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Dte of Naval Operations
Naval Headquarters
Ministry of Defence
South Block
Room No 185 B
New Delhi 110011

OP/OL/5106/LEASING/STUFT

Dec 23

M/s _____

REQUEST FOR INFORMATION (RFI)
FOR LEASE OF PRODUCT TANKER BY INDIAN NAVY
FOR A PERIOD OF TWO YEARS AND SIX MONTHS

1. Ministry of Defence, Government of India, intends to lease a product tanker for a period of two years and six months which is further extendable by two years on by Indian Navy for HQWNC.
2. This Request for Information (RFI) consists of three parts as indicated below:-
 - (a) **Part I.** This part of RFI incorporates technical and operational characteristics on one product tanker which would be executed on a '**Wet Lease basis**' in accordance with Para 7, Chapter IX of DAP-2020.
 - (b) **Part II.** This part of the RFI states the methodology of seeking response from vendor.
 - (c) **Part III.** Guidelines for Framing Criteria for Vendor Selection/Pre-Qualification in Lease (Indian), Wet Lease basis category.

PART – I

3. **Intended Use of the Product Tanker.** *IN* has an operational requirement to lease one Product Tanker to meet emergent requirements of replenishment of naval ships at sea.
4. **Important Technical Parameters.** The key salient features of equipment required to be leased including the deliverables are as follows:-

Ser	Specifications	Details
(a)	Year of Built	Not before 2009
(b)	Type of Vessel/quantity	One Indian Registered Product Tanker Cargo vessel
(c)	Cargo carrying capacity	Not less than 15000 Tons of Product (LSHSD, Lub Oil, feed water in various combinations)
(d)	Max. Draught in Ballast Condition	Not more than 7m
(e)	Role	Ocean Going
(f)	Cargo	LSHSD
(g)	Fuel Discharge rate	Variable (100 -250 TPH)
(h)	Place of Delivery/redelivery	Naval Dockyard, Mumbai
(i)	Blow Through Arrangement	Suitable compressors are to be available/provided, sufficient to clear 250m length of 6-inch hose.
(k)	Speed	The vessel must be able to sustain a cruising speed not less than 12 knots in fully laden condition.
(l)	Communication equipment	The vessel must be able to accommodate fitment of additional communication equipment along with antenna as well position portable equipment as required by the Indian Navy.
(m)	Modification for fitment of fuelling gear	In order to utilise the vessel for the purpose it is hired, the Indian Navy would require to undertake certain modifications on the upper decks for fitment of fuelling gear and its pay-out / recovery equipment for abeam and astern fuelling.
(n)	Crew	All crew manning the vessel are required to be Indian passport holders.
(p)	Mobilisation/Demobilisation Charges	All-inclusive in the daily hire rate.
(q)	Hull	Double Hull & Bottom.
(r)	Date of Delivery / Redelivery	_____ / _____ (Both days inclusive) at Mumbai.
(s)	Leasing Charges	To be inclusive of all expenditure except taxes, fuel, water and port / pilot charges.
(t)	Period of Charter	Two years and six months with an option to extend for a further duration of Eighteen months.

Ser	Specifications	Details
(u)	Accommodation onboard	(aa) Suitable accommodation for naval team comprising 20 personnel, in addition to the crew. (ab) Suitable catering and galley facility, sanitation facility and habitability arrangements for naval personnel positioned onboard.
(v)	Additional fitment	Four containers of 20 feet (supplied by the Indian Navy) each are to be housed onboard for stowage of gear, stores and supplies, additional accommodation etc).

5. Vendor should confirm that the undermentioned conditions are acceptable in accordance with Defence Acquisition Procedure – 2020 (DAP-2020): -

(a) The solicitation of offers will be as per 'Single Stage - Two Bid System'. It would imply that a 'Request for Proposal' would be issued soliciting technical and commercial offers together, but in two separate sealed envelopes. The validity of commercial offers should be at least 18 months from the date of submission of offers.

(b) The technical offers would be evaluated by a Technical Evaluation Committee (TEC) to check its compliance with RFP.

(c) Contract Negotiation Committee (CNC) would decide the lowest cost bidder (L1) and conclude the appropriate contract.

(d) Vendor would be bound to provide support for time period specified in the RFP, which includes spares and maintenance for all level of repairs.

(e) The vendor would be required to accept the general conditions of contract given in the Standard Contract Document at Chapter IX of DAP-2020 placed on www.mod.nic.in. This would include acceptability to the terms of payment as per DAP-2020.

(f) **Earnest Money Deposit.** Earnest Money Deposit along with appropriate bank guarantee is mandatory requirement as Annexure II to Appendix 'M' of Schedule I to Chapter II of DAP-2020. The EMD will be as per latest norms in force. EMD would be applicable as follows:-

Estimated Cost of Procurement Scheme(Rs Crs)		EMD Amount
Above (not including)	To (including)	
-	100	Nil
100	150	30 Lakh
150	300	70 Lakh
300	1000	2 Crore
1000	2000	5 Crore

2000	3000	10 Crore
3000	5000	15 Crore
5000	-	25 Crore

(g) **Performance-cum-Warranty Bond (PWBG)**. A Performance cum Warranty Bond (PWBG) is a mandatory requirement as Annexure III to Appendix 'M' of Schedule I to Chapter II of DAP-2020. Amount of PWBG currently promulgated by MoD is 3-10% of contract value. A Performance-cum-Warranty Bank Guarantee (PWBG) of 5 % of value of the Total Contract Price including taxes and duties would be furnished by the Bidder in the form of a Bank Guarantee to sequentially act as Performance Bank guarantee till the delivery and as Warranty Bank Guarantee on delivery.

(h) **Cyber Security**. Towards protecting the leased tanker from cyber security threats, the same needs to be safeguarded against cyber threats encompassing but not limited to hacking, data breaches, malware and disruption of digital services system which may affect the certified performance of the tanker.

PART – II

6. Procedure for Response

(a) Vendor must fill the form of response placed at **Appendix 'A'** (Annexure II to Appendix 'A' to Chapter II of DAP-2020). Apart from filling details about the company, details about the exact product meeting the broad requirements should also be carefully filled. Additional literature on the product may be attached with the form.

(b) The response to the RFI must be made in a sealed envelope to the following address: -

Commodore (Naval Operations)
Dte of Naval Operations
Naval Headquarters
Ministry of Defence
South Block
Room No 185 B
New Delhi 110011
Email ID: dno@navy.gov.in
Phone: 011-23794639 (Cdr Naval Ops – Op Logistics)

(c) The **last date of acceptance of filled form is 07 Feb 24**. The vendor shortlisted for issue of RFP would be intimated.

7. Prior submission of responses, firm/ vendor may visit Dte of Naval Operations (DNO) at New Delhi for clarifications after obtaining necessary clearance from the office of Dte of Naval Operations at NHQ, New Delhi. The vendor, if desirous of

visiting the Directorate are to approach NHQ/ DNO by **22 Jan 24** after seeking prior permission 02 days in advance (excluding holidays) of the visit.

8. Proposal for a presentation may be included in the response to the RFI.

9. This information is being issued with no financial commitment and the Ministry of Defence reserves the right to change or vary any part thereof at any stage. The Government of India also reserves the right to withdraw it, should it be so necessary at any stage.

10. Contract and RFP preparation for leasing of a product tanker will be carried out under the provisions of DAP-2020.

PART – III

GUIDELINES FOR FRAMING CRITERIA FOR VENDOR SELECTION/ PREQUALIFICATION IN 'LEASE (INDIAN)-WET LEASE' CASE

11. Relevant extract of guidelines prescribed for short-listing/ pre-qualification of Indian vendor in Lease (Indian), Wet Lease, cases as laid down vide Chapter IX of DAP-2020 are enumerated in the succeeding paragraphs. Paragraph 13 to 16 deals with the salient features which are unique to leasing cases and are considered essential for short-listing of vendors.

12. A detailed product specification is placed at Annexure 'B'.

<u>Ser</u>	<u>Parameter</u>	<u>Remarks</u>
Financial		
(a)	Credit Rating	Long term credit rating of CCR-BBB or better and SME-04 or better for SMEs as on 31st March of the previous financial year.
(b)	Average Annual Turn Over	Min Avg Annual Turnover for last 03 financial years, ending 31st March of the previous financial year, should not be less than Rs. 30 Crore of estimated annual outflow of project cost.
(c)	Net Worth	Net worth of entities, ending 31st March of the previous financial year, should not be less than Rs 13 Crores.
(d)	Insolvency	The entity should not be under insolvency resolution as per IBC at any stage of procurement process from the issuing of RFP to the signing of contract.

Technical		
(e)		The Ship Builder/ Shipyard/ firm bidding for the contract should be Indian owned company and the vessel should be manned by Indian Crew only without exception.
(f)		The firm should have the capacity and have conducted safe operations of similar nature in the past.
(g)	Nature of Business	Manufacturing entity or System Integrator of defence equipment and not a trading company, except in cases where OEM participates only through its authorised Vendors.
(h)	Experience in related field	(i) Minimum experience of 05 Years of operating, manning and maintaining such vessels. (ii) List of similar works undertaken previously, if any, along with job completion certificates. (iii) Documents indicating capability to undertake the mentioned work.
Others		
(j)	Industrial License	Possess or be in the process of acquiring a license, if the product under project requires license as per DIPP licensing policy.
(k)	Registration	Registered for Min 02 Years, 01 years for MSMEs at the start of the contract.

Appendix A
 {Refers to para 8(a)}

VENDOR INFORMATION PROFORMA

1. Name of the Vendor/Company/Firm.

(Company profile including Share Holding pattern, in brief, to be attached)

2. Type (Tick the relevant category).

- Original Equipment Manufacturer (OEM) Yes/No
- Authorised Vendor of foreign Firm Yes/No (attach details, if yes)
- Others (give specific details)

3. Contact Details.

Postal Address:

City: _____ State: _____
 Pin Code: _____ Tele: _____
 Fax: _____ URL/Web Site: _____
 Email: _____

4. Local Branch/Liaison Office/Agent (if any).

Name & Address:
 Pin code: Tel: Fax:
 Email: _____

5. Financial Details. Category of Industry (Large/Medium/Small Scale): _____

6. Certification by Quality Assurance Organisation.

<u>Name of Agency</u>	<u>Certification</u>	<u>Applicable from (Date & Year)</u>	<u>Valid till (Date & Year)</u>

7. Details of Registration.

<u>Agency</u>	<u>Registration No.</u>	<u>Validity (Date)</u>	<u>Equipment</u>
GeM			
DGQA/DGAQA/DGNAI			
OFB			
DRDO			
Any other Government Agency			

8. **Membership of FICCI/ASSOCHAM/CII or other Industrial Associations .**

Name of Organisation Membership Number

9. **Equipment/Product Profile**

- (a) Name of Product:
(IDDM Capability be indicated against the product)
 - (b) Description (attach technical literature):
 - (c) Whether OEM or Integrator:
 - (d) Name and address of Foreign collaborator (if any):
 - (e) Industrial License Number:
 - (f) Indigenous component of the product (in percentage):
 - (g) Status (in service/design & development stage):
 - (h) Production capacity per annum:
 - (j) Countries/agencies where equipment supplied earlier (give details of quantity supplied):
 - (k) Estimated price of the equipment
10. Alternatives for meeting the objectives of the equipment set forth in the RFI.
11. Any other relevant information:
12. Vendors should confirm that following conditions are acceptable:-
- (a) The solicitation of offers will be as per 'Single Stage-Two Bid System'. It would imply that a 'Request for Proposal' would be issued soliciting the

technical and commercial offers together, but in two separate sealed envelopes. The validity of commercial offers would be at least 18 months from the last date of submission of offers.

(b) The technical offers would be evaluated by a Technical Evaluation Committee (TEC) to check its compliance with RFP.

(c) The equipment of all TEC cleared vendors would be put through a trial evaluation in India on a 'No Cost No Commitment' basis. A staff evaluation would be carried out by SHQ to analyse the result of field evaluation and shortlist the equipment for introduction into service.

(d) Amongst the vendors cleared by GS evaluation, a Contract Negotiations Committee would decide the lowest cost bidder (L1) and conclude the appropriate contract.

(e) Vendor would be bound to provide product support for time period specified in the RFP, which includes spares and maintenance tools/jigs/fixtures for field and component level repairs.

(f) The vendor would be required to accept the general conditions of contract given in the Standard Contract Document at Chapter VI of DAP-2020.

(g) An integrity pact along with appropriate IPBG is a mandatory requirement in the instant case.

(h) Performance-cum-Warranty Bond both equal to 5% value of the contract inclusive of taxes and duties is required to be submitted after signing of contract.

13. **Declaration.**

(a) It is certified that the above information is true and any changes will be intimated within five (05) working days of occurrence.

(b) It is certified that in the past that _____ (name of firm) has never been banned/ debarred for doing business dealings with MoD/ GoI / any other Government organisation and that there is no enquiry going on by CBI / ED / any other Government agency against the firm

(Authorised Signatory)

Address and Contact Nos:

Authorised Signatory

Name, designation, Postal, Email address and telephone no. of the authorized signatory

Appendix B
(Refers to para 14)

REQUEST FOR INFORMATION: SPECIFICATION

Ser	<u>Technical Specifications</u>	<u>Remarks</u>
1.	Year of Build	Not earlier than 01 Jan 2009.
2.	Type of vessel	The Vessel should be confirming to standards laid down by DG Shipping and IACS Classification (International Association of Classification Society). Clear deck area of 4000mm x 4500mm x 2100mm (or greater) is required on the quarter deck for installation of Astern Fuelling gear by Indian Navy. The Bidder is to ensure that the vessel offered, is to be under the Indian Flag at the time of delivery of the vessel.
3.	Purpose of utilisation of the Vessel	The VESSEL is to be used for various lawful services required by the Indian Navy. The utilisation of the VESSEL would include:- (i) To function as a fuel tanker for undertaking astern fuelling of <i>IN</i> Ships while underway at sea. (ii) To maintain communication by VHF and satellite communication with nominated ships and organisations under HQWNC and HQENC.
4.	Place of Operation	Based at Naval Ports in India. The Product Tanker would be operating in the Indian Ocean Region and beyond as necessitated by the operational requirements of the Indian Navy.
5.	Time of Operation	The Product Tanker is to be available for operation at any time during day and night.
6.	Place of Delivery	At Mumbai Naval Harbour
7.	Mobilisation/ Demobilisation charges	Will not be admissible. To be factored in the bid. Contract will commence at Naval Harbour (as specified in contract).

8.	Date of Delivery	<p>Overall Delivery period for supply of services with its crew for exploitation (commencement of charter) would be within six (06) months as agreed upon from the date of signing of contract. Please note that Contract can be cancelled unilaterally by the Indian Navy in case services are not received within the contracted delivery period. Extension of contracted delivery period will be at the sole discretion of the Indian Navy, with applicability of LD clause. Further, the following are to be noted:-</p> <p>(i) The vessel is to be made available for survey at least 10 days prior to actual date of delivery at Naval Harbour at Mumbai.</p> <p>(ii) Three days are required for lease survey.</p> <p>(iii) Bidder is required to liquidate all observation of the Indian Navy within seven days.</p>
9.	Leasing charges	<p>To be all inclusive, including taxes except for charges for fuel, water and port/ pilot charges, anchorage charges, agency related expense and custom related expenses. (Daily Leasing Charges and full details of taxes/ charges being levied to be indicated. Any other charges envisaged to be specified are to be mentioned separately).</p>
10.	Period of Lease	<p>Two years six months.</p>
11.	Maintenance and Breakdown Time	<p>(i) A total downtime of 15 days per year (and on pro-rata basis in third year) will be allowed including maintenance and breakdown. This would not include the maximum of 45 days total dry-docking period, if required, to be done in two year and seven months of contract period. The total permissible downtime therefore for the two year and seven months cycle would be 39 days (not counting the Dry Docking Period). Maintenance is to be undertaken only in consultation with Buyer and with 48 hours advance notice. Any time the vessel breakdown</p>

		<p>occurs and concurrence is there between the Buyer and the Seller (i.e. the Buyer agrees that he is ok with the breakdown/maintenance or that he does not have an immediate requirement of the vessel); then the breakdown time gets deducted from the overall kitty of 15 days for that year (and on pro-rata basis in third year). Maintenance period can be availed as per the mutual agreement between the Buyer and Seller, subject to the limit of 15 days in a year. In the event the cumulative period of maintenance days and breakdown period exceeds 15 days for that year then the penalty charges will be deducted for every additional 24 hours and the same will be included in the contract. Alternately a standby vessel is to be provided, during the Dry Docking Period, if the dry docking schedule cannot be changed iaw requirement of Indian Navy.</p> <p>(ii) In the event the breakdown occurs and there is disagreement with the Indian Navy with respect to requirement of the vessel, then daily leasing payment will be suspended and a penalty of deduction of daily leasing charges will be liable as mentioned below.</p> <p>(iii) <u>Rate of Penalty Charges.</u> The penalty charges wherever specified in the RFP would entail deduction of charges as under: -</p> <p>(aa) <u>1st 10 Days.</u> Deduction only of leasing charges.</p> <p>(ab) <u>11-20 Days.</u> Deduction of daily leasing charges plus penalty of 10% of daily leasing charges.</p> <p>(ac) <u>21 Days Onwards.</u> Deduction of daily leasing charges plus penalty of 20% of daily leasing charges with maximum penalty being 10% of contract value.</p>
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12.	Standby Vessel	<p>Lessor is to identify Standby vessel(s) for expeditious replacement in case of any major breakdown of any of the vessel. If vessel is not available for operations as required by the Indian Navy, within 96 hrs of breakdown, the standby vessel of similar characteristics is to be intimated to the <i>IN</i> by the Bidder.</p> <p>The modification of the vessel will be undertaken by the bidder at no additional cost to the Indian Navy. The time for modification and delivery of the vessel should not be more than 45 days. The final decision on the modification on the new vessel will be indicated by <i>IN</i> based on the availability of the original vessel.</p> <p>In case a standby vessel is not identified even after 15 days/ not delivered to <i>IN</i> within 45 days, the Risk & Expense leasing will be resorted to, at the discretion of the Indian Navy.</p> <p>The standby vessel provided should meet the requirements as per this RFP.</p>
13.	Maintenance & Survey cost	<p>All maintenance and survey liability and costs would be of the Bidder (including routine/ breakdown maintenance, Class survey, spare parts, labour, material and consumables). All administrative arrangements (getting passes for visitors etc) and charges to visit the ship at anchorage for any reason whatsoever including visits by the crew or for any repairs etc will be borne by the Lessor. The Indian Navy would however, provide suitable correspondence to Port Trusts indicating that the vessel is under charter of the Indian Navy. In the event the vessel is on an Indian Naval jetty or Indian Naval controlled anchorage then the requisite administrative assistance including passes for crew, visitors, repair teams etc will be provided by the Indian Navy.</p>

14.	Cost to keep vessel operational	<p>Cost of Repairs, Survey and other requirements to keep the Product Tanker operational will be to Lessors account. All administrative arrangements (getting passes for visitors, surveyors, officials from company, repair team along with their tools and spare parts etc) and charges to visit the ship at anchorage for any reason whatsoever including visits by the crew or for any repairs etc will be borne by the Lessor. The Indian Navy would however, provide suitable correspondence to Port Trusts indicating that the vessel is under charter of the Indian Navy. In the event the vessel is berthed on an Indian Naval jetty or Indian Naval controlled anchorage then the requisite administrative assistance including passes for crew, visitors, repair teams etc will be provided by the Indian Navy.</p>
15.	Port Charges, Anchorage	<p>Will be reimbursed to the Lessor as per actuals on a Half Yearly Basis. The same is however to be mentioned on actuals for Indian Naval ports.</p>
16.	Insurance Charges	<p>To be paid by the Lessor. The Lessor shall insure the Vessel against all risks, including total loss and salvage, personal injury and loss of life. Such insurance shall be comprehensive one covering all risks including those relating to third parties. The vendors will be required to arrange for and maintain suitable Comprehensive Insurance at his cost for the craft including, but not limited to Hull & Machinery Insurance on Institute Time Clauses - Hulls 1/10/83 wordings (ITCH83), War & Strikes Insurance and enter into a Protection & Indemnity Club for its crew and for other liabilities for performing various operations. No claim in this regard shall be entertained by the Indian Navy.</p> <p>Indian Navy will be responsible for insurance of its equipment and crew.</p>

17.	Berthing & Pilotage	Vessel will be berthed at Naval Jetty/ anchorage in Mumbai/ Karwar or at any other Naval port in India. Charges, if any, for anchorage/ berthing would be reimbursed on actuals on a half yearly basis. Pilotage charges incurred would be reimbursed by the Indian Navy (Indian Navy) as per actuals on a Half Yearly basis. Charges for entering into harbour due to breakdown/ for repairs or for any reason other than asked by the Indian Navy would be borne by the Bidder. All charges applicable to the vessel to be mentioned as applicable for the vessel on actuals.
18.	Nationality of crew and Security clearance	All crew will be Indian nationals and are to have necessary security/ police clearance.
19.	Deck Area	Clear deck area of 4000mm x 4500mm x 2100mm (or greater) is required on the quarter deck for installation of Astern Fuelling gear by Indian Navy. In addition, allowances for additional space for trials and exercises should be made for the carriage and deployment of additional equipment, such as the training targets etc.
20.	Sea Keeping	Sea State 6. The sea keeping performance of a ship is subject to a range of factors such as length, stability and hull form. Freeboard and bow design will determine the quantity of green water on the working deck. The vessel should be capable of continuous operation in an offshore environment including survivability upto sea state 6.
21.	Endurance	30 days un-replenished or greater.
22.	SOLAS	Lifesaving equipment must be provided for each person onboard. Note that additional life rafts and other lifesaving equipment may be hired in the event that the number of persons onboard exceeds the number of life-saving equipment available onboard. It is desirable that the SOLAS regulations regarding lifesaving, fire-fighting,

		radio communications and navigation equipment are adhered to.
23.	Fuel for own propulsion	Type of fuel used by the Tanker for own propulsion is to be mentioned at the time of submission of bids. MARPOL compliant LSHFHSD will be provided by Indian Navy after commencement of contract.
24.	Fuel required for fuelling of <i>IV</i> ships	LSHFHSD required for fuelling of ships at sea shall be supplied by the Indian Navy (<i>IN</i>). The Tanker should have separate tank(s) to take in this bunker. The Tanker should have the capability of providing this fuel, through internal pipelines, at point(s) on quarterdeck from where the fuel shall be supplied using <i>IV</i> fitted equipment using astern fuelling method. The Tank(s) so provided should be in a clean condition to avoid impurities / contamination of fuel being provided to the ships. Confirmation of such provision is to be clearly indicated at the time of submission of bids. The drawings of such fuel tank(s) and internal pipelines till quarterdeck would have to be provided to the Buyer at the time of submission of bids.
25.	Fuel carrying capacity for fuelling of <i>IV</i> ships	Not less than 15000 Tons of LSHFHSD.
26.	Fuel Discharge Rate	Variable (100 -250 TPH)
27.	Blow Through Arrangements	Suitable compressors are to be available/ provided and should be sufficient to clear 250 m length of 6 inch hose.
28.	Ships' Boat	Life Boats as per SOLAS requirements.
29.	Accommodation and Messing	Suitable accommodation for Naval team comprising 20 personnel excluding the ship's crew. In addition, suitable catering facility, galley facility, and sanitation facility and habitability arrangements for Naval personnel positioned onboard is to be provided at no additional cost to the Indian Navy. Dry and Fresh Ration for embarking <i>IV</i> personnel will be provided by

		Indian Navy as per the entitled scale of ration. Dispensation may be required from relevant bodies if the stated capacity of the Product Tanker is exceeded. Relates to SOLAS requirements. All other services <i>wrt</i> water, hygiene, housekeeping <i>etc</i> needs to be catered by the Lessor for <i>IN</i> personnel.
30.	Security Camera	Security Cameras with low light visibility facing the fuelling Rigs of the vessel with display and controls of cameras at Bridge for monitoring the operations from Bridge.
31.	Fresh water	Potable freshwater will be supplied by the Indian Navy via Hose when berthed alongside.
32.	Sea water	Sea water will be supplied by Indian Navy via hose as required when berthed alongside.
33.	Max sustained speed of Vessel	Not less than 12 knots.
34.	Arrangements for Damage Control and Fire Fighting	The Product Tanker should be FF Class 1. The vessel should have adequate fixed and portable pumps for de-flooding of compartments and fixed and portable fire-fighting systems for external and internal fire-fighting. The vessel is expected to have all Firefighting systems as required for the Tanker iaw IMO regulations/ SOLAS conventions. The vessel shall be capable of providing fire-fighting and damage control support to patrol boats/ naval ships. Towards that foam generators and foam throwers with a range of min 25 metres are required onboard.
35.	Navigation Communication and	The vessel should have the following operational equipment to ensure safe navigation and communication;- (i) Radar, GPS and Echo Sounder. (ii) Gyro & Magnetic Compass. (iii) INMARSAT Mini-M / Inmarsat capable Sat Phone (included in overall cost). Usage by <i>IN</i> will be paid as per actuals post joint verification. (iv) Two VHF Radio set operating on channel marine channels including channels 6, 8, 10, 12, 16 and an MMB set.

		<p>(v) Operational navigational lights & Search lights.</p> <p>(vi) Robust broadcast / intercom System & adequate loudhailers.</p> <p>(vii) Adequate PGD arrangements with requisite protections.</p> <p>(viii) Power supply required 415 V, 50 Hz, 3 phase.</p>
36.	Lifesaving equipment	The vessel will have lifesaving equipment for 110% of the crew and embarked naval personnel including life jackets. Adequate life buoys are to be available on the Vessel. The Vessel should comply with SOLAS Equipment requirements.
37.	Master and Crew	The vessels manning should comply with extant DG Shipping orders on the subject. The Master and crew shall possess the requisite qualification to operate the VESSEL in Indian EEZ and major/ non-major Ports of India and <i>other foreign ports</i> . The Master is to be in possession of Certificate of Competency as Master of a Foreign Going Ship. The Master and crew shall be of Indian nationality holding bonafide documents to confirm identity. Manpower turnaround is to be factored in the plan.
38.	Conduct of Master and Crew	In case, the Indian Navy receives complaints of indiscipline or refusal to carry out the orders of the authorised representative, the same shall be viewed seriously and leasing charges for the day shall be deducted as a penalty. In case of serious offences, the concerned personnel shall not be allowed to operate the vessel. The Lessor will then be required to arrange for suitable replacement <u>within seven (07) days</u> failing which the penalty clause will come into force. If the offence is serious Indian Navy shall inform the concerned Law Enforcement Authorities. Any instance of criminal offence or wrongful conduct by master/ crew will be dealt in accordance with the law of land by concerned civil agencies.

39.	Standby Master/ Crew	In the event of non-availability of the master/ crew for any reason, the Bidder will provide qualified standby master/ crew within <u>four (04) days</u> at no additional cost to the Indian Navy.
40.	Log book/ Documents for running equipment/ machinery	Proper log book and documents are to be maintained onboard to show the running of the engines and DG sets in order to calculate the fuel quantity and these will be submitted at the time of replenishment of fuel.
41.	Documentation	All documentation, technical or otherwise, required for operating the vessel is to be available and in-date, including supporting documents/ general arrangement plan for following:- (i) Name of the vessel. (ii) Place and year of build. (iii) Port of registry. (iv) Board dimensions of the Customised VESSEL i.e. overall length, draft, beam, depth, DWT, GRT etc. (v) Accommodation for buyer's use. (vi) Valid and current certificates from the classification society/ Mercantile Marine Department. These certificates shall have to be renewed and kept valid during the entire period of contract.
42.	Stabilisers	Roll reduction tanks, or similar technology are also acceptable.
43.	Crane	As required to launch ship's boats.
44.	Fender	(a) The vessel (product tanker) shall be provided with strong and adequate rubber fenders (incl portable fenders) at bow, stern and all along the length to prevent damage to ships during operations by vessel. (b) Additional spare portable fenders is to be available as required for normal operation of cast off/ coming alongside.
45.	Deviations	Normally not accepted. However, bidders may submit deviations from technical and commercial parameters, if any, along with the bid as per the format placed.

Budgetary Quote Format

The BQ Format is given below and Vendors are required to fill this up correctly with full details:-

<u>Ser</u>	<u>Description</u>	<u>Rates (in Rs)</u>
(a)	Charter hire rate per day per vessel	
(b)	Cost for 3 years	
(c)	Total	
(d)	GST (%)	
(e)	Net Total including GST (18%)	