

MARINE DEPARTMENT

"Hiring of 2 nos. Mooring Boats with crew for a period of 5 years at Kandla"

Pre-bid Queries & its clarifications

Pre Bid Meeting 10/02/2026 @ 15:30 hrs.

Sr. No.	Page No.	Clause No.	Tender Clause	Pre-bid Queries	Pre-bid clarifications
1	6	Pre-Qualifying Criteria of NIT	Similar works means "Providing Hiring of Mooring Boat alongwith boat crew for Port/Harbour Operations. (In any Govt, Semi Govt, PSU & Pvt. Organizations)	Request the port to consider Similar works means "Supply of Mooring Launches/ Utility Vessel/ Pilot Launches/ Patrol Boats/ Survey Launch/ OSR Vessel/ AHTS/ Offshore Supply Vessel/ Ships and same should have been operated, manned and maintained by the bidder.	Providing of Mooring Boat or any other Crafts alongwith it's Crew for Port/Harbour Operation. (In any Govt, Semi Govt, PSU & Pvt. Organizations)
2	16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Length O.A - 10 mtrs. (+ 10%)	Request Port to consider Length O.A 12 mtrs (+ 10%)	Tender condition prevails.
3	16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Breadth - 3.00 mtrs. Approx	Request Port to consider Breadth - 4.5 mtrs Approx.	Tender condition prevails.
4	16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Draft Approx. 1 meter (Aft) and 0.7 meter (Fwd)	Request Port to consider Draft - 1.2 meter (Aft) and 0.8 meter (Fwd) Approx.	Tender condition prevails.
5	16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Depth 1.5 meters (approx.)	Request Port to consider Depth 2.00 meter approx.	Tender condition prevails.
6	16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Speed (Approx.) - Not less than 9 Knots	Request Port to consider minimum speed 8 Knots.	Tender condition prevails.
7	16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Type - Single Screw of not less than 180 BHP capable to operate smoothly in strong currents at oil jetties with Conventional Propeller System and 360 degree view for the operator.	Request the Port to consider Twin Screw of 120 BHP each.	Tender condition prevails.

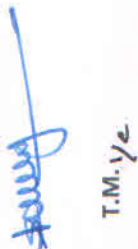
16	Clause no.-15(e) OUTLINE SPECIFICATIONS OF MOORING BOAT of Section-I	Registration - Boats Registration under IV act or as per the instruction of port.			Yes, Registration under IV Act only
8	33	Clause no.-9(a) of section-II	9. MAINTENANCE AND OPERATION OF MOORING BOAT: The Mooring Boat & its Crew shall during the hire period be for all purpose at the disposal and control of the Deputy Conservator. The Contractor shall maintain the Mooring Boat, under IACS CLASS and shall be operated under RSV-(Type-IV)/MS ACT Class in efficient operating condition and in accordance with good commercial maintenance practice.	Request the Port please clarify and consider the boat register under IV Act only because RSV Type IV with IACS Class shall not be possible as per your required Broad Specification and estimated cost which is very less to provide such type of boat.	The tender condition is reproduced as under MAINTENANCE AND OPERATION OF MOORING BOAT: The Mooring Boat & its Crew shall during the hire period be for all purpose at the disposal and control of the Deputy Conservator. The Contractor shall maintain the Mooring Boat, in efficient operating condition under IV Act & satisfaction of Engineer Incharge.
9	36	Clause no.-16(a) of section-II	INSURANCE: (a) During the contract period, the Mooring Boat along with Operational Crew shall be kept insured by Contractor at their expenses against P & I, Marine Hull & Machinery / Personal Accident Risk. Apart from these insurances if the Contractor feels to take any other Insurance cover, he is free to take at his own cost.	Request Port to consider insurance policies Hull & Machinery policy of the vessel governed by Institute Time Clause (Hull) Port Risk 20.07.1987 which covers Protection & Indemnity as per clause 9. No need to take separate P&I policy as the crew liability, third party liability, wreck removal and pollution liabilities covers in clause 9 of above policy.	Tender condition prevails.
10	37	Clause no.-17(a) of section-II	DOWNTIME: (a) The contractor shall be allowed a downtime of 12 days per year during the period of contract for upkeep of boat. The full one-year's downtime will be credited in the beginning of each contractual year and maximum 7 days downtime can be taken at a time after 7 days contractor has to provide substitute boat otherwise no hire charges will be paid up to 12 days. However, the contractor must take prior permission in writing of the Deputy Conservator, D.P.A, before laying up the boat to carry out any maintenance work or repairs or surveys, etc. A maximum of 12 days of downtime will be permitted at a time for each boat. During the permissible downtime, charter rates will be paid. No downtime balance at the end of the year will be carried forward and will lapse. Sudden breakdown can also be debited against downtime after approval of Dy. Conservator.	Request the port to consider downtime of 12 days to be availed at a time by the contractor if necessary instead of 7 days.	Tender condition prevails.

11	38	Clause no.-18(i) of section-II	PENALTY: (i) If the Mooring Boat is Inoperative and / or unavailable and Deputy Conservator is denied use, penalty will be levied from the time and date of such non- operation / unavailability after allowing any down time to the credit of the Contractor up to the time and date of break down / non- operation as follows, in addition to non-payment of hire charges: 15% of hire charges from the time and date of non-availability / non- operation up to 14 days 15 to 20 days 30% of hire charges per day 21 Days to 30 days 50% of hire charges per day	Request the port to consider and reduce the penalty will be levied as follows. 10% of hire charges from the time and date of non-availability/nonoperation up to 14 days 15 to 20 days 15% of hire charges per day 21 Days to 30 days 20% of hire charges per day	Tender condition prevails.
12	39	Clause no.-19 of section-II	DELAY IN DELIVERY OF BOAT (LD Clause) The bidder shall Deliver the Boats within 120 days from the date of issue of Letter of Acceptance and extra 30 days on payment of 25% daily hire charges per day as LD In a fully operational state acceptable to the Deputy Conservator. If the bidder fails to commence the work, thereafter DPA reserves the right to extend further with payment of penalty or the contract will be cancelled and EMD and Performance security deposit shall be forfeited and also can debar the firm for a period of 02 years from participation of any tender of DPA.	Request the port to consider delivery of boat 180 days from the date of issue of Letter of Acceptance and extra 30 days on payment of 15% daily hire charges per day as LD in a fully operational state acceptable to the Deputy Conservator.	Tender condition prevails.
13	51	Clause no.-2(a) of section-III	BROAD SCOPE: a. The contract involves hiring 02 no. Mooring Boat as per broad specifications listed hereafter for a period of Seven years. Fuel will be supplied by DPA, however, during the course of chartering, if the fuel consumption of the Mooring boats is found above the declared consumption per hour of main engine and DG Set as Schedule-B, the cost towards the excess consumption of fuel will be recovered from the payment and cost of fuel will be considered on the basis of the prevailing market rate. Flow meters should be fitted on the fuel inlet of Main Engines and the same should be calibrated every year. Proper log book and documents are to be maintained on board to show the running of the engine/s and D.G set/s in order to calculate the fuel quantity (including tank soundings and flow meter readings) and these will be submitted at the time of replenishment of fuel. Fresh water, if available, will be supplied by DPA.	Request Port to delete this as flow meter will not be possible to be fitted on the fuel Inlet of Main Engines in this type of small boat.	The line " Flow meters should be fitted on the fuel inlet of Main Engines and the same should be calibrated every year." is deleted. The remaining condition is unaltered.
14	51	Clause no.-2(e) of section-III	(e) A joint survey will be carried out at the Deendayal Port Authority before the Mooring Boat is accepted for service in the Port to determine their condition. On-hire to be on owner's time and off- hire to be on charterers time. Survey charges will be borne by the Contractor. Joint survey committee will consist of Mooring Boat owner, DPA representative (D.C. or any other officer authorized by DC) and IACS CLASS & for Endurance, Speed & Maneuvering tests.	Request port to conduct Joint Survey during onhire by DPA representative and Boat Owner. Owner will provide the Class Survey certificate with speed test prior to mobilisation of boat, further calling to Class is not necessary.	Tender condition prevails.

15	52	Clause no.-5 of section-III	DPA may provide available office space and quarters on request of the Contractor for setting up local office and accommodation of officers & workers of the Contractor on payment of applicable charges depending on the availability. Contractor has to depute one liaison officer for daily routine reporting of the work	DPA need to provide office space free of cost.	Tender condition prevails.
16	54	Clause no.-11 of section-III	The main engine of the Mooring Boat should be of reputed make for trouble free operation. Minimum two Nos. of engine.	In broad specification of mooring launch, mentioned single screw engine not less than 180 BHP, however here it is 02 nos. engine which is contradictory please clarify.	This Clause may please treat as deleted.
17	55	Other conditions.	Port entry passes for crew has to be arranged by tenderer as per DPA rules and regulations.	Request the Port to provide entry passes for crew free of cost.	Tender condition prevails.


H.M.V.C.


D.C.


T.M.V.C.


FA&CAO