Tender No.: NCPOR/MGE/HSS/01

Tender Details: Time charter of an Oceanographic Research Vessel capable of independent survey and exploration activities in the Central Indian Ridge, Southwest Indian Ridge, Carlsberg Ridge and within the Indian EEZ for a period of 300 days ± 60 days

Document type: Pre-bid clarification

a) Vendor-1

Sl. No	Details	NCPOR Tender requirement	Clarification Points	Response from NCPOR
1	EMD / Bid bond	INR 2,70,00,000/- or 3,01,820 USD in the form of a Bank Guarantee as per tender	Considering the value of the tender, we request that NCPOR consider 50% of the EMD value (USD 150,000) for this tender.	No relaxation in EMD/Bid Bond value/terms.
2	Bid validity	120 days from the last date of submission of the bid (last date as indicated in Column No. 8 above).	As per the tender requirement, NCPOR wanted the charterers to deliver the vessel in February 2026; we therefore request NCPOR to consider keeping the bid validity limited to 60 days for concluding the contract and agreement in time.	Bid validity modified to 90 days. Please refer to Corrigendum.
3	PBG	CLAUSE 47: Delivery cum performance guarantee: Owners to provide Charterers a delivery cum performance guarantee for an amount of 5 % of contract value of one time charter period i.e. 300+60 days. The contract value to be taken as Mobilization & De-Mobilization Charges + Day hire	Being high value contract, we request NCPOR to consider PS for either 2.5% of the contract value or limiting the PS for a charter period of 150 days for executing the 5% performance security. This will enable the bidder to arrange and also manage the cash flow suitably, as he has to invest further for arranging the vessel and other requirements as per the tender within the limited timeline without any	No relaxation in PBG value/terms.

		charges for 300 days + any other charges, excluding victualling charges. The validity of same should be 60 days beyond time charter period, as applicable	advance payment from NCPOR. As there are more exposure on the cashflow, we request NCPOR to consider our request and limit the PS percentage and or the timeline requirement to support the program. We will be able to extend the validity of the PS suitably prior to its expiry of the validity to meet the contract tenure of further period(s) as required.	
4	Section E	Payment terms 1.1. Mobilisation (MOB) and Demobilisation charges: 50% of the total Mobilization and Demobilization charges shall be paid upon delivery and acceptance of the vessel to Charterers at a safe berth in Port Louis, Mauritius, within 15 days of submission of invoice in original. Balance 50% of the total Mobilisation & Demobilisation charges shall be paid after the expiry of the Charter period upon re-delivery of the vessel to Owners, as applicable within 15 days of submission of invoice in original. 1.2. Charter hire Charges: Charter hire charges shall be	Mobilisation (MOB) and Demobilisation charges: Since Mobilization and Demobilization are two different exercise and Mobilization involves lot of work to set up the vessel, equipment's, testing and other activities; we request NCPOR to make 100% of the total Mobilization as quoted upon delivery and acceptance of the vessel to Charterers at a safe berth in Port Louis, Mauritius, within 07 days of submission of invoice in original. 100% Demobilisation shall be paid after the completion of the Charter period upon re-delivery of the vessel to Owners, as applicable within 15 days of submission of invoice. Charter hire Charges: Charter hire charges shall be calculated on a pro-rata per-minute basis starting from	No relaxation in Mobilisation (MOB) and Demobilisation charges/terms.

		calculated on a pro-rata, per-minute basis starting from the date and time of delivery and acceptance of the vessel and continuing up to the date and time of redelivery of the vessel. The payment for each completed 30-day period (or part thereof) shall be made by the Charterer to the Owner within 15 days of receipt of the original invoice from the Owner, which shall be submitted within 7 days after the completion of the billing period.	the date and time of delivery and acceptance of the vessel and continuing up to the date and time of redelivery of the vessel. The payment for each completed 15-day period (or part thereof) shall be made by the Charterer to the Owner within 07 days of receipt of the original invoice from the Owner, which shall be submitted within 7 days after the completion of the billing period.	
5	Section G	MODEL CHARTER PARTY AGREEMENT	BIMCO (Baltic and International Maritime Council) charter party agreements are the global "gold standard" for maritime contracts, used in approximately 75% of worldwide maritime transactions. BIMCO standard forms for the following primary reasons: Equitable Risk Allocation: Contracts are drafted through a collaborative process involving owners, charterers, P&I clubs, and legal experts to ensure a fair balance of interests and responsibilities. Global Standardization and	The charter party (CP) agreement included in the tender is a model CP agreement. The final charter party agreement shall be finalised after award of the contract, through mutual discussions between NCPOR and the successful bidder.

			Acceptance: BIMCO forms are widely understood by the shipping industry, providing a recognized legal framework that is accepted by courts and arbitration tribunals worldwide. Adaptive to Modern Realities: The agreements are frequently updated to address emerging regulatory and geopolitical issues. We therefore request NCPOR to follow the BIMCO charter party for a mutually covering agreement.	
6	Clause 11	The % of deduction specified for each equipment vs per day of charter hire charges is to be revisited / revised	The chartering of vessel involves various scope of deliverables and we understand functionality of equipment is one of the key scope of work. However, we request NCPOR to equally distribute the scope and	NCPOR has revised the off-hire terms. Please refer to the corrigendum.

			deduction for mutual acceptance.	
7	Table 3	Point 16 - High Temperature probe Up to 600° C	We can offer an ROV with the high temperature probe up to 500deg C should be acceptable for NCPOR - please confirm.	A high-temperature probe up to 500° C is acceptable. Refer corrigendum.
8		Pinger	Kindly share us make and model of the Pinger. We can procure / hire it within reasonable timeline.	NCPOR does not have any specific preference regarding the make or model of the pinger. The bidder may identify and procure suitable equipment that meets the scope of work and technical requirements specified in the tender (bottom finding pinger). (Suggestion: Teledyne-Benthos)

b) Vendor-2

Sl. No.	Clarification	Response from NCPOR
1	As the vessel needs to be imported into India's EEZ – no mention is made of who imports the vessel. This has material financial impact (millions of USD) as NPCOR can import under zero IGST but Bidder attracts 18%of vessel value as IGST. If bidder attracts IGST on import it ultimately will become rechargeable back to NCPOR through bidders bid price, but then non claimable by NCPOR Bidder seeks confirmation/request that NCPOR will import vessel to attract zero IGST. Also alongside fees etc during Interim mob are to NCPOR	The responsibility for importation, customs clearance, taxation (including IGST, if applicable), and all related statutory compliances shall rest with the bidder, unless otherwise explicitly stated in the tender document. The bidder is therefore required to consider all applicable duties, taxes, levies, and statutory charges, including those related to importation into Indian waters, while quoting the financial bid. Any possible support documents required from NCPOR shall be provided.
2	Bidder proposes the ROV stay on board during schedule 2-5 and not demobilised at the end of Schedule 1 as proposed in RFQ. Bidder wishes to confirm that there will be no requirement for the ROV other than for Schedule 1 and for Schedule 6 Bidder also seeks confirmation that the sequence of work will follow strictly sequentially from Schedule 1 to Schedule 6	ROV operations are planned only under Schedule 1 and Schedule 6, as specified in the tender document. The sequencing of work schedules is indicative. The actual schedule of execution may be adjusted based on mutual consultation. If ROV operations are carried out in non-consecutive schedules, any additional mobilisation and demobilisation charges, as quoted in the bid, for the additional mobilisation and de-mobilization charges shall be paid by the Charterers.
3	Permits Approvals and Licenses" . Can NCPOR indicate what Permits Approvals and License are expected.	Permits, approvals, and licences refer to all mandatory documents required for the safe navigation and operation of the vessel within the designated areas of operation, as applicable. The bidder shall be responsible for obtaining and complying with all operational, statutory, and regulatory permits, approvals,

		and licences required for the vessel, crew, and equipment. This includes, but is not limited to, vessel certification, flag-state requirements, classification society approvals, crew documentation, insurance, and compliance with applicable maritime regulations. NCPOR will extend necessary support, wherever feasible, in facilitating approvals from relevant Indian authorities (such as the Ministry of Home Affairs (MoHA), Ministry of Defence (MoD), Naval Security Clearence - FODAG, etc, and other concerned agencies, to enable smooth navigation and operational activities within Indian waters. NCPOR suggests that the Bidder consult an Indian maritime agent/DG Shipping website for professional guidance and assistance regarding the documentation and regulatory requirements necessary for the safe navigation and operation of the vessel within Indian waters.
4	In “Financial Bid Format” Table XX (pg 54 pdf) item 8 and 9 requests a price of ROV in 12hrs operation and in 24hrs operations. The difference in price between 12hrs and 24hrs is the number of ROV operators . Bidder seeks confirmation that NCPOR will choose either/or option but not exercise both with in a single campaign as Bidder cannot downman or upman whilst at sea.	NCPOR has included both 12-hour and 24-hour ROV operation options to allow flexibility in planning and executing the scientific programme. The requirement for either 12-hour or 24-hour ROV operations may vary depending on the specific objectives and operational constraints of a given schedule or leg. The applicable mode of operation (12-hour or 24-hour) will be finalised in advance, in consultation with the bidder, prior to the commencement of each schedule. NCPOR confirms that both options will not be exercised simultaneously within the same operational period, and adequate notice will be provided to enable appropriate crew planning and mobilisation.

5	In document “Bid Forms” Technical Evaluation section III pg33 item 20 – Grab Sample equipment is listed as bidder supplied equipment. In “Scope of Work” Table 7 Schedule 3 Item 7 (pg 12) it is mentioned that NCPOR providing a box corer/grab. Are these two different pieces of equipment different or will NCPOR provide a box corer for the project. (If BIDDER to supply, please provide specifications)	NCPOR will provide one box corer. In addition, the Bidder shall supply one box corer of approximate dimensions 50 × 50 × 65 cm (L × W × H). The Bidder shall also provide a Van Veen grab with an approximate capacity of 0.25 cubic metres or higher volume.
6	Scope of work , Table 7 pt 6 (pg 20 pdf) IT is noted that NCPOR will supply an epibenthic sledge/dredge. Please clarify if BIDDER is still required to supply a benthic chain dredge under Scope Of Work?	Bidder should supply a benthic chain dredge. Approximate dimension: 130cm x 35 cm x 55 cm (L × W × H).
7	Can NCPOR confirm the maximum time spent on Schedule 1 and Schedule 6 (ROV work) is 60 days and 120days respectively for bidder commercial calculations.	It is the maximum number of days stipulated for the planned activities and will not extend further.
8	“Instructions to bidder” Local content is ‘Value of imported content’ based on market value or declared value ?	This refers to the declared value.
9	Are Alternative Bids allowed ? Bidder requests if bidder may submit more than one compliant vessel (at same commercial /technical terms)	Bidder can submit alternate technical Bids however only one Financial Bid is allowed.
10	Section G “Model Charter Party Agreement” pp 71- 106 1. Is this entirety of the Contractual Terms proposed by NCPOR with no futher additional / addendum 2. It is stated in the header “Contractor to Provide a Draft Work Agreement (the following terms to be included)” does this mean the bidder to present back	Section G presents only a Model Charter Party Agreement. The final charter party agreement shall be finalised after award of the contract, through mutual discussions between NCPOR and the successful bidder.

	to NCPOR a draft contract that should as a minimum include the terms in Section G and may included other terms"	
11	Section G "Model Charter Party Agreement" . Clause 1 (page 71) , Clause 10 (pag 74) page 99 Clause 52 Bidder requests notice period of 60 days to any extension to any extension of base charter of 300 days - as the required lead time to manage port berthing booking, crew rotations , equipment return, MOHA applications etc if required. Including the requirement in Clause 47 for resubmission of performance bond extension 30 days before end of charter- which itself requires another 30 days prior to organise. If 10 days is to be maintained then NCPOR to accept charges and costs related to cancellation of demobilisation plans that necessarily need to be done 60 days in advance and futher relax any penalties associated with non performance related to inability to get any permits/supplies/equipments etc within 10 days to commence the extension.	NCPOR will provide a 60-day approximate notice and a 30-day definite notice to the successful bidder before exercising any such extension, subject to the terms and conditions of the tender. Refer corrigendum.
12	Section G "Model Charter Party Agreement" . Clause 1 (page 71) Bidder seeks confirm the 300 days of charter is fixed and firm and without reduction by charterers discretion without cause.	The reference to "300 ± 60 days" in the tender document denotes a base charter period of 300 days, which shall be considered for financial evaluation. It is also clarified that the minimum charter duration is 240 days and the maximum charter duration is 360 days in one charter period. Same shall be applicable for any subsequent charter periods.

13	Section G "Model Charter Party Agreement" . Clause 48 (page 98) It is stated: "In case the Vessel arrives outside the time of delivery despite having given the appropriate notices as per the Charter Party…" What are the 'notices' per the charter party ?	The 'notices per the Charter Party' in Clause 48 refer to the delivery notice requirements as per the tender document and Section G, which include: approximate notice of readiness for delivery; and detailed pre-arrival notices.
14	Section G "Model Charter Party Agreement" . Clause 23 (page 98) and all other multiple references to delivery period. It is noted that throughout the document Jan/February delivery date is mentioned which is in practical terms impossible to meet give the timelines of the tender itself and is presumed to now be changed. Also note that there is a 3 month minimum lead time for many mandatory equipment items listed. Bidder requests: 1. What is the proposed start of project 2. Elsewhere in the tender is it mentioned that delivery shall be 60 days after Contract signing (page 4 Table1 item 4). What delivery date takes precedence where contract signing + 60 days is beyond any specified dates requested/noted in point #1 above ? 3. Where the proposed project start exceeds the minimum lead time to supply project equipment requested are LDs / penalties relaxed.	1. Charterers are ready to accept the vessel starting from mid-February 2026; however, not later than mid-April 2026. 2. The delivery of the vessel shall be within 60 days from the date of award of the contract, aligned with this revised project start timeline. If the contractual delivery period of 60 days after the contract award extends beyond the indicative start date mentioned above, the delivery timeline based on the contract award date shall take precedence. 3. There will be no relaxation on LD terms.
15	Page 4 "Notice Inivting Global Tender" and several other references in Tender document. The expression of a Charter Period " For	The reference to "300 ± 60 days" in the tender document denotes a base charter period of 300 days, which shall be considered for financial evaluation. It is also clarified that the

	a period of 300 ± 60 days," is presumed to mean ± 60 days relate only the extension period that could be between 0 and 60 days per extension and does not mean the firm charter period could be as low as 240 days (300days -60days) which is contractually inconsistent with the extension mechanisms of 60days.	minimum charter duration is 240 days and the maximum charter duration is 360 days in one charter period. Same shall be applicable for any subsequent charter periods.
20	What sort of testing is to be done in the lab. Is there specific equipment list or lab specifications?	Oceanographic studies focused on environmental conditions (including physical, chemical, biological and geological) in the survey area. Details are provided in Table 7: List of equipment/instruments provided by NCPOR (Page no 17 of the tender document).
21	Will the work sequence follow the schedules ie 1,2,3,4,5,6 ? As there are significant commercial implications if it does not.	The sequencing of work schedules is indicative. The actual schedule of execution may be adjusted based on mutual consultation.
22	What are the AUV LARs dimensions and footprint	The NIOT HUGIN AUV topside system comprises two primary, containerized units that define the system's overall footprint and launch and recovery capabilities. The Launch and Recovery System (LARs) is integrated into a specialized 30-foot container, while mission operations are conducted from a 10-foot operator's container. 1)30ft Hugin (LARs) Container: This container houses the AUV and the mechanical systems required for deployment and retrieval, including a traverse crane with a 500mm extension and a hydraulic aftergate. • Standard Size: 30ft Container according to 2.7.3 DNV • Length: 9125 mm. • Width: 2440 mm. • Height: 2591 mm. • Footprint: Approximately 22.27 m².

<table>
<tr><td></td><td></td><td>2)10ft Operator Container: This unit serves as the topside command center,
containing the HOS (HUGIN Operator Station), POS (Positioning Operator Station), and APOS (Acoustic Positioning Operator Station) workstations.
• Standard Size: 10ft DNV 2.7.1 compliant.
• Length: 2992 mm.
• Width: 2440 mm.
• Height: 2591 mm.
• Footprint: Approximately 7.3 m²

<table><tr><td colspan="2">Specifications of AUV</td></tr><tr><td colspan="2"></td></tr><tr><td>Parameter</td><td>Specification</td></tr><tr><td>Length</td><td>6.621 meter</td></tr><tr><td>Diameter</td><td>0.875 meter</td></tr><tr><td>Weight in air</td><td>2100 Kilogram</td></tr><tr><td>Endurance</td><td>48 Hours</td></tr><tr><td>Propulsion</td><td>Thruster (350w)</td></tr><tr><td>Direction Control</td><td>Rudder with motors (4Nos)</td></tr><tr><td>Speed</td><td>(2 - 5) Knots.</td></tr><tr><td>Launch & Recovery</td><td>Containerised Stringer Type Launch Recovery System</td></tr><tr><td>Communication</td><td>cNODE acoustic 2-way underwater communication and positioning through KONGSBERG HiPAP-102</td></tr><tr><td>Data Telemetry</td><td>Communication through Cnode miniS Transponder</td></tr></table></td></tr>
<tr><td>23</td><td>Should the telescopic crane be able to reach / cover the entire deck area that NCPOR will have their equipment and samples?</td><td>Not necessarily. The entire deck area should be accessible by crane(s) to facilitate handling of equipment.</td></tr>
<tr><td>24</td><td>Subject to stability analysis -can the 6 x NCPOR containers be double</td><td>3 containers can not be stacked.</td></tr>
</table>

	stacked if access walkways are provided?	
25	Ref 'Penalties', Sect 3: Liquidated damages (7); SVP Winch. Please clarify whether this refers to the Deepwater 8,000m CTD winch, or whether this is a separate SVP winch? If separate, please provide the required specifications of the SVP Winch.	No separate SVP winch is required. Refer to Corrigendum.
26	Section IV Scope of Work, A Cranes & Winches Etc (8) refers to "essential" items, but denotes a Splitbeam echosounder as optional. Please clarify if this item is required by NCPOR	The split-beam echosounder is optional.
27	Section IV Scope of Work, Sch 3, Table 6 (6) refers to a Deep Sea Pinger. Does NCPOR have a source for such pingers (Benthos no longer manufacture) or will NCPOR accept an alternative altitude solution using USBL & SBES?	NCPOR does not have any specific preference regarding the make or model of the pinger. The bidder may identify and procure suitable equipment that meets the scope of work and technical requirements specified in the tender.
28	Section IV Scope of Work, A Cranes & Winches Etc (4) refers to the supply of a USBL system. Please confirm if the required USBL system is required to provide acoustic positioning for all systems deployed down to 6,000m water depth.	USBL system is required to provide acoustic positioning for AUV/ROV operations upto 6000 m.
29	Section C Technical Bid Evaluation Criteria para 4 Seaworthiness (page 24 of PDF) and Clause 7- valid P&I insurance (pg 87 pdf), Contract Terms and all other references to mandatory certifications to be in compliance with International Shipping Norms and operations with in Indias EEZ.	All documents listed under Section C – Technical Bid Evaluation Criteria are mandatory in principle to demonstrate the vessel's compliance with the tender requirements. However, certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or

	1. Please confirm if all documents are mandatory as part of technical evaluation criteria? 2. Please confirm it is required all certificates to be valid at time of tender submission? 3. It is noted that compliance with DG Shipping regulations (Section C Clause 1 pg 24 pdf) is required and operations of vessels in Indias EEZ has a mandatory requirement SPS certification under DG Shipping rules. Can NCPOR confirm the same and that SPS certification is required to submitted with other Seaworthy certifications 4. Clause 33 (pdf page95) requires "certificates covering risks in connection with oil pollution" . Can NCPOR please confirm what certificates, and these certificates to be includes in section 17 (pg 95 pdf) of contract information and Section C Technical Bid Evaluation Criteria para 4 Seaworthiness (page 24 of PDF) 5. P&I cover required in clause 7 pg 85/87 to show in Section C Technical Bid Evaluation Criteria para 4 Seaworthiness (page 24 of PDF)	along with a declaration confirming that they will be valid at the time of vessel mobilisation. Final verification of such certificates will be carried out prior to the execution of the charter agreement. Where renewal dates fall close to the mobilisation period, bidders may submit currently valid certificates together with an undertaking to provide updated certificates before vessel deployment. Compliance with DG Shipping regulations is mandatory for operations within the Indian EEZ. Certificates as per DG Shipping norms shall be submitted as part of the seaworthiness documentation, prior to deployment in Indian waters. Certificates covering risks related to oil pollution are mandatory. In addition, valid P&I insurance coverage, appropriate to the vessel type and the scope of operations, is required.
30	Bidders requests 3months lead time for mobilisation from Contract award being the time required to source and delivery longest lead time items that are 'bespoke' and not available 'off the shelf'.	The lead time will be a maximum of 60 days after award of the contract.
31	It is noted in previous NPCOR tenders (Ref: CONDUCTING NEAR-SEABED AUV SURVEYS	The present tender is not linked to any previous tenders.

	AND EXPLORATORY WORKS TO DELINEATE LOCATIONS OF SEAFLOOR MASSIVE SULPHIDE DEPOSITS 17 JULY 2023) DPII for same/similar scope that vessel DPII was a requirement. Is it still the requirement in this RFQ especially given new scope including the retrieval and deployment of bouys.	
32	"Bid Forms" Technical Evaluation Annexure III item 25 "Lab space for Geological Sampling" (pg 34)	
33	"Scope of Work" -> "Deliverables" paragraph 4 (pg 14). It is requested that bidder "….submit TWO copies of all raw and processed data as per the specifications provided in the Tender Document's Table 5." Bidder cannot find specifications for processing data in Table 5. Can NCPOR pls advise where specifications can be found or provide the same.	The reference to "specifications" in Table 5 pertains to the digital data products derived from the oceanographic and atmospheric instruments/sensors listed in Table 2, as well as the instruments/sensors listed in Table 3 of the tender document. The bidder is required to submit both raw and processed digital data generated from these instruments/sensors. The processed data shall follow the data formats, parameters, and metadata requirements specified in Table 5, and shall be prepared in accordance with the standard processing procedures applicable to each respective dataset.
34	"Scope of Work" -> "Deliverables" paragraph 5(ii) (pg 14). It is requested that bidder provide "….Raw and processed data, as per instrument/equipment, specified in Table 2 Bidder cannot find specifications for processing data in Table 2. Can NCPOR pls advise where specifications can be found or provide the same.	The reference in Deliverables – Paragraph 5(ii) to "raw and processed data, as per instrument/equipment specified in Table 2" refers to the data generated by the instruments and sensors listed in Table 2. The processing of data shall follow standard, internationally accepted processing methodologies relevant to each instrument/sensor type.

		Accordingly, bidders are required to submit both raw and processed datasets in the formats and structure described in Table 5, derived from the instruments/sensors listed in Table 2 and Table 3, using standard processing workflows applicable to the respective data types.
35	"Payment Terms" section 5 pg(2) It states that "In case of inordinate delays, the maximum limit of liquidated damages will be 10% (ten percent) of the total contract value." This is not consistent with Section 3 which states that LDs are "….subject to a maximum of 5 % of the total value." (1) Which one is applicable 10% or 5% ? (2) There is no definition of 'Inordinate delays' what is the meaning of this expression ?	Refer to corrigendum Meaning of "inordinate delays": This refers to exceptionally prolonged or egregious delays beyond normal mobilization periods, determined at NCPOR's discretion. The assessment will be made case-by-case based on facts and circumstances.
36	In respect to the 6 x 20ft Containers to be put on board by NCPOR. 1. What is the purpose of the containers and will they contain equipment. If they contain equipment what is the gross weight of the containers.	One container will have the Winch with CTD cable. Second container is designed for seawater samples collection. The third container is reefer for the sample storage at -20°C. Other three containers will be loaded with the scientific equipment and materials used for the sample collection, processing and analysis onboard. It is acceptable if (a) the vessel has sufficient space for accommodating these materials within a designated area (or) (b) provided access to these containers
	2. Is entry to the containers to be doors at end or side ? 3. Can the contains be double stacked with access walkways to entry doors. 4. Will the containers be loaded on by NCPOR 5. Are the containers loaded on the vessel at from the start of Schedule 1 and remain on board till end of last	The containers are standard storage containers used in the shipping industry. The doors are one-sided and at the end. The containers loaded at the start of Schedule 1 may not stay onboard until the end of Schedule 6. The removal of containers is subject to change depending on the work plan.

	Schedule of work (schedule 6). If not when will containers be loaded on vessel and when will containers be taken off vessel.	
37	" Scope of Work and Technical Requirements" (pg 10 pdf). "…..deck space details of the vessel shall be submitted along with GA drawings." Annexure- V "Details of submitted Vessel" (pg 52 pdf) "Note: Documents in support of Technical Specifications, Drawings and color photographs of the Vessel to be enclosed." +++++++++ Please confirm that the drawings are to show the deck layout of the requested equipment including 10,000m winch 6 x 20ft Container 8,000m CTD winch AUV – 30ft container ROV -systems and LARS AFRAME CTD system Gemini (light boat) and Gemini boarding system.	NCPOR confirms that bidders are required to provide details demonstrating that the proposed deck layout can adequately accommodate the specified equipment. This should clearly show the arrangement, space allocation, and suitability of the deck for safe installation and operation of the listed equipment.
38	Annexure-II "Compliance Statement" point 9 (pg 38 pdf) "Dynamic Positioning – optional" Is Dynamic Positioning Optional or Mandatory ? 1. It is noted that prior tender dealing with the same scope of requirements : NCPOR/DSEM/HSS/23 issued 17 July 2023 -Section B – Specification of Survey & Work Services 2.9(e) Dynamic Vessel Positioning was required for "precise Navigation" was mandatory" 2. ROV operators will not generally/not deploy ROV	Dynamic Positioning (DP) shall remain optional, as specified in the tender. If a bidder proposes a non-DP vessel, the bidder shall be solely responsible for ensuring that ROV operations are conducted safely and effectively, in accordance with the tender requirements and applicable operational standards.

	systems off non DP vessels to avoid umbilical entanglement with thrusters. And insurance invalidation. 3. AUV operations are highly recommended by OEM providers to be performed on DP capable vessels. AUV loss probability increases sharply with depth a. Launch and recovery safety -esp in challenging seas (eg Southern Indian Ocean) – keeping the LARs geometry stable and holding into weather. b. Surfacing from deepwater takes hours and DP allows accurate and stable positioning inside the predicted surfacing box. c. Minimise loss of visual and acoustic contact. d. Drifting across the surfacing ellipse. e. Accuracy and repeatability of acoustic tracking, USBL/ LBL reference, f. For loss of AUV a DP vessel can accurately reposition over last known AUV track. g. Hold station during contingency and recovery ops. 4. AUV Navigation Accuracy with work >1000m a. Minimize/manage INS Drift. b. Acoustic aiding and provide fixed transceiver geometry. c. Minimize USBL 'angle noise' d. Predictable error bounds. 5. Navigational/ positioning/ reporting accuracy of ROV operations. 6. Safety and operational cabilitity for surface bouy operations 7. Positioning accuracy for any buoys or sensors that need to be deployed at depth. We note that bidder cannot	

	accept insurance or operational risk of AUV off non DP vessel – if insurance indeed is valid for non DP deployment to depths >1000m. It will be for NPCORs responsibility for insurance and operational risk if bidder opts for non DP vessel.	
40	ITEM 16 There does not seem to be an ROV mounted temperature probe meeting these specifications. Can NCPOR give further details of request or alternative unit.	Bidder can identify the currently available temeperature probe which can operate upto 500°C. Refer corrigendum.
50	Can NCPOR provide full Specification of AUV Weight and length and containers.	The NIOT HUGIN AUV topside system comprises two primary, containerized units that define the system's overall footprint and launch and recovery capabilities. The Launch and Recovery System (LARs) is integrated into a specialized 30-foot container, while mission operations are conducted from a 10-foot operator's container. 1)30ft Hugin (LARs) Container: This container houses the AUV and the mechanical systems required for deployment and retrieval, including a traverse crane with a 500mm extension and a hydraulic aftergate. • Standard Size: 30ft Container according to 2.7.3 DNV • Length: 9125 mm. • Width: 2440 mm. • Height: 2591 mm. • Footprint: Approximately 22.27 m². 2)10ft Operator Container: This unit serves as the topside command center, containing the HOS (HUGIN Operator Station), POS (Positioning Operator Station), and APOS (Acoustic Positioning Operator Station) workstations.

<table>
<tr><td></td><td></td><td>• Standard Size: 10ft DNV 2.7.1 compliant.
• Length: 2992 mm.
• Width: 2440 mm.
• Height: 2591 mm.
• Footprint: Approximately 7.3 m²

<table><tr><td colspan="2">Specifications of AUV</td></tr><tr><td colspan="2"></td></tr><tr><td>Parameter</td><td>Specification</td></tr><tr><td>Length</td><td>6.621 meter</td></tr><tr><td>Diameter</td><td>0.875 meter</td></tr><tr><td>Weight in air</td><td>2100 Kilogram</td></tr><tr><td>Endurance</td><td>48 Hours</td></tr><tr><td>Propulsion</td><td>Thruster (350w)</td></tr><tr><td>Direction Control</td><td>Rudder with motors (4Nos)</td></tr><tr><td>Speed</td><td>(2 - 5) Knots.</td></tr><tr><td>Launch & Recovery</td><td>Containerised Stringer Type Launch Recovery System</td></tr><tr><td>Communication</td><td>cNODE acoustic 2-way underwater communication and positioning through KONGSBERG HiPAP-102</td></tr><tr><td>Data Telemetry</td><td>Communication through Cnode miniS Transponder</td></tr></table></td></tr>
<tr><td>60</td><td>Lab and Deck Space requirements: pg10 table 6 Section 5 “Lab space for geological sampling “ Can this be either the earlier defined Wet or dry lab?</td><td>No. The lab space for the geological sampling, including the sediment core subsampling, rock sampling, and other geological sample collection, sub-sampling, and processing.</td></tr>
<tr><td>61</td><td>Lab and Deck Space requirements: pg10 table 6 Section 6 “Lab space for Microbiological works” Can this be either the earlier defined Wet or dry lab?</td><td>No. The lab space for the mirobiological work includes sample filtration, culture experiments and sub-sampling of biological samples (phytoplankton, zooplankton, benthic organisms etc).</td></tr>
<tr><td>62</td><td>Table 6. Technical Requirements/ Instruments/equipment for the cruise Section 4 “Mili Q for ultrapure</td><td>Bidder to supply this ultrapure water purification system. Make: Merck Millipore. Model: Elix 10 + 30 Lit Tank + IQ 7000 (</td></tr>
</table>

	water Unit" Its is assumed Bidder to supply this equipment can NCPOR please suggest brand/model required.	Type II & Type I Water) + Accessories IQ - Element
63	Table 6. Technical Requirements/ Instruments/equipment for the cruise Section 5 "Deep Freezers": Question 1: Can a single deepfreeze container be used instead of multiple individual fridges if the container storage space exceeds that of the individual fridges. Question 2 if individual freezers are required can NCPOR provide them as this is not standard equipment and would represent single one off backchargaeble purchase. Question 3 If a single freezer container cannot be used and NCPOR cannot supply the fridges then the following clafication are requested. • Are the units described in the two points and required separately o "Vertical cold storage" being 4 x Vertical Cold storage units, each unit of 1000ltrs. o "Four refrigerators" being 4 x (vertical or chest fridge ?) of 300lts and what are cooling specs o 2 x units chest freezers of 500 ltr capacity • In total 8 freezers to be supplied and 2 Fridges. • For the vertical cold Storage Can NCPOR clarify what does "(4°C,-20°C, -40°C/-80°C)" means as appears to be two different temperature specifications. • What are the specification for the Fridges (temperature)	NCPOR carries its own -20 reefer container. Therefore, individual freezers are required for various sample types (geological, biological, and chemical) according to their respective storage temperatures. Hence, requested individual freezers with temperatures should be provided.

	• For the 2 x chest freezer can NCPOR confirm that one is for -20c and the other for (-400C / -800C) • Are the units proposed to be located in one of the six containers being put onboard by NCPOR. • Are these Freezers only required to be onboard for schedule 3 work only. If so – will there be port call before start of schedule 3 to load them on? Bidder wishes to confirm that sample are to be handed to NCPOR at end of program quayside for NCPOR to transport to desired lab.	
64	Section 9 Rock dredging. Has is been done before at this water depth ? There appears no existing fabrication of such an item that exists 1. Does NCPOR have a known supplier 2. What is the chain specification for the dredging unit? Bidder notes it cannot take responsibility for the efficacy of such dredging at such depths given the	NCPOR has carried out dredging operations in the specific area. Bidder can identify a suitable dredging unit to carry out the operations within the scope of work.
65	Table 7 Item 6 (pg12) can NCPOR provide specifics of the Benthic sledge/sampler	Approximate dimension: 130cm x 35 cm x 55 cm (L × W × H).
66	Lab and Deck Space requirements: Item 1: 6x NCPOR containers. · Please advise power requirements (if any) for containers. Are they external connectors. · Advise container door location (side or Front) · Please advise what the containers will be used for eg. Storage only ? Will there be equipment in the containers or will they be empty. · Please advise if	One container will be for sample storage at -20° C. This container need a power supply. The second container is with the electric winch and CTD cable require power connection during its operation. The third container is sampling van which needs a power connection for its functioning. Also this container needs running seawater connection for the aircon system. The remaining three containers with scientific equipment and

	containers are certified. Eg DNV rated. Note: It is bidder intention to double stack.the containers with access walk way for upper and lower containers.	materials can be stacked subject to the availability of space.
67	Lab and Deck Space requirements: Item 1: 6x NCPOR containers. Are the container to be put on for Schedule 3 work only and removed after Schedule 3 work. ?	Yes
68	Bidder request NCPOR provide the Laminar flow unit as it is not standard equipment and represents a one off purchase of equipment that NCPOR might have.	The Bidder must provide Laminar flow unit
70	The objective state " To deploy and maintain moored observation data and Tsunami buoys " Bidder seeks to confirm: · Are new bouys to be deployed with new mooring systems or is the sceop to retrieve existing bouys for maintenance and redeply to existing moorings? · If new bouys are to be deployed how many and what are the DIMs of the bouys and mooring system · What are DIMS of the existing buoys · If mooring systems are to be deployed what is the preferred method – lowering by Winch or overboarding.	The Charterer will provide the required information to the successful bidder.
71	It is mentioned a Gemini Boat will be used. Can NPCOR confirm that: 1. The boat will be provided by NCPOR? 2. Provide the specifications (DIMS) of the Gemini 3. Confirm if NCPOR will provide ladder/boarding facility for Scientists to get into the Gemini? 4. Confirmed if bidder must demonstrate how the	The Charterer will provide the required information to the successful bidder.

	Gemini will be deployed and recovered. 5. Confirm if it must form part of the deck plan showing equipment etc.	
90	Confirm ROV required – previously not confirmed.	ROV required
91	Is CTD required for this schedule 6 Scope of work	CTD required

c) Vendor-3

S.NO	Reference in tender Document	Clarification Sought	Response from NCPOR
1	Table 1. The details of the tender are given below: 10. Bid Bond/EMD from INR 2,70,00,000/- or Scheduled Bank in 3,01,820 USD in the India or Foreign form of a Bank Banks having a Guarantee as per branch in India tender. Page-5	The EMD requirement is on higher side. The EMD for such high value tenders should be in the range of 0.25 to 0.5% of the total contract value. But this seems quite high and this will discourage foreign vessel owners from bidding in this tender. EMD is an upfront cost for the bidders. We request you to kindly make it 0.25% of the contract value.	No relaxation in EMD/Bid Bond value/terms.
2	3. Charter For a period of 300 ± 60 days, Period tentatively commencing between January 2026 and February 2026, from Port Louis, Mauritius. A subsequent extension of two similar durations may be exercised on mutual agreement between the Charterer and the Owner, based on overall performance, and under the same rate, terms, and conditions.	The timeline of commencing of project between January/ February 20026 is not feasible considering the tender finalization time and the mobilization time . Hence, we request you to kindly advise the realistic timeline so that a suitable vessel can be earmarked for this project. It will be difficult to allocate vessels based on such unrealistic timelines.	Charterers are ready to accept the vessel starting from mid-February 2026; however, not later than mid-April 2026. The delivery of the vessel shall be within 60 days from the date of award of the contract, aligned with this revised project start timeline. If the contractual delivery period of 60 days after the contract award extends beyond the indicative start date mentioned above, the delivery timeline based on the contract award date shall take precedence.
3	13. Delivery cum Performance Amount: 5% of the Bank Guarantee contract value of one- (BG) by the time	The Performance Bank Guarantee (BG) of 5% is on higher side and for such high value project it should be 2%	No relaxation in PBG value/terms.

	charter of 300 successful bidder days. The contract only from value is to be taken as Scheduled Bank Mobilization + De- in India or Mobilization Charges + Foreign Banks Day hire charges for having a branch 300 days + any other in India charges, excluding victualling charges. PBG Validity: (300+60) days from the date of delivery and acceptance of the vessel. If charters exercise option for time charter for stipulated up to two extendable periods each of 300 ± 60 days, the ship owner shall extend the validity of the Performance Bank Guarantee for the succeeding periods or shall submit a fresh performance bank guarantee 30 days before the expiry of the performance bank guarantee of the concluding period.	of the annual contract value. Also, please confirm that Performance Bond can be submitted in the form of Insurance surety bonds as mentioned at point no.8 at page 58 of the tender document.	
4	Delivery Within 60 days after the (Laycan) finalisation of the Charter Period Party agreement.	60 Days for mobilization of vessels are not sufficient. We request you to kindly make it 120 Days for mobilisation after signing of the contract.	No relaxation in delivery /Laycan terms.
5	The Autonomous Underwater Vehicle (AUV) will be provided and operated by the NCPOR/NIOT. The bidder is required to provide necessary assistance for	We request you to kindly provide us clearer definition of technical expertise needed on the vessel to handle such equipment provided by	The details are provided in Table 7 of the tender document. In case of AUV operations, only operational supports from vessel crew is mandatory,

	the integration of the Ultra Short Baseline (USBL) system with the AUV. Also, for the items mentioned in Table-7 like LADCP. It mentioned at Page no.10 of the tender document that "A few of the scientific equipment, as listed in Table 7, will be provided by the charterer to undertake the above scope of services. However, operations of that equipment will be included in the scope of services of the ship owners. The scope of service also includes the engagement of trained and experienced personnel for handling, operating and maintaining all survey and scientific equipment onboard the research vessel as well as preliminary processing of oceanographic data acquired onboard."	NCPOR.	including the HiPAP/USBL integration with the AUV.
6	Cranes 1. & Winches • Crane: Handle a load of a minimum 5T for loading/offloading and handling equipment on both the port and starboard side of the main deck of the vessel in the midship. • Deep sea winch with rope of 10000m, typically 14-20 mm diameter cable, with a	The sea floor in the survey areas is maximum around 5000M , so a cable of 10,000M and CTD winch with 8000 M are not required. To meet such requirements , which are actually not required to execute this project, will need modification and installing	Refer corrigendum.

	minimum capacity of 5T load. The winch should be capable of operating 6m gravity corer to collect sediment core samples/rock dredge/ benthic sledge etc. • Display unit to display the cable length (meter wheel) paid out during operation and load on winch, cable guider • A conductor (CTD) winch with 8000m long cable of diameter 8mm or more for CTD operation. • All essential spares for the winches should be available onboard.	new winches on the existing vessels and such requirements will limit the choice of existing vessels. We request you to kindly modify these requirements to make Cable lengths to Sea Floor .	
7	Schedule-1 Table 3. Schedule-1 (~60 days) Cruise Hydrothermal Sulphides Exploration in CIR and SWIR using Work-class Remotely Operated Vehicle (ROV) Objectives/ Intended Operations Survey and sampling over the potential sites of Hydrothermal sulphide minerals using Work class ROV/s, suitable for operations in water depths of 3000-4000 m. The scope of work also includes CTD casts, sediment sample collection, rock dredging,	Kindly confirm if work class ROV with depth rating of 3000M is acceptable to NCPOR.	Not acceptable. As per the tender, operations are planned in a 3000m to 4000 m depth range.

	water sample collection. Objectives/ Intended Operations Survey and sampling over the potential sites of Hydrothermal sulphide minerals using Work- class ROV/s, suitable for operations in water depths of 3000-4000 m. The scope of work also includes CTD casts, sediment sample collection, rock dredging, water sample collection.		
8	Schedule-1 Table 3. Schedule-1 (~60 days) Cruise Hydrothermal Sulphides Exploration in CIR and SWIR using Work-class Remotely Operated Vehicle (ROV) Objectives/ Intended Operations Survey and sampling over the potential sites of Hydrothermal sulphide minerals using Work-class ROV/s, suitable for operations in water depths of 3000-4000 m. The scope of work also includes CTD casts, sediment sample collection, rock dredging, water sample collection. Schedule-6 The scope of work and technical requirements for Schedule-5 are detailed below.	In the tender document ROV operations are planed in Schedule-1 for 60 days and in Scgdule-6 for 120 days , making it total of 180 days. We request you to kindly make both the ROV operations consecutively together so that requirement of ROV can only for 180 days out of 300 Days. In present condition we will have to maintain ROV for the entire period of 300 days.	The sequencing of work schedules is indicative. The actual schedule of execution may be adjusted based on mutual consultation.

	Table 10. Schedule-6 (~120 days) Cruise Biodiversity Exploration in Seamounts of Arabian Sea and Bay of Bengal (within EEZ of India) using Work-class Remotely Operated Vehicle (ROV) Preferable Period Fair-weather seasons at the Arabian Sea and the Bay of Bengal Embarkation Chennai/Kochi, India Disembarkation Chennai/Kochi, India Objectives/ Intended Operations Biodiversity Survey and sampling over the potential sites in the Seamount within the EEZ of India using Work-class ROV/s, suitable for operations in 4000 m water depths. The scope of work also includes CTD casts, sediment sample collection, rock dredging, and water sample collection (biological parameters). Remarks Details regarding the ROV specifications will be as in the Schedule 3, Table 3.		
9	Section C – Page-22 Technical Bid Evaluation Criteria	The proposed two extendable periods of 300 +/- 60 days , can be on the same terms and	As per tender

	1. CHARTER PERIOD The initial Charter of Vessel for 300 days ± 60 days, further up to two extendable periods of similar duration, on mutual agreement between the Charterer and the Owner, based on the satisfactory performance on the same rate and terms and conditions. Acceptance of this should be provided as Appendix II.	conditions, but can not be on the same rates and we request you to kindly consider adjustment of rates on following two parameters. a) Exchange rate of USD to INR b) Annual Inflation As there are substantial component of input cost is depended on USD, further the exchange rate of USD/INR is not constant in recent time so request you to kindly consider adjustment of prices for the extendable periods.	
10	Section C – Page-22 Technical Bid Evaluation Criteria Other Criteria / Terms f. Micro and Small Enterprises (MSEs) are provided relaxation from submission of the EMD (Bid Security) in accordance with Rule 170 of the GFR. To avail this relaxation, bidders must submit a valid recognition certificate from the Department for Promotion of Industry and Internal Trade (DPIIT) and Udyam Registration Certificate, as applicable.	Kindly advise if an India MSME is part of the JV/Consortium for this project then will this clause for exemption of EMD applicable to them,	Exemption for EMD is not applicable.
11	Liquidated Damages (LD): Page-32 5. In case of inordinate delays, the maximum limit of liquidated	We request you to kindly keep the LD at 5% of the total contract value in all cases.	Refer corrigendum

	damages will be 10% (ten percent) of the total contract value.		
12	Off-Hire Terms: Pages-32-33 In the event that any equipment or machinery becomes non-operational, fails, or is lost, the vessel shall be considered off-hire. However, if the Charterer still opts to proceed with cruises for other purposes, provided these are acceptable to the Charterer, the Owners shall ensure that the faulty or missing equipment/machinery is repaired or replaced at the earliest opportunity. During the period of unavailability of such equipment or machinery, appropriate deductions shall be applied in accordance with the daily deduction rates specified below. Equipment/facility Deductions (Per day of charter hire) 1. ROV and USBL 50% 2. Sound velocity Profiler 10% 3. CTD (and/or Incl. Rosette & bottles) 25% 4. Gravity Corer 5% 5. Rock Dredge 5% 6. Spade corer (Box corer) 5% 7. Sediment Grab 5% 8. Deepsea Winch 20% 9. SVP Winch 10% 10. Pinger 10% 11. Any Lab Facility 15% 12. CTD winch (Conductor type) 25% 13. ADCP 20% 14. A Frame 20% 15. Hydraulic Telescopic crane at the Aft	We request you to kindly not to make any deduction for the faulty/ non-operational equipment as Vessel in any case will be doing the other works as agreed by the charterer. The deduction if any on the day charter hire rates should be capped at 10-% of the day rate. Also, ROV charges are a separate line item in the price bid so no deduction on day rate is required.	Please refer to the corrigendum.

	20% 16. Mili Q for ultrapure water supply 5% 17. Hot air oven 5% 18. Laminar flow (clean bench) 10% 19. Incubators 15% 20. Single Beam Echosounder 10%		
13	8. Last date and time & place for submitting tender 14/01/2026 1600 hours IST at NCPOR, Headland Sada, Vasco-Da-Gama, Goa- 403 804 INDIA.	We request you to kindly extend the bid submission date by 30 days to submit our most competitive bid. Due to ongoing holiday time , the regular working will start only in 1st/ 2nd Week of January 2026.	Please refer to the corrigendum.

d) **Vendor-4**

Query No.	Tender Section No.	Reference Clause No.	Technical Specification No./Commercial Ref. No.	Description of the Query / Clarification Requested	Response From NCPOR
1	A	Charter Period	pg. 7 and pg. 11-19	The Charter Period in the Tender is stated as 300 days ± 60 days. However, on Pages 11–19, Schedules 1–6, the duration of the Individual schedules total ~450 days (60 + 75 + 75 + 60 + 60 + 120). Therefore the total schedule duration materially exceeds the stated charter period of 300 days ± 60 days, with no clarification on overlap, gaps or prioritisation. Request to kindly clarify the actual duration of the Charter Period with respect to the Six Schedules.	The reference to "300 ± 60 days" in the tender document denotes a base charter period of 300 days, which shall be considered for financial evaluation. It is also clarified that the minimum charter duration is 240 days and the maximum charter duration is 360 days in one charter period. Same shall be applicable for any subsequent charter periods. Schedule 1 to 6 is tentative; the actual schedule of execution may be adjusted based on mutual consultation. The vessel will be utilised as per the tender terms.
2	A	Schedule 1	Table 3; pg. 11	Kindly confirm if NIOT, CMLRE, or NCPOR personnel shall be present on this Schedule 1 Cruise? If yes, kindly clarify as to who will be	Participation will be at the Charterer's discretion. The responsibility for the collection and processing of samples/data shall be in

				responsible for the collection, processing, and intrepration of the CTD, sediment, rock, water, and sonar data collected during this Schedule 1 cruise? Will it be the Charterer or the Owner?	accordance with the scope of work defined in the tender.
3	A	Schedule 1	Table 3; pg. 11	Kindly clarify and confirm the study objectives for the ROV based survey for Schedule 1? Kindly confirm the specific metrics need to be recorded (e.g., species richness, etc.)?	The objective of the ROV-based survey is for sampling and data collection at the locations provided by NCPOR. The rest of the scope is as per tender document.
4	A	Schedule 2	Table 4; pg. 12-13	Kindly Confirm that the Schedule 2 cruise will not be using the ROV? Further, kindly confirm that all scientific work for Schedule 2 will be completed by NCPOR/NIOT personnel themselves, with only the operational support from vessel crew?	ROV will not be used in Schedule 2. Participation will be at the Charterer's discretion. The responsibility for collection and processing of samples/data shall be in accordance with the scope of work defined in the tender.
5	A	Schedule 3	Table 5; pg. 16-17	Kindly Confirm that the Schedule 3 cruise will not be using the ROV? Further, kindly confirm that all scientific work for Schedule 3 will be completed by NCPOR personnel themselves, with only the	ROV will not be used in Schedule 3. The responsibility for collection and processing of samples/data shall be in accordance with the scope of work defined in the tender.

				operational support from vessel crew?	
6	A	Schedule 4	Table 8; pg. 18	Kindly Confirm that the Schedule 4 cruise will not be using the ROV? Further, kindly confirm that all scientific work for Schedule 4 will be completed by NCPOR/NIOT personnel themselves, with only the operational support from vessel crew?	ROV will not be used in Schedule 4. The responsibility for the operations, collection and processing of samples/data shall be in accordance with the scope of work defined in the tender.
7	A	Schedule 5	Table 9; pg. 19	Kindly Confirm that the Schedule 5 cruise will not be using the ROV? Further, kindly confirm that all scientific work for Schedule 5 will be completed by NCPOR/NIOT personnel themselves, with only the operational support from vessel crew?	ROV will not be used in Schedule 5. The responsibility for the operations, collection and processing of samples/data shall be in accordance with the scope of work defined in the tender.
8	A	Schedule 6	Table 10; pg. 19	Kindly confirm if NIOT, CMLRE, or NCPOR personnel will be present on this Schedule 6 Cruise? If yes, kindly clarify as to who will be responsible for the collection, processing, and intrepration of the CTD, sediment, rock, water, and sonar data collected during this	Participation will be at the Charterer's discretion. The responsibility for the operations, collection and processing of samples/data shall be in accordance with the scope of work defined in the tender.

				Schedule 6 cruise? Will it be the Charterer?	
9	A	Schedule 2	pg. 13	Kindly Clarify / Confirm whether the vessel be on day rate for the time it takes to switch between cruises? For example, will it be on day rate for the time it takes to install the Hipap 102 system for the AUV portion of the contract? Kindy clarify this point	The vessel will be on day rate during the port calls, subject to the terms and conditions in the tender document and model charter party agreement.
10	A & C	Area of Operation	pg. 23	Antarctic / Polar Requirements vs. Indian Ocean Scope Page 23, Section C, Clause 4: Requires certificates for operation in Antarctic waters. Pages 1–4 & Section A: Scope limited to Indian Ocean ridges and Indian EEZ. Therefore, the Antarctic certification mentioned on Page 23 appears irrelevant and does not seem to be necessarily required. Therefore, we request to kindly remove the requirement of the Antarctic Certification. If still required, kindly clarify exactly what is meant by Antarctic	The terms referring Antarctic waters removed. Refer corrigendum.

				Certification (what certificate / document) and please explain why this Antarctic certification is required as written in the tender?	
11	A & B	Operating conditions		The tender only refer to "fair-weather conditions". There is no metocean table, appendix, or reference dataset anywhere in the document. Please provide metocean data reports including , but not limited to, significant wave height (Hs), Wind speed limits, Surface or subsea currents, Loop currents or internal waves, Metocean return periods (1-yr / 10-yr / 100-yr), Operational downtime assumptions. This is important to understand in order to propose a suitable vessel and to assess Owners operational risk profile. Lack of clarity on metocean data could become a commercial or off-hire risk in the charter party (ref liquidating damages). So request you to kindly provide the metocean data	The Contractor shall plan and prepare for potential weather-related delays using publicly available global meteorological data (e.g., https://www.ventusky.com, https://www.windy.com). Delays or detention arising solely due to adverse weather conditions shall be for the Charterer's account. However, where such delays are caused or compounded by any technical failure attributable to the Owner or the vessel, the applicable off-hire or related contractual provisions shall apply.

12	A & C	AUV Responsibility	pg. 12 and pg. 8	Page 12, Schedule-2: AUV provided and operated by NCPOR/NIOT. Page 8, Table 2 & Page 24, Clause 11: Bidder responsible for "availability of instruments". Responsibility split between owner and charterer is unclear, especially for liability and off-hire deductions. What will happen if Launch/recovery is delayed? Integration fails? Positioning or telemetry issues occur? So request you to k indly clarify who has operational command during AUV LARS ops? Please clarify clear splits between responsibilities. i.e. USBL failure during AUV ops could trigger off-hire (ROV and USBL – 50% off-hire)	The AUV is not included under the off-hire terms, as the equipment is being provided by NCPOR/NIOT. Refer corrigendum.
13	A	ROV requirement	pg. 11 and pg. 19	Page 11, Schedule-1: Work-class ROV mandatory. Page 19, Schedule-6: ROV specifications referenced as "as per Schedule-3, Table-3". Issue: Schedule-3 does not define ROV specs in detail, leading to	It is a typographical error. The correct reference should read as "Details regarding the ROV specifications will be as provided in Schedule 1, Table 3."

				circular referencing. Please advise and clarify the required ROV specifications.	
14	C	Vessel Age Criteria		There is no mention of vessel age (laid keel/IMO) requiments. Since the work is also to be done in Indian EEZ, kindly clarify if there is any age restriction for the Vessel being deployed. Typically, Indian organizations like ONGC, OIL etc have a 25-year limit on vessels operating in Indian EEZ as per DG Shipping requirements, as Older vessels increases operational risk and safety severely, as well as will have a much lower performance efficiency, if at all. Therefore, request you to kindly confirm if there is any age restriction on the vessel or not for the duration of the entire project, including possible extensions	The vessel must fully comply with all applicable DG Shipping regulations. NCPOR reserves the right to assess vessel suitability based on safety, reliability, and capability to perform the required scientific operations, and may seek additional clarifications or documentation from the bidder, if required.
15	A	Operations		Will SIMOPS be required? i.e. subsea lifts combined with ROV operations, USBL tracking and/or	The specific SIMOPS requirements will depend on the operational plan for each schedule and will be finalised in

				scientific measurements requiring stable position	consultation with the successful bidder.
16	A & C	Dynamic Position 2 (DP2)		The ROV is expected to operate stationary on seabed with manipulator arms used for rock cutting and sampling, push coring, fluid sampling, and the ROV is operating close to hydrothermal vents and biologically sensitive areas (and likely steep terrain). Without industry standard Dynamic Positioning 2 (DP2) (considering weather conditions experienced), this would likely create a high level risk of loss of position and to ROV leading to damage of equipment and in the worst instance severe injuries, tool entanglement or loss of samples or vehicle altogether. Also, the tender requires USBL-based navigation for ROV operations down to 4000m. DP2 is commonly required when USBL accuracy is critical for repeatable positioning, and when scientific deliverables require georeferenced	Dynamic Positioning (DP) shall remain optional, as specified in the tender. If a bidder proposes a non-DP vessel, the bidder shall be solely responsible for ensuring that ROV operations are conducted safely and effectively, in accordance with the tender requirements and applicable operational standards.

				seabed data. Not having a DP2 System can significantly degrade USBL performance during fault conditions. However, the present tender conditions do not specify whether the DP2 System is mandatory or not. It is nearly impossible to do any Deep Sea ROV operations and specially AUV operations without Dynamic Positioning, as precise navigation is required for these specialized surveys, and so we believe this project will be extremely challenging and dangerous using a non DP capable vessel. The reason we also request NCPOR to kindly confirm this important point is because in a previous NCPOR Tender for the same AUV Survey work in a very similar region, the requirement of a DP2 Vessel was madatory for precise navigation, which we believe will very much be required for the same AUV and ROV surveys for	

				present tender. So request you to kindly confirm whether a DP2 Vessel is a mandatory requirement, and we would strongly recommend it to be so, in the interest of the project operations.	
17	A & C	Vessel specifications		There is no mention of the technical vessel specifications in the tender. Please advise technical specifications of the vessel, i.e. DP capability, thruster output etc.	The terms remain as specified in the tender. The technical specifications to be evaluated by NCPOR during the tender evaluation shall be as per the requirements outlined in the tender document.
18	A & C	Vessel specifications		There is no mention of the technical vessel lifting operations specifications in the tender. Please clarify and advise technical lifting operations specifications of the vessel, i.e. Active Heave Compensated Crane requirements, crane wire length, Lifting weights at seabed. This also goes to DP requirements. Lifting operations at several 1000 of meter depts would by all offshore safety standards require DP 2.	The technical specifications of the vessel will be evaluated in accordance with the requirements outlined in the tender document. While the tender does not prescribe fixed numerical specifications, the vessel must be technically capable of safely and effectively carrying out the scope of work described in the tender, including all scientific and operational requirements.

19	A&C	Vessel Equipment and Specifications	pg. 8 - 11	Please confirm if the availability of all the required equipment that needs to be installed / available on the vessel is to be demonstrated at the time of bid submission. Accordingly, is it mandatory and required that the GA submitted during bid proposal submission highlights the deck layout with all the specified equipment (including the below items) to perform the scope of work ? a. 10,000m winch b. 6 x 20ft Container c. 8,000m CTD winch d. AUV: 30ft container e. ROV systems and LARS f. A-FRAME g. CTD system h. Gemini (light boat) and Gemini boarding system.	NCPOR confirms that bidders are required to provide details demonstrating that the proposed deck layout can adequately accommodate the specified equipment. This should clearly show the arrangement, space allocation, and suitability of the deck for safe installation and operation of the listed equipment.
20	A & C	Operating responsibilities and requirements		Near-seafloor geophysical survey using Autonomous Underwater Vehicle (AUV) and general ROV operations requires significant consideration with regards to operating limits and HSEQ. We see no vessel	While the tender does not prescribe fixed numerical specifications, the vessel must be technically capable of safely and effectively carrying out the scope of work described in the tender, including all scientific and

				spesifications relating to the safe operating of either AUV or ROV. There is normally a very clear requirments of max 2.5 meter freebord for safe launch and recovery of AUV. For ROV a max freeboard of 4 meters in sever weather conditions. From the Off-hire/Penalties there is no mention of such nor is there a destinct responisbility matrix provided (split responibilities. E.g. NIOT and vessel owner/operator. Request you to kindly provide a clear vessel specification for safe operation of all distinct services and equipment setups in addition to a NCPOR/EQUIPMENT OWNER/VESEEL OWNER/PROVIDER.	operational requirements.
21	A & C	Moored Buoy deployment and retrieval operations		There is no mention of technical specification and positioning accuraccy relating to this SOW, in particular, when DP and crane requirments specification is omitted. Please clarify requirements and specifications and	As per the tender terms

				couple to responsibility matix and Off-Hire/Penalties.	
22	A & C	Deployments of deep ocean moorings		There is no mention of technical specification and positioning accuraccy relating to this SOW, in particular, when DP and crane requirments spesification is omitted. Please clarify requirements and specifications and couple to responsibility matix and Off-Hire/Penalties.	As per the tender terms
23	A & C	Acquisition of all associated oceanographic data		There is no mention of technical specification and positioning accuraccy relating to this SOW, in particular, when, vessel, LARS, DP and crane requirments spesification is omitted. Please clarify requirements and specifications and couple to responsibility matix and Off-Hire/Penalties.	As per tender terms
24	A & C	Systematic sediment sampling/coring		There is no mention of technical specification and positioning accuraccy relating to this SOW, in particular, when, vessel, LARS, DP and crane	As per tender terms

				requirments spesification is omitted. Please clarify requirements and specifications and couple to responsibility matix and Off-Hire/Penalties.	
25	C	Accommodation standard	pg. 23	Accommodation Standards Conflict Page 23, Clause 6: Accommodation references polar conditions (heating requirement). Entire operational scope: Indian Ocean and Indian EEZ. There is no requirement for polar conditions within the workscopes supplied. Please clarify environmental assumptions inconsistent with geographical scope.	Reference to polar conditions removed. Please see the corrigendum.
26	C	Vessel Certificates	pg. 22-23 and pg. 2	Certificate Validity Dates Pages 22–23, Clauses 4 & 10: Certificates must be valid until 31 August 2026. Page 2: Charter commencement January–February 2026 with extensions. Fixed certificate date does not align with potential	Charterers are ready to accept the vessel starting from mid-February 2026; however, not later than mid-April 2026. Certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or along

				extended charter periods. Please clarify.	with a declaration confirming that they will be valid at the time of vessel mobilisation. Final verification of such certificates will be carried out prior to the execution of the charter agreement.
27	C	Vessel Certificates	pg. 22 - 23	In the tender, it is mentioned that the following valid certificates are mandatory and required: i. Classification certificate ii. International load line certificate iii. Safety radio certificate iv. Compliance certificate to carry hazardous cargo v. SM safety management certificate vi. International oil pollution prevention certificate vii. Compliance certificate of sewage pollution prevention viii. International tonnage certificate Please confirm if all the valid certificates for the above are required at the time of bid submission and if the	All documents specified in the tender, along with any other mandatory documents required for the safe navigation and operation of the vessel, are essential to demonstrate compliance with the tender requirements. However, certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or along with a declaration confirming that they will be valid at the time of vessel mobilisation. Final verification of such certificates will be carried out prior to the execution of the charter agreement. Where renewal dates fall close to the mobilisation period, bidders may submit currently valid

				copies of these certificates need to be submitted along with the bid proposal documents during bid submission.	certificates together with an undertaking to provide updated certificates before vessel deployment.
28	C & G	Additional Vessel Certificates	pg. 22 and pg. 96	Page 96, Clause 50. As the work for this tender includes work inside India's exclusive economic zone (EEZ) which necessitates the vessel to be imported through Customs and a Specified Period License obtained from DG Shipping, please confirm if the valid certificates also include those certificates attesting to mandatory requirements of the Director General of Shipping (DGS) that will be required for vessel importation to complete scope of work including (but not limited to) compliance to : a. Age Norms b. SPS certification In respect to vessel requirements, the following are also considered necessary in International and National Surveys: a. Hull Insurance	The bidder may refer to the applicable DG Shipping orders (F. No. 16-1701/5/2022-SD-DGS and its subsequent revisions, as applicable). The bidder shall be responsible for obtaining and maintaining all necessary certifications in compliance with these requirements. However, certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or along with a declaration confirming that they will be valid at the time of vessel mobilisation. Final verification of such certificates will be carried out prior to the execution of the charter agreement. Where renewal dates fall close to the mobilisation period, bidders may submit currently valid certificates together

				b. Full P&I club entry c. Hull Insurance d. Accident cover for NCPOR personnel Please confirm if the above valid insurances are also mandotry and required, to be submitted as part of 'valid certificates' for this tender?	with an undertaking to provide updated certificates before vessel deployment. The bidder may note the following vessel documents/certificates / clearances (indicative and not exhaustive; requirements may vary as applicable) for reference and understanding: Statutory & Safety Certificates 1.Ship Safety Construction Certificate 2.Ship Safety Equipment Certificate 3.Ship Safety Radio Certificate 4.Certificate of Compliance 'MARPOL' 5.Certificate of Registry 6.Classification Certificate 7.Document (Record) of Compliance of the Cargo 8.Insurance Certificate 9.International Air Pollution Prevention Certificate 10.International Load Line Certificate 11.International Oil Pollution Prevention Certificate

					12.International Sewage Pollution Prevention Certificate 13.International Ship Safety Certificate 14.International Ship Safety Certificate Audit Report 15.International Tonnage Certificate 16.Minimum Safe Manning Certificate 17.Record of Equipment for Ship Safety 18.Safety Management Certificate 19.SOLAS Certificates 20.Ship Station License 21.LRIT 22.Ship Specifications, GA plan, Colour Photo, crew list etc. Operational & Log Books 23.Oil Record Book (ORB) 24.Garbage Record Book (GRB) & Garbage Management Plan (GMP) 25.Cargo Securing Manual (CSM) 26.Damage Control Booklets/Plans 27.Ship Security Alert System (SSAS) Test Certificate Port Entry & Crew Documents (Submitted

					to Port Authorities for Entry/Exit)) 28.Crew List & Passenger List (if any) 29.Last Port Clearance Certificate (Original) 30.Maritime Declaration of Health 31.Yellow Fever Vaccination Certificates (for crew) 32.Medicine List 33.General Declaration 34.Embarking/Disembarking List (for joining/leaving crew) For operations with Indian EEZ 1.IRS Inspection (> 25 years old vessel) 2.Special Purpose Ship (SPS) Certification 3.DG Shipping clearances 4.Ministry of Home Affairs (MoHA) clearance 5.Ministry of Defense (MoD) clearance 6.Naval Security Clearance (NSC) 7.NAVAREA Clearance
29	A & E	Off-hire / Penalities	pg. 33-34 and pg. 17-18	Penalities vs. Equipment Ownership Pages 33–34, Section E (Off-Hire Table): Deductions applied for CTD, L-ADCP, profiling instruments.	The bidder may note that off-hire terms were not applied for the failure of instruments provided by the Charterer.

				Pages 17–18, Table 7: Many of these instruments are supplied by NCPOR. Therefore, we feel that Owners cannot be penalised for failure of charterer-supplied equipment or operation. So request you to kindly clarify this point	
30	G	Vessel Import in Indian EEZ	pg. 96	As the vessel needs to be imported into India's EEZ, kindly clarify who will be responsible for the import clearance of the vessel in India. Will it be the Charter or the Owner? This is important because it will have a financial impact due to the prevalent IGST, as NPCOR can import under zero IGST, but if Owner imports it, then it will attracts 18% of vessel value as IGST. So if IGST on Vessel import becomes applicable, it will have to be included in the bid price. However, in this case the Input Tax Credit on the IGST shall not be claimable by NCPOR. Also, in case it is the Owner's (and not	The responsibility for importation, customs clearance, taxation (including IGST, if applicable), and all related statutory compliances shall rest with the bidder, unless otherwise explicitly stated in the tender document. The bidder is therefore required to consider all applicable duties, taxes, levies, and statutory charges, including those related to importation into Indian waters, while quoting the financial bid.

				Charterer's responsibily to import the vessel, request you to kindly confirm that NCPOR will provide all assistance to the Owner in importing vessels.	
31	D	Bank	pg. 28	"Bid Bond/EMD from Scheduled Bank in India or Foreign Banks having a branch in India". Request NCPOR to kindly accept Bank Guarantee from Reputed International banks.	NCPOR accepts Bank Guarantee from Reputed International banks having a branch in India
32	G	Item #23 "Cancelling "	pg. 78	This clause states the contract can be cancelled by NCPOR if Vessel is not Delivered on or before 15 February 2026. This seems like an extremely short amount of time given the contract will not be awarded until first or second week of February 2026 at the earliest. Therefore, instead of a fixed date for cancellation in case of non delivery of vessel, we request that atleast 75 days from Contract signing / LOA acceptance are provided to the Owner for Delivery of the Vessel, and if vessel is still	Charterers are ready to accept the vessel starting from mid-February 2026; however, not later than mid-April 2026. Accordingly, the delivery of the vessel shall be within 60 days from the date of contract signing, aligned with this revised project start timeline. The rest of the terms remain the same.

				undelivered after 75 days, NCPOR may have the option to cancel the contract.	
33	A	Table 1	pg. 2	We request NCPOR to kindly extend the bid submission date and provide atleast 4 weeks time from the date of formal issuance of the Pre-Bid Responses and Corrigendum by NCPOR.	Refer corrigendum.