

Minutes of the pre-bid meeting held on 17/05/2016 at 15:00 hrs for the tender for design, construction and supply of two Self Propelled Cargo Vessels of 2000 tonnes capacity.

PRESENT

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|------------------------|------------------------|
| 1. Sh. Pravir Pandey | Vice Chairman |
| 2. Sh. P.K. Srivastava | Hy. Chief |
| 3. Sh. M.K. Saha | Director (P&C) |
| 4. Sh. V.C. Dialani | Director (M) |
| 5. Sh. Ajay Gupta | Chief Accounts Officer |
| 6. Sh. A Sarkar | Consultant |
| 7. Sh. Ajeet Singh | Astt. Director (M) |
| 8. Sh. Karor Singh | Tech. Asst. (M) |

REPRESENTATIVE OF THE FIRMS /PROSPECTIVE BIDDERS

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|--------------------------------|----------------------------------------------------|
| 1. Sh. Anand Saraiya | M/s Aries Technical Sales & Services Pvt., Mumbai |
| 2. Sh. K. Goswami | M/s Aries Technical Sales & Services Pvt., Mumbai |
| 3. Sh. Shiv Kumar | M/s Shoft Shipyard Pvt. Ltd., Mumbai |
| 4. Sh. S. Banerjee | M/s Precision Engineers (P) Ltd., Kolkata |
| 5. Sh. S. Ghoshal | M/s Suryadipta Proj. Pvt. Ltd., Ghodbunder Village |
| 6. Capt. P.K. Srivastava | M/s Aries Technical Sales & Services Pvt., Mumbai |
| 7. Sh. Harish Khanna | M/s Titagarh Wagons Ltd., Kolkata |
| 8. Sh. Sudip Ray | M/s A.C. Roy & Co., Kolkata |
| 9. Brig. D.D. Kapoor | M/s KNK Ship Management, Mumbai |
| 10. Sh. Kamaljeet Singh Jassal | M/s Tebma Shipyard Ltd., Chennai |
| 11. Sh. Sivaram | M/s Tebma Shipyard Ltd., Chennai |
| 12. Sh. D. Marandi | M/s Burn Standard Company Ltd., Kolkata |

Sl. No	Clause no/ Page No.	Query of the Bidders	Clarifications
	Section -I NIT		
1	NIT	One of the bidders indicated that they are registered with NSIC and hence requested for exemption from payment of EMD.	Not Accepted. Tender conditions shall prevail.
2	NIT	One of the bidders has requested to allow quoting for one or two self-propelled cargo vessels	Bidding has to be for two self-propelled cargo vessels
3	NIT	Bidders requested for extension of bid submission date by at least three weeks from the uploading of minutes of pre- bid meeting	The last date of submission of bid is extended to 29.06.2016.
4	NIT	One of the bidders has pointed out that the format of solvency certificate has not been attached in tender.	The Solvency Certificate shall have to be submitted as per bank format.

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5	Clause-2 (i) Eligibility criteria of NIT	One of the bidders has pointed out that in the eligibility criteria experience of building self-propelled vessel and dumb barges/boats of various types and capacity has been mentioned. Further it has been indicated the firm to have experience of completion of similar works with various amounts as per clause 2 (xi). Firm requested to clarify whether execution of order for only dumb barge/boats with values as per above clause meet the eligibility criteria to participate in the tender	The eligibility criteria for the participation in the tender to satisfy clause 2 (i) and meet the experience of three/two/one similar works for amount specified in clause 2 (xi). However, it is to clarify that bidders engaged in construction of only dumb barges /boats or engaged in repairs and maintenance of vessels will not be eligible.
6	Clause-2 (vii) of NIT	One of the bidders has requested to accept solvency certificate of one of the partners of the JV firms singly or jointly. They have also requested to accept the solvency certificate from International Bank in the event of one of the partner being a Foreign Company/Entity	Solvency Certificate to be provided by Lead Partner.
7	NIT	Bidders requested for change in delivery schedule from 12 months to 14 to 18 months for first vessel and 16 to 21 months for second vessel citing model testing to be carried out takes substantial time which is beyond their control. One of the bidders have requested for extension of delivery period which may be counted after completion of model testing	The delivery period of first cargo vessel to be 14 months and second cargo vessel to be 16 months from the date of issuance of work order is agreed to.
8	NIT, Clause no. 2 (ix)	Bidders requested that submission of EMD may be changed into either of the options of 100% Bank Guarantee or 50% FDR + 50% BG or 100% FDR.	100% EMD in the shape of Bank Guarantee is not accepted. The earnest money may be accepted in the following forms: i) RTGS ii) Fixed deposit receipt (FDR) of a scheduled bank. A part of earnest money is acceptable in the form of bank guarantee also. In such cases 50% of earnest money or Rs. 20 lakhs whichever is less, will have to be deposited in shape prescribed above and balance can be accepted in form of bank guarantee issued by a scheduled bank. It shall be ensured that FDR is pledged in favour of the tender inviting Authority. It is in the

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			tenderer's own interest to keep the FDR valid as long as it is required. There is no need for the Department to insist upon the tenderer keeping the FDR valid, since he can encash the FDR only when it is assigned back to him by the tender inviting authority.
		Exemption of EMD for SSI unit sought	No exemption for EMD is allowed
9	NIT Clause 2 (x)	Bidders have requested that average annual financial turnover during last 3 years may be fixed at 30% of the estimated cost as against 100% of the estimated cost.	Agreed.
10	NIT Clause 2 (xi)	One of the bidders requested to relax the experience criteria of last 7 years to 15 years.	Not agreed.
11	General	One of the bidders requested to know what support is available for NSIC registered companies.	No relaxation is provided to NSIC registered companies.
12	General	Bidder requested to confirm if customs duty exemption certificate will be provided by the owner.	No
13	General	One of the bidders has pointed out that shipyards located on West Coast of India can bring the vessels to Kolkata only during December to April for delivering the vessels at Kolkata. They will need 2 months additional time for transportation of the vessels. Therefore, it has been suggested that liquidated damages may not be imposed on account of delay for the above reason.	Not agreed.
14	General	Bidders have point out that all technical trials for acceptance of the vessel may be carried out at the Builders yard. Builder shall give the post voyage trials of the vessel, after reaching Kolkata, to prove that the vessel has not sustained any damages to her machinery and equipment during the voyage for which necessary trials at Port of Delivery shall be conducted at cost of the builder before formally accepting the vessel.	Check trials and dry-docking are required before delivery at the cost of the builder.

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	Section II Instruction to Bidders & Appendix to Bid		
	A General		
15	Clause 1.1 Section II	One of the bidders requested to consider place of the yard or nearest port as delivery, since additional transportation cost from yard to Kolkata make them in competitive with the yards located at east coast or nearby Kolkata	Not accepted.
16	Clause 1.2 Section II	Bidders requested for extension of delivery period.	Clarifications already given above at Sl. 7 of NIT.
17	Clause -4.2 (h) Section II	One of the bidders has requested to clarify more / in detail on the clause pertaining to subcontracting component of work.	Components of works each exceeding 10% of contract price is to be furnished.
18	Clause 4.3.1 Section II	One of the bidders who wish to participate in the bidding as a Joint Venture with a foreign shipyard wherein the constructions of the vessels are proposed to be carried out in that country.	Not allowed. The vessels will have to be built in Indian Shipyard.
19	Clause 4.4 A Section II	One of the bidders requested to modify the qualifying criteria of annual financial turnover during last 3 years to 6 years retrospection.	Not agreed.
20	Clause 9.1 & 9.3 Section II	The bidders requested to notify by email for any extension for online submission of bids due to any modification/ amendment/ making addition to bid document	The extension of online submission of bid will be notified on the CPP Portal and IWAI Website.
21	Clause 12.3 Section II	One of the bidders requested that price to be exclusive of duties and taxes, as they are subject to changes as per Government Notifications. Another Bidder requested for impact of the increase in taxes / duties after introduction of GST proposed by the Government, rates of which are not known presently.	Bidder to quote in accordance with clause no. 12.3 & 12.4 except VAT, which will be reimbursed on production of proof of payment.
22	Clause 15 Section II	Bidders requested that for EMD a third option of 100% Bank Guarantee and another option of FDR pledged in favour of the tender inviting	100% EMD in the shape of Bank Guarantee is not accepted. BG to be submitted as 100% RTGS or 100%

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		<p>authority may be included.</p> <p>Bidders have requested for furnishing of EMD in the following manner:</p> <ol style="list-style-type: none"> 50% FDR or 50% BG or 100% BG or 100% FDR <p>Exemption of EMD for SSI unit or firms registered with NSIC sought.</p>	<p>FDR.</p> <p>A part of the earnest money is acceptable in the form of bank guarantee also. In such cases 50% of the earnest money or Rs 20 lakh whichever is less, will have to be deposited in shape prescribed above and balance can be accepted in the form of Bank Guarantee issued by a scheduled bank.</p> <p>It should be ensured that FDR is pledged in favour of the tender inviting authority, it is in the tenderer's own interest to keep the FDR valid as long as it is required. There is no need for the Department to insist upon the tenderer keeping the FDR valid, since he can encash the FDR only when it is assigned back to him by the tender inviting authority.</p> <p>No exemption for EMD allowed.</p>
23	A 15.2 Section II	Validity of BG to be 45 days from validity period instead of 90 days beyond the validity of the bid.	Not accepted.
24	A 15.4 Section II	Bidders requested to return the EMD to unsuccessful Bidders within 28 days of end of bid validity or issue of L1 to successful Bidder whichever is earlier.	Not agreed. The EMD to the unsuccessful Bidders will be returned after issue of award of work to the successful Bidder.
25	Clause 17.2	Bidder requested whether to submit hard copy of the bid also.	<p>Bid to be submitted online only.</p> <p>As scanned copies uploaded are at times not legible, hence one signed copy of the bid document except financial bid may be sent separately for reference only.</p>
26	A 25.1 Section II	Requested for Clarification for the words "Pusher Tugs and Dumb Barges".	The words "Pusher Tugs and Dumb Barges" are to be substituted by the words "Self Propelled Cargo Vessels".
27	A 25.5 Section II	Bidders requested to clarify the word "Pusher Tugs and Dumb Barges" and the words "Two Pusher Tugs and four Dumb Barges".	The words "Pusher Tugs and Dumb Barges" are to be substituted by the words "Self Propelled Cargo Vessels" and the words "Two Pusher Tugs and four Dumb Barges" are to be substituted by the words "Two Self Propelled Cargo Vessels".

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28	Clause - 30.1 Section II of ITB	One of the bidders has requested to increase the period for submission of performance security to 28 days from LOI signing.	Not accepted. Tender condition shall prevail.
29	Clause 31 Section II	One of the bidders s requested that mobilization advance of 10% of contract price may be given without any interest. Interest @15% as per clause 31 of Appendix to ITB.	Not accepted. The rate of simple interest for mobilization advance will be 15% as mentioned in Appendix to ITB.
Section III Form of Bid & Bank Guarantee and Cost Schedule			
30	Bank Guarantee	<p>One of the bidders informed that banks are not accepting certain clauses in BG format. They have provided suggestions for amendment to the following Bank Guarantees</p> <p>a)BG format for Bid Security</p> <p>b) BG for Performance Security</p> <p>c) Form of Bank Guarantee –secure a Lump-Sum Advance</p>	<p>The following modification in BG format for Bid Security may be made</p> <p>a) In the first and second line of second last para, the words “ classification society” may be replaced by the words “ first</p> <p>b) In the last para the words “45 days” to be substituted by “90 days”.</p> <p>The following modification in BG format for Performance Security may be made.</p> <p>a) In the fourth para, third and fourth line the words “such sum being payable in the types and proportions of currencies in which the contract price is payable” to be deleted.</p> <p>The following modification to be made in form of Bank Guarantee to secure a Lump-Sum Advance.</p> <p>In the third para, second and third line, the following words “and that would be taken for the performance of the said contract” may be deleted as it is a repetition.</p> <p>As interest amount cannot be firmed at the</p>

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			BG, the same be deleted.
Section IV Condition of Contract			
Part I- General Condition of Contract			
Part II- Special Condition of Contract			
31	A-4.22 (h) of GCC	One of the bidders has requested to clarify more/in detail on the clause pertaining to subcontracting component of work.	Components of works each exceeding 10% of contract price is to be furnished.
32	Clause 6 & 7 Section IV	<p>One of the bidders has pointed out that retaining 5% amount from every stage payment will result into 25% as retention money making the total security and retention money as 40% of the contract price.</p> <p>Another Bidder has requested that 5% retention in the stage payment may not be deducted from stage payment as they are already providing 10% PBG on contract value for minimum period of 12 months from delivery of the vessel, again a BG of 15% on first stage payment. Another Bidder requested to accept 5 % Security in form of BG.</p>	<p>The Performance Security (Guarantee) of 10% of the contract price as per Clause 5 of GCC to be furnished. The Security Deposit / Retention money of 5% of the amount of each payment due to the contractor will be retained. Thus the total of 15% of contract price is towards performance security and security deposit.</p> <p>Not Accepted</p>
33	Clause 8 (v) of GCC	Bidder has requested that this is not a usual practice. Once a Bidder has become L1 after all evaluation, the price should be taken as confirm and no further evaluation should be done. This will endues complication and unnecessary delays /communication.	After award of work, no further evaluation will be done.
34	Clause 12	Bidders requested to provide on the details regarding Risk or Loss or damage to authority or owners property so as to enable them to include necessary insurance cost in our estimate.	This is applicable only if the Authority loans any property to the contractor and is a general clause in IWAI tenders. No change in tender condition.

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35	Contract Clause 17	One of the bidders requested to consider 15% payment at time of placement of order to manage the cash flow better.	Not agreed.
36	Clause 19 of GCC	One of the bidders has requested to confirm whether a separate Indemnity Bond is to be given or not.	Not required.
37	Clause 20.2 of GCC	One of the bidders has pointed out that if the test shows there is no defect then who will pay for the test.	The bidder has to bear the cost.
38	Clause 28	One of the bidders requested for commencement of work from 15 days of signing of contract.	It is to clarify that commencement of work is from date of issuance of work order.
39	Clause 55 of GCC	One of the bidders has pointed out that cash flow statement need not be a part of the technical bid.	Not agreed.
40	Clause 57	Bidders requested maximum LD not to exceed 5% of the tendered value of the work. One of the bidders stated that shipyards located on West Coast of India, sails the vessels to Kolkata only during fair weather (December-April) and therefore need about 2 clear months for delivery of the vessels at Kolkata & need 02 clear months for delivery which should not be counted for liquidated damages.	Not agreed. The maximum LD not to exceed 10% of the total contract price. Not agreed.
41	Clause 63	Bidders requested to clarify that additionally final bill will be paid in 6 months	Final bill submitted along with all document and certificates accepted by IWAI as per tender condition will be paid within three months.
42	Clause 12 (h) - Delivery of SCC	One of the bidders has requested whether the penalty for deficiency in draft of vessels will be applicable separately.	Penalty shall be applicable for the vessel (s) not meeting the specified draft on the basic cost of that / that vessel (s).
43	Clause 12 (h) SCC - Part -II	One of the bidders has requested to change the value to 100mm/150mm instead of 25mm/50mm due to ripples and other factors for calculating the deficiency in draft.	Penalty for deficiency in draft has been modified as follows: (i) Upto 50mm of draft (2.850m draft): 5% of the basic cost of the pusher tugs. (ii) Upto 75mm of draft (2.875m draft): 10% of the basic cost of the pusher tugs.

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			The first line of last paragraph of the clause may be read as "if the actual draft of the self-propelled cargo vessels is more than 2.875 m,."
Section- V Technical Specification of Self-Propelled Cargo Vessels			
44	A 1.2.2 Section V	Please Clarify what stowage rate we should assume	Stowage factor of 1.3m ³ /t. to be considered taking coal as base cargo.
45	Clause 1.2.2. (d) Section V	One of the bidders requested to confirm that the speed of 9 knots is at 100% MCR in fully loaded conditions.	The trial speed of vessel in calm, deep water clean hull at 90% MCR at loaded draft shall be 9knots as specified in Clause 1.4. Clause 5.2.1 to be read as " Two marine grade, fuel efficient, turbo charged diesel main engines of Cummins/ Greaves/ Caterpillar/ Yanmar or equivalent reputed make, developing minimum 600 BHP each @ 100 % MCR or as required for achieving the speed of 9.00 knots at 90%MCR while plying in the ambient conditions specified, suitable for continuous operation shall be provided. The engines are to be compatible to the selected rudder and propeller.
46	Clause 1.2.2. e Section V	One of the bidders stated that a rudder propulsion system is term for azimuth thrusters, where the propulsion system is steerable to 360 deg. without any rudder. The Bidders requested to confirm whether IWAI is looking for such rudder propulsion or conventional FPP propulsion with a propeller and separate rudder arrangement.	Vessel shall be designed with a twin-screw fixed pitch conventional propulsion with a propeller and separate rudder arrangement.
47	Clause 1.2.2. i Section V	One of the bidders stated that air draft is in the loaded condition and requested for the height restriction at lightship conditions.	The air draft of less than 8.00 m above waterline should be at any operating condition of a vessel.
48	Clause 1.5 Section V	One of the bidders requested for amendment to the clause that only CFD calculation to be submitted instead of Model test.	Not accepted. Model Testing is to be carried out.

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49	Clause 1.6 (d) of the technical specification.	One of the bidders requested for clarification regarding involvement of MMD and Dock Labour Board mentioned for certificates to be issued by others for anchors, chain cables, shackles, hawsers, mooring ropes and equipment.	For any equipment certificate required from these agencies, if applicable are to be provided.
50	Clause 1.8 Section V	One of the bidders suggested putting a time frame of 8 days for receiving approval from Owners/owners representative from date of email. In case if no reply/valid comment is received in this stipulated time shipyard can proceed with procurement to avoid any further time delay in the project.	Not accepted, IWAI shall endeavor for prompt approval.
51	Clause 1.9 Technical Specification	Bidder requested to clarify if third party inspection will be required apart from owner's inspection.	Yes
52	Clause 1.11 Section V	One of the bidders stated that presently all drawings are normally submitted in pdf format in CD ROM and not in transparent films. The Bidders also suggested that the quantity can also be restricted to 2 hard + 1 Soft copy	In lieu of transparent films drawing may be sent in pdf format in CD ROMs (2 nos). Four sets of prints of all drawings including "as fitted" drawings are to be provided.
53	Clause 1.13 Section V	One of the bidders requested to clarify whether the manufacturers recommended spares for 2000 hrs are to be supplied or only a list of spares to be submitted.	The manufacturers recommended spares for 500 hrs operation for major machineries are to be supplied without extra cost. For spares for 2000 hours operation list to be provided and IWAI will select from the list and place order for supply of the same within the delivery period if required, at additional cost.
54	Clause 1.14.4 Section V	One of the bidders requested to waive off the dry docking of the vessel after transporting to Kolkata.	Not agreed. Tender condition shall prevail
55	Clause 1.15 Section V	One of the bidders suggested to improve the welding quality the welding process such as CO2/MIG/TIG with bare or flux core wire spools may be included.	As per classification society requirement.
56	Clause 1.16 Section V	One of the bidders has suggested that a standard process wherein a protection coat of shop primer of 25	Tank testing and welding shall be carried out as per classification society requirement and good practice.

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57	Clause 1.19 Section V	One of the Bidders has requested that the Sea/ River trials (acceptance trials) are to be conducted by builder at the location of their shipyard. Since this trials will be witnessed by Class and owners representative are all available. Post-delivery there should be only checking trials.	The Sea/River trials (acceptance trials) to be done at the location of the shipyard in presence of Owners and Class. However the delivery of the vessel will be effected at Kolkata (place of delivery) during which the checking trials to be done.
58	Clause 1.20 Section V	One of the bidders has requested to clarify the term liquid stores and whether this 50% of liquid store on board is of tank volume or tonnage. If more than 50% of liquid store is measured/ recorded at the time of handing, the cost of extra quantity has to be paid to the contractor at mutually agreed rates.	Liquid store to consist of fuel oil, lube oil and fresh water which is measured by volume. For extra quantity of fuel oil and lube oil, payment shall be made at prevailing rates.
59	Clause 1.21.1 Section V	One of the bidders requested whether two models for each self-propelled cargo vessel to be provided i.e. four models or only two models to be provided.	Two models for self-propelled vessels to be given.
60	Clause 2.2 Section V	One of the bidders requested to confirm whether IACS class grade A or IS 2062 Gr B to be used. The Bidder also requested to permit use of steel whether imported or indigenous and approved by Class may be permitted. Another Bidder requested not to restrict the choice of steel to only 2 makes. Class approved Marine grade steel should be acceptable.	Steel shall be marine grade material of reputed make and conforming to the requirement of class.
61	Clause 2.2 Section V	One of the Bidders requested as per the reputed paint manufacture standard the rust, mill scales to be removed by only shot blasting	Shot/grit blasting to be used to achieve a profile for SA 2.5

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		process to achieve a profile for SA 2.5 Grade, Sand blasting not acceptable.	
62	Clause 2.3 Section V	One of the bidders has suggested that the flanging of plates & brackets to be permitted, as this will reduce the welding & eventually the construction time of the vessel and improve productivity.	To be as per class requirement.
63	Clause 2.3 Section V	One of the bidders has pointed out that since subdivision into blocks & panel is part of yard practice & does not include class. This clause may be deleted to avoid time required in approval & further delays the construction period. The Welding schedule booklet can be submitted for class approval.	Subdivision into blocks & panels may be submitted for consent of owner. Welding schedule to be approved by Class.
64	Clause 2.3 Section V	For holes in construction of pipes, cables, trunk passage etc. the class intervention may be applied only in areas where openings need to be made in critical locations such as Engine Girders, Hatch coaming etc. In other locations yard to follow their standard practices. This is to avoid time required in approval & further delay in construction period.	Agreed.
65	Clause 2.4.2 Section V	One of the bidders stated to confirm that the vessel is propelled by normal conventional FPP system & not with rudder propellers.	The vessel to have conventional propulsion system. Accordingly in the 8 th line of clause 2.4.2 to be read and substituted as "The bottom construction aft shall be raised in such a way that they can accommodate two steering gear & rudder. Bottom plating, floors, girders and brackets in way of the steering gear of increased thickness and arranged in such a way that a sturdy construction will be obtained."
66	Clause 2.4.5 Section V	One of the bidders requested to indicate the value of tank top load. What does it mean by? Please explain.	Refer 1.2.1.a in tender for cargo type. Tank top should be designed to accommodate said cargo types. All bulkheads to be flat inside cargo hold. Stiffeners and girders should not come in way of cargo hold except transverse bulkhead dividing two hold. Where it is inevitable.

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6.	Clause 2.4.9 Section V	Vessels are propelled by normal conventional FPP system & not with rudder propellers please confirm.	The words "In the aft peak strong welded foundations to be constructed for the rudder propellers" to be substituted by "In aft peak strong welded foundations shall be constructed for the steering and propulsion systems."
68	Clause 2.5.1 & Clause 4.5 Section V	One of bidders has requested to confirm if MLC 2006 Regulations are applicable for accommodation. Also to explain what is a BIO TOILET concept in ships. In general the black water (sewage water) is processed through sewage treatment plant & then discharge overboard as per MARPOL guidelines or it can be stored in the sewage holding tank & then discharge to share facility.	MLC2006 regulations are not applicable. Provision of BIO TOILET may be treated as deleted and read as standard marine toilets. For sewage water, sewage holding tanks with necessary piping and pump to be provided for discharging to shore reception as indicated in the tender.
69	Clause 2.7.2 & Clause 2.7.3 Section V	One of the bidders has suggested that SA 2.5 profile can only be achieved in combination of with metal shot & Grit. The sand blasting cannot achieve the said profile and requested to amend this clause accordingly. Another bidder stated that if the steel plates are blasted and primed before fabrication, again SA 2.5 preparation of these surfaces is not required and requested for clarification for this aspect.	Surfaces of all structural steel plates and section to be used for fabrication shall be in combination with metal shot & grit. Acceptable if the steel plate surface condition remains upto satisfaction of class & IWAI.
70	Clause 2.7.5 Section V	One of the bidders has stated that the Paint specification indicated is very outdated and requested to review in consultation with reputed marine paint manufactures.	The paint scheme is given at Clause 2.7.5, however the builder may propose alternate painting scheme and submit for Owner's approval as has been specified in this clause.
71	Clause 3.5 Section V	One of the bidders has pointed out that the anchor handling system is not very clear – Is the anchor fitted with chains, which are to be stowed in the chain lockers? What about the double warping head for the windlass? Why is it called anchor winch and not anchor windlass?	The Anchor handling system specified is with winches & Steel wire. Anchor will be stowed over deck as shown in reference GA attached to technical specification. Alternatively Yard may propose conventional anchor chain and windlass with chain locker arrangement as per requirement of Class.

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72	Clause 4.10 Section V	One of the bidders has pointed out the following and requested for clarification: 1) Opening width of the door not specified. 2) Clear height of 1900 mm door opening from steel deck to top opening - This sentence is no relevance.	1. Opening width: Min600mm/As per statutory rules whichever is maximum. 2. Clear opening height of door to be derived by deducting sill height from 1900mm /As per statutory rules whichever is maximum.
73	Clause 5.2.1 Section V	One of the bidders stated to confirm that the vessel is propelled by normal conventional FPP system & not with rudder propellers.	The vessel is propelled by conventional FPP system. Hence the last sentence of first para of Clause 5.2.1 i.e. "The engines are to be compatible to the selected rudder propeller system." To be deleted.
74	Technical Specifications, Clause 5.2.1	One of the bidder requested that the Shop testing of Main Engines shall be done as per the requirement class society.	The shop testing of the main engines to be done as per the engine manufacturers standards and class requirements. However the specific fuel consumption for the ranges mention at different loads and idling speed may be given.
75	Clause 5.5.11 Section V	One of the bidders has queried, why tank level gauges required for ballast, fresh water & peak tanks, usually they are provided with sounding pipes for taking measurement with sounding tapes.	All built-in tanks are to be provided with the sounding pipes is specified in this clause.
76	Clause 7.1	One of the bidders requested clarification for spare parts required to be dispatched by dredgers.	The spare parts suitably packed will have to be delivered along with the vessel within the delivery period if required. Hence in the last line of Clause 7.1, the word "dredger" to be substituted by the word "vessel".
77	Clause 5.2.1 & Clause 5.3.1	One of the bidders has asked to provide the makers list for all machineries & equipment with alternatives.	Makes of main engines is given at clause 5.2.1 & for generator engines at clause 5.3.1 of Technical specification. Yard to suggest the makes of other machineries & equipment.
78	5.2.1 Main Engine	One of the bidders requested to clarify /confirm that the engine should be not less than 650hp @ 100% MCR. The bidder requested to clarify the maximum and minimum RPM of the engine.	A clarification given at Sl. 45 above refers. are to be compatible to the selected rudder and propeller. To be proposed by shipyard for optimum efficient system

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79	Clause 5.6.1	One of the bidder has requested to consider Hydraulic Podded (HydroPod) deck mounted propulsion system	The tender provides for conventional propulsion system with rudder arrangement. No change in tender condition
80	General	Bidders requested whether for authorizing signatories statement on letter head or notarized Power of Attorney will be required.	Notarized Power of Attorney will be required.
81	General	Bidders requested to clarify if third party inspection will be required apart from owner's inspection	Yes
82	General	Bidder requested to confirm if customs duty exemption certificate will be provided by the owner.	No
83	General	One of the bidders stated that the title of the tender mentions the capacity of each vessel is 2000ton, however in the detailed specification the capacity is mentioned as 2200 ton-which is correct?	The total cargo carrying capacity is 2000 tonnes which is mentioned in the title of the tender. In clause 1.4 the dead weight is 2200 tonnes which includes consumables like Fuel oil, fresh water etc.
84	General	One of the bidders requested to clarify whether 'Detailed PERT Chart/Production Schedule' is to be submitted along with the tender in "Technical Bid". However, the realistic schedule cannot be made unless we receive delivery schedule from equipment supplier in writing.	Detail Bar chart indicating major activities and various stages to be submitted.
85	General	One of the bidders stated that the vessel may be rejected if the actual speeds fall below 0.5KN, the design speed 9KN. Hence, if required they	Clarification at Sl. 45 refers. The engines are to develop minimum 600 BHP each @ 100 % MCR or as required for achieving the speed of 9.00 knots at 90%MCR while

Prasanthi..

✓

PM

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		may increase the main engine power above 600BHP for which confirmation is required.	plying in the ambient conditions specified, suitable for continuous operation shall be provided
86		Please inform us in detail what type of cargo, you intend to carry in the vessel.	Clause 1.2.2 a) of Section V mentions that the vessel shall be designed and built for transportation of bulk cargo mainly coal, cement, fertilizers etc.
87		For the 'vessel Book' – ant special format or sample is available with you – if yes, please provide us.	May be treated as not relevant.
88	Clause 2.6.5	One of the bidders has suggested having a railing arrangement as per standard BS MA 40: Part 1: 1975. The arrangements consist of top rail pipe of 42.4 mm dia & two intermediate rails of 20 mm round bars.	The railing arrangement to be as per standard BS MA 40 : Part 1 : 1975 with top rail pipe of 42.4 mm dia and two intermediate rails of 20 mm round bars.
89	Clause 3.5	One of the bidder requested for clarification whether any winch is required or not for the stern anchor.	For stern anchor winch is required.
90	General	One of the bidder requested to clarify that whether they are bound by the design given along with the tender documents for quoting OR they can design the vessel afresh, keeping the loaded draft [2.8 M] same as mentioned in the tender, meeting all other tender technical specifications?.	The bid should comply with the concept design as provided in the tender. Refer Clause 1.4 wherein principal dimensions are given which may undergo changes during detail design within +,- 5%. The Yard can optimize the design further (Eg. optimize hull form to achieve the speed at less power, etc.)



(VC Dialani)
Director (M)



(MK Saha)
Director (P&C)



(PK Srivastva)
Hydrographic Chief



(Pravir Pandey)
Vice-Chairman