined discharged or affected by the liquidation, winding up, dissolution or insolvency of the Bidder and shall remain valid binding and operative against the Bank.
- 14.** Notwithstanding anything contained herein above, our liability under this

Guarantee is limited to Rs. ----- (Rs. ----- in aggregate and it shall remain in full force upto and including 90 days after ----- (indicate the date of expiry of bank guarantee) ----- unless extended further from time to time, for such period as may be instructed in writing by PM DIVISION upto period of six months in which case it shall remain in full force upto and including 60 days after expiry of the extended period. Any claim under this Guarantee must be received by us before the expiry of 60 days after the said date/extended date/whichever later. If no such claims has been received by us within 60 days after the said/extended date, right of PM DIVISION under this Guarantee will cease. However, if such claim has been received by us within and upto 60 days after the said date/extended date, all the rights of PM DIVISION shall not cease until we have satisfied that claim.

15. The Bank confirms that this Guarantee has been issued with the approval of the appropriate Exchange Control Authorities and other authorities as required in ----- (indicate the name of the country of issue of Guarantee) -----as also agree that this guarantee shall be governed and construed in accordance with Indian laws and subject to the exclusive jurisdiction of Indian courts. (This is applicable where other party is foreign one).

Dated this -----day of -----2017----- of -----

Witness No.1	Witness No.2
(Signature)	(Signature)
Full name and Official address in capital letters In capital letters. Designation with Bank Stamp	Full name and Official address in capital letters In capital letters. Designation with Bank Stamp

PRICE BID FORMAT FOR BOTH THE LTES.

ANNEXURE "C"

Sl.No.	Item Description	Quantity	Units	BASIC PRICE (BP) (per vessels/ boat) In Figures To be entered by the Bidder	Excise duty	Sales Tax/VAT	Service Tax (if applicable)	Freight and Transit insurance cost	Octroi	Custom duty payable on import component for which Custom Duty Exemption Certificate (CDEC) will be issued by MHA (if applicable).	Transportation Charges per Boat	CAMC 1st Year per Boat	Service Tax for CAMC 1st Year per Boat (If Applicable)	CAMC 2nd Year per Boat	Service Tax for CAMC 2nd Year per Boat (If Applicable)	CAMC 3rd Year per Boat	Service Tax for CAMC 3rd Year per Boat (If Applicable)	TOTAL AMOUNT, it will be converted based on column L value	TOTAL TAXES It will be converted only if you choose Full Conversion, Until than it is treated as INR	TOTAL AMOUNT In Words
1	2	4	5	13	14	15	16	17	21	22	23	27	28	29	32	33	34	53	54	55
1																		0.00	0.00	IN R Zer o Onl y
x																				
xx																				
Total in Figures																				
