# REQUEST FOR INFORMATION
# HIRING OF ONE VESSEL FOR DEEP SUBMERGENCE RESCUE VESSEL (DSRV) MOSHIP AND SUBMARINE SUPPORT SHIP

1. The MoD/ Indian Navy is planning to hire **one vessel for Deep Submergence Rescue Vessel (DSRV) Mother Ship and Submarine Support Ship**. With the view to identify probable vendors who can undertake the said project, OEMs/ Authorised Vendors are requested to forward information on the product which they can offer. The parameters/ broad specifications of the item are mentioned in the questionnaire attached as per Annexure III to Appendix A. In addition the vendors are required to furnish details as per Proforma at Annexure II to Appendix A.

2. Apart from the information as per the Appendices the vendors may also forward technical details/product brochures/literature etc pertaining to the item in question.

3. The required information/ details may please be forwarded at the following address by **05 Oct 22**:-

(a) **User** :-

The Officer-in-Charge
Submarine Rescue Unit (West)
Office of the COMCOS (W)
INS Vajrabahu, Naval Dockyard,
Mumbai – 400023
(Tel: 022-25500231; Fax – 022-22161194
Email : oic-vajrabahu@navy.gov.in)

(b) **Procurement Directorate**:

DSMO
Integrated Headquarters
Ministry of Defence (Navy)
D - Block, Room.No 614
Africa Avenue, New Delhi-110023
(Tel: 011-26771565 / 011-26771569
Email : dsmo@navy.gov.in)

4. The Government of India invites responses to this request only from Original Equipment Manufacturers (OEM) and Authorised Vendors. The end user of the equipment is the Indian Navy.

5. This information is being issued with no financial commitment and the Ministry of Defence reserves the right to change or vary any part thereof at any stage. The Government of India also reserves the right to withdraw it should it be so necessary at any stage. The acquisition process would be carried out under the provisions of DAP.

**Annexure II to Appendix A**

## VENDOR INFORMATION PROFORMA

1. **Name of the Vendor/Company/Firm**.

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

2. **Type (Tick the relevant category)**.

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

3. **Contact Details**.

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

4. **Local Branch/Liaison Office/Agent (if any)**.
Name & Address:
Pin code: Tel: Fax:
Email: _____

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

6. **Certification by Quality Assurance Organisation**.

| Name of Agency | Certification | Applicable from (Date &Year ) | Valid till (Date & Year) |
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7. **Details of Registration.**

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

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

**Name of Organisation** **Membership Number**

9. **Equipment/Product Profile**

(a) Name of Product:
(IDDM Capability be indicated against the product)

(b) Description (attach technical literature):

(c) Whether OEM or Integrator:

(d) Name and address of Foreign collaborator (if any):

(e) Industrial Licence Number:

(f) Indigenous component of the product (in percentage):

(g) Status (in service/design & development stage):

(h) Production capacity per annum:

(j) Countries/agencies where equipment supplied earlier (give details of quantity supplied):

(k) Estimated price of the equipment

10. Alternatives for meeting the objectives of the equipment set forth in the RFI.

11. Any other relevant information:

12. Vendors should confirm that following conditions are acceptable:-

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

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

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

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

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

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

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

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

13. **Declaration**. It is certified that the above information is true and any changes will be intimated at the earliest.

**(Authorised Signatory)**

**Annexure III to Appendix A**

## REQUEST FOR INFORMATION: SPECIFICATION

| Ser | Technical Specifications | Remarks |
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| 1. | Year of Build | Not earlier than **01 Jan 2009**. |
| 2. | Type of vessel | Vessel of Opportunity (VOO) of Deck Area 570 $m^2$ Hiring of two support, Deck Strength of 5 ton/$m^2$, Deck load of 360T and VCG 3.5m above deck. Should be carrying an Indian flag confirming to standards laid down by DG Shipping and IACS Classification (International Association of Classification Society). Clear deck area of 21m x 15.4m (or greater).The Bidder is to ensure that the vessel offered, is to be under the Indian Flag at the time of delivery of the vessel. |
| 3. | Purpose of utilisation of the Vessel | The VOO is to be used for various lawful services required by the Indian Navy. The utilisation of the VOO would include:-<br>(i) To function as a *Mother Ship* for trials, operation and training related to *IN* DSRV System at sea.<br>(ii) To be utilised as Submarine Support Ship on induction of DSVs.<br>(iii) To maintain communication by VHF and satellite communication with nominated organisation under HQWNC / HQENC. |
| 4. | Place of Operation | Based at Mumbai & Visakhapatnam Ports. Customised VOO would be operating in Indian EEZ / in and around ports of India / and / or in IOR ports or anywhere in the world. |
| 5. | Time of Operation | Customised VOO is to be available for operation at any time during day and night. |
| 6. | Place of Delivery | At Mumbai/ Visakhapatnam Harbour (Inner Anchorage) |
| 7. | Mobilisation/ Demobilisation charges | Will not be admissible. To be factored in the bid. Contract will commence at Mumbai / Visakhapatnam Harbour. |
| 8. | Date of Delivery | Overall Delivery period for supply of services with its crew for exploitation (commencement of charter) would be **within Six (06) months** as agreed upon from the date of signing of contract. Please note that Contract can be cancelled unilaterally by the Indian Navy in case services are not received within the contracted delivery period. Extension of contracted delivery period will be at the sole discretion of the Indian Navy, with applicability of LD clause. Further, the following are to be noted:-<br>(i) The vessel is to be made available for survey at |

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| | | least **two (02) weeks** prior to actual date of delivery at Visakhapatnam / Mumbai.<br>(ii) **Three (03) days** are required for hire survey.<br>(iii) Bidder is required to liquidate all observation of the Indian Navy within **Fourteen (14) days**.<br>(iv) **The Vessel is being hired for a period of Two years (extendable up to One years)** |
| 9. | Hiring charges | To be all inclusive except for taxes, fuel, water and port/ pilot charges. (Daily Hiring Charges and full details of taxes/ charges being levied to be indicated. Any other charges envisaged to be specified and mentioned separately). |
| 10. | Period of Charter | Four years (extendable to two years) with Renewal Clause applicable as per Para 4/ Part IV).<br>Six months advance notice for extension of contract is considered reasonable and will be given. Further, extension of contract period will be as per Contract. |
| 11. | Maintenance and Breakdown Time | A total downtime of **12 working days** per year will be allowed including maintenance and breakdown. This would not include a **30 day** dry-docking period, if required, to be done every **24 months** |
| 12. | Maintenance & Survey cost | All maintenance and survey liability and costs would be of the Bidder (including routine/ breakdown maintenance, Class survey, spare parts, labour, material and consumables). All administrative arrangements (getting passes for visitors etc) and charges to visit the ship at anchorage for any reason whatsoever including visits by the crew or for any repairs etc will be borne by the Seller. The Indian Navy would however, provide suitable correspondence to Port Trusts indicating that the vessel is are under charter of the Indian Navy. In the event the vessel is on an Indian Naval jetty or Indian Naval controlled anchorage then the requisite administrative assistance including passes for crew, visitors, repair teams etc will be provided by the Indian Navy. |
| 13. | Cost to keep vessel operational | Cost of Repairs, Survey and other requirements to keep the Customised VOO operational will be to Sellers account. All administrative arrangements (getting passes for visitors, surveyors, officials from company, repair team along with their tools and spare parts etc) and charges to visit the ship at anchorage for any reason whatsoever including visits by the crew or for any repairs etc will be borne by the Seller. The Indian Navy would however, provide suitable correspondence to Port Trusts indicating that the vessel are under charter of the Indian Navy. In the event the vessel are berthed on an Indian Naval jetty or Indian Naval controlled anchorage then the requisite administrative |

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| | | assistance including passes for crew, visitors, repair teams etc will be provided by the Indian Navy. |
| 14. | Port Charges, Anchorage | Will be reimbursed to the Seller as per actuals on a Half Yearly Basis. The same is however to be mentioned on actuals for Mumbai/ *Visakhapatnam* Harbour. |
| 15. | Insurance Charges | To be paid by the Seller. The Seller shall insure the Vessel against all risks, including total loss and salvage, personal injury and loss of life. Such insurance shall be comprehensive one covering all risks including those relating to third parties. No claim in this regard shall be entertained by the Indian Navy. Indian Navy will be responsible for its equipment and crew. |
| 16. | Berthing & Pilotage | Vessel will be berthed at Naval Jetty/ anchorage in Mumbai/Visakhapatnam or at any other Naval port in India. Charges, if any, for anchorage/ berthing would be reimbursed on actuals on a half yearly basis. Pilotage charges incurred would be reimbursed by the Indian Navy (Indian Navy) as per actuals on a Half Yearly basis. Charges for entering into harbour due to breakdown/ for repairs or for any reason other than asked by the Indian Navy would be borne by the Bidder. All charges applicable to the vessel to be mentioned as applicable for the vessel on actuals. |
| 17. | Nationality of crew and Security clearance | All crew will be Indian nationals and are to have necessary security/ police clearance. |
| 18. | Deck Area | **Recommended: 570m$^2$ or greater**. Area required is for the full Rescue Spread and Intervention Spread. A completely clear area over a minimum length of 21 m and a minimum width of 15.4 m or more must be available directly in way of the transom for the Launch and Recovery System (LARS) and Deck Decompression Chambers (DDCs). Obstructions or variations in the length and width dimensions will increase this minimum area. For trials and exercises allowances should be made for the carriage and deployment of additional equipment, such as the training targets. |
| 19. | Deck Strength | **5 ton/m$^2$** or Greater. |
| 20. | Sea keeping | **Sea State 4**. The sea keeping performance of a ship is subject to a range of factors such as length, stability and hull form. Freeboard and bow design will determine the quantity of green water on the working deck.<br>The vessel should be capable of continuous operation in an offshore environment including:-<br>- Recovery of submersible/ Remotely Operated Vessel (ROV) / LARS in up to SS6.<br>- Survivability SS6. |

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| 21. | Endurance | **30 days un-replenished or greater**. Supply of fuel (for ship and DSRV System generators), fresh water and provisions to account for transit to and **05 days** on station at DISSUB location. |
| 22. | SOLAS | Lifesaving equipment must be provided for each person onboard.<br>It is desirable that the SOLAS chapters regarding lifesaving, fire fighting, radio communications and navigation equipment are adhered to – the safety of the DSRV System personnel is paramount.<br>Indian Navy will arrange for dispensation for additional *IN* personnel over and above the mandatory personnel (if required to embark VOO for operations). |
| 23. | Tracking System | The vessel should be provisioned and fitted with compatible and operational USBL (Underwater Short Baseline Tracking System) with 1km slant range<br>The Tracking System's equipment is to be provided by the Seller including its proper functioning, fitment/ installation and maintenance through the period of hire. Further, the same should comply with Classification Society requirements {with respect to fitment onboard the VOO (if any)}. |
| 24. | Type of Fuel | MARPOL compliant LSHFHSD will be provided by Indian Navy after commencement of contract. |
| 25. | Freeboard at Stern | **Minimum 3m Maximum 6m**.<br>Sufficient freeboard required for outboard load test of LARS and clearance between the DSRV and the pendulation head in a seaway. Maximum value limited by lift line length. |
| 26. | Deck Load Capacity | **360T, VCG 3.5m above deck** approx.<br>*NOTE - This value cannot be looked at in isolation and may have an overall effect on the vessel's stability. Further, post loading of the entire DSRV System the final approval with respect to stability of ship needs to be given by Classification Society.* |
| 27. | Deck Camber/Sheer | **No camber/ sheer**. Deck camber/ sheer greatly increases mobilisation time since deck foundations must be profiled accordingly. |
| 28. | Wooden Deck Covering | **No wooden deck covering**. Many modern offshore anchor handling, construction/ support and platform supply vessel have a wood covering to protect the working deck.<br>Timber and retaining steelwork must be completely removed in accordance with the Launch and Recovery System (LARS). Auxiliary container twist locks may be welded to flat bar spanning the T-bars (where single story and not load bearing). |
| 29. | Electric Supply | The DSRV system operates on Stabilised supply of 440V, 50/60Hz, 3 phase. System has own |

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| | | generators, though use of Vessel's on-board supply will ensure that the deck is quieter and improve working conditions for the operators. Hence, availability of suitable supply is preferable, but not mandatory. |
| 30. | Ships' Boat | **MIB plus RHIB/ FRC**. There are two duties for which support boats are required:-<br>- Approx. 4.5m MIB (soft hull) used to land swimmers on the DSRV casing. Whilst this is not essential for launch and recovery (which may be conducted using the Swimmer less LARS System) it is an essential part of the contingency for evacuating personnel in the event of an emergency.<br>- Larger RHIB/ FRC capable of towing the DSRV in an emergency {LARS failure or greater than SS6 which prevents recovery to mother ship (MOSHIP)}.<br>- Ideally, both vessel should be in regular use with LARS rated to SS6 significant wave height and have suitably qualified coxswains. |
| 31. | Accommodation and Messing | Suitable accommodation including Naval team **At least 55 personnel**.<br>In addition, suitable catering facility, galley facility, and sanitation facility and habitability arrangements for Naval personnel positioned onboard is to be provided at no additional cost to the Indian Navy. **Dry and Fresh Ration for embarking *IN* personnel will be provided by Indian Navy as per the entitled scale of ration.**<br>Dispensation may be required from relevant bodies if the stated capacity of the Mother Ship (MOSHIP) is exceeded. Relates to SOLAS requirements.<br>All other services w.r.t water, hygiene, housekeeping etc needs to be catered by the seller of *IN* personnel. |
| 32. | Security Camera | Security Cameras with low light visibility at aft of the vessel with display and **controls** of cameras at Bridge for monitoring of launch and recovery operations of DSRV from Bridge for Command and Control by Operations Director.<br>Atleast 06 cameras are required for DSRV System. Two cameras to cover the stern of the ship to provide coverage for the water space immediately astern of the ship (to monitor DSRV Launch and Recovery Operations). Additionally, two at the Port and Stbd side to monitor the ROV/Boat operations. The camera should also The camera should have 360 degree all round coverage with day and night capability, low light visibility, zoom in and recording facility. |

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| 33. | Propulsion System | **<2kts Predictable and controllable**. It is important that the propulsion system should be able to propel the vessel under full control at very low speeds of less than 2 knots, as the rescue submersible will be launched dynamically with the MOSHIP making way ahead.<br>The controllability of the propulsion system is vitally important, particularly if the propellers are CPPs/ by use of DP, as the ability to generate a steady predictable wake is key to the safe launch and recovery of the rescue vehicle. |
| 34. | Fresh water | Potable freshwater will be supplied by the Indian Navy via Hose. |
| 35. | Sea water | Sea water will be supplied by Indian Navy via hose. Used to provide cooling for DDC Support containers, PHS HPU, and SRV Heat Exchangers. |
| 36. | Station Keeping | **DP Class 2**.<br>DP Signal as required for reliable operation of DP System at all times during the period of contract, is to be catered to by the Seller. |
| 37. | Transom (optional) | **No rolled transom**. If the vessel has a stern roller and or/ rolled transom for anchor handling, etc. the Launch and Recovery System (LARS) would have to be installed above the rolled transom on bespoke, profiled deck stools or forward on the flat deck. This will significantly increase the Time To First Rescue (TTFR). |
| 38. | Max sustained speed of Vessel | **Minimum 12 knots**. |
| 39. | Arrangements for Damage Control and Fire Fighting | The Customised VOO should be FF Class 1. The vessel should have adequate fixed and portable pumps for de-flooding of compartments and fixed and portable fire fighting systems for external and internal fire fighting. Foam generators and foam throwers with range of min 25 meters are required. *The vessel is expected to have Approved Damage Control Equipment as per Class of Ship.* |
| 40. | Navigation and Communication | The vessel should have the following operational equipment to ensure safe navigation and communication;-<br>(i) Radar.<br>(ii) GPS (with option of provision of giving inputs to DSRV tracking system on bridge).<br>(iii) Gyro & Magnetic Compass.<br>(iv) Echo Sounder.<br>(v) INMARSAT Mini-M / Inmarsat capable Sat Phone (included in overall cost). Usage by Indian Navy will be paid as per actuals post joint verification.<br>(vi) Two VHF Radio set operating on channel marine channels including channels 6, 8, 10, 12, 16 and an MMB set. |

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| | | (vii) Operational navigational lights & Search lights<br>(viii) Robust broadcast / intercom System & adequate loudhailers.<br>(ix) Adequate PGD arrangements with requisite protections.<br>(x) Scope and material including requisite emergency cables to provide supply to at least 02 boats in emergency. Power supply required 415 V, 50 Hz, 3 phase and power output of about 30 KW (for 2 boats).<br>(xi) Underwater Short Base Line (USBL) Tracking system required for tracking the ROV, DISSUB, MOSHIP and Deep Sea Rescue Vehicle (DSRV). Transmit frequency: 24-33.5 Khz. Receive frequency: 17-31 Khz.<br><br>NOTE- INMARSAT Mini-M/ INMARSAT capable Sat Phone -<br>The equipment is to be provided by the Seller. The Seller is to ensure that the equipment is available onboard the vessel. The payment for utilisation, will be made by IN, on actuals. |
| 41. | Lifesaving equipment | The vessel will have lifesaving equipment for 110% of the crew, including life jackets. Adequate life buoys are to be available on the Vessel. The Vessel should comply with SOLAS Equipment requirements. |
| 42. | Fender | VOO shall be provided with strong and adequate rubber fenders (incl portable fenders) at bow, stern and all along the length to prevent damage to ships during operations by vessel.<br>- Additional spare portable fenders to be available for DSRV/ Side Scan Sonar Ops.<br>- Dimension of Fender to be carried for Support ship role; Diameter 3.5 meters and length 6 meters. |
| 43. | Master and Crew | - The Master and crew shall possess the requisite qualification **(FG COC holders)** to operate the VOO in Indian EEZ and major/ non-major Ports of India and *other foreign ports*.<br>- The Master and crew shall be of Indian nationality holding bonafide documents to confirm identity. Manpower turnaround is to be factored in the plan. |
| 44. | Conduct of Master and Crew | In case, the Indian Navy receives complaints of indiscipline or refusal to carry out the orders of the authorised representative, the same shall be viewed seriously and hiring charges for the day shall be deducted as a penalty. In case of serious offences, the concerned personnel shall not be allowed to operate the vessel. The Seller will then be required to arrange for suitable replacement within seven (07) days failing which the penalty |

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| | | clause will come into force. If the offence is serious Indian Navy shall inform the concerned Law Enforcement Authorities. Any instance of criminal offence or wrongful conduct by master/ crew will be dealt in accordance with the law of land by concerned civil agencies. |
| 45. | Standby Master/ Crew | In the event of non-availability of the master/ crew for any reason, the Bidder will provide qualified standby master/ crew within 04 days at no additional cost to the Indian Navy. |
| 46. | Log book/ Documents for running equipment/ machinery | Proper log book and documents are to be maintained onboard to show the running of the engines and DG sets in order to calculate the fuel quantity and these will be submitted at the time of replenishment of fuel. |
| 47. | Documentation | All documentation, technical or otherwise, required for operating the vessel is to be available and indate, including supporting documents/ general arrangement plan for following:-<br>(i) Name of the vessel.<br>(ii) Place and year of build.<br>(iii) Port of registry.<br>(iv) Board dimensions of the Customised VOO i.e. overall length, draft, beam, depth, DWT, GRT etc.<br>(v) Accommodation for hirer's use.<br>(vi) Valid and current certificates from the classification society/ Mercantile Marine Department. These certificates shall have to be renewed and kept valid during the entire period of contract. |
| 48. | Stabilisers | Will minimise roll and pitch of the vessel resulting in safe launch and recovery of DSRV. Roll reduction tanks or bilge keel or similar technology are also acceptable. |
| 49. | Joint Survey and Joint Receipt Inspection for Accepting the Vessel for Service | A Joint Survey will be carried out by Indian Navy and the Seller before the vessel are accepted for service, to assess the condition, capability and performance of the vessel. Appropriate expertise may be co-opted for the survey, if necessary. |
| 50. | Inspection Authority | A Board of Officers (BoO) as nominated by Buyer would carry out the survey of the Vessels, once every calendar year. |
| 51. | Structural Engineering | The hired vessel will require modifications to meet Indian Navy requirements for deployment of Submarine Rescue System. Carrying out the modification work would be the responsibility of Bidder at no additional cost to Indian Navy. The modification work will entail hiring a Naval Architecture firm, analysing the stresses and forces acting on the deck, generating working level drawings and undertaking the modification work |

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| | | (welding of strengthening member of VOO deck). Post completion of contract period, it will be the responsibility of Bidder to get the strengthening members and all modifications removed from the deck and brining the vessel back to its original state at no additional cost to the Indian Navy. The vessel stability will also be calculated by Naval Architect firm hired by Bidder. Post modification, if the inclining experiment/draft survey or any such test is required to be undertaken, the same will be responsibility of Bidder. The Scope of Work would be as follows:-<br><br>(a) Part 1 (Vessel Initial Assessment):<br>(i) Assessment to determine suitability of vessel in terms of deck strength, available space on the back deck, stability in worst case loading condition.<br>(ii) Report.<br><br>(b) Part 2 (Vessel Installation):<br>(i) Design of Grillage sections to be suitable for the vessel and road transportable.<br>(ii) Lifting arrangements for grillage sections.<br>(iii) Analysis of vessel deck structure.<br>(iv) Welding of the grillage onto deck of the ship.<br>(v) Sea-fastening (welding) of supporting equipment.<br>(vi) Stability analysis for multiple loading conditions, and specify ballast arrangement.<br>(vii) Drawings and report.<br><br>(c) Note:<br>(i) The Mobilisation spread includes the DSRV LARS and supporting equipment (Stacked containers, containers, towfish).<br>(ii) The loads and load cases from DSRV system will be supplied.<br>(iii) Structural members and material to be agreed at commencement of job.<br>(iv) Modification of transom, bulwark or any other structure required for DSRV mobilisation and operation such as launch of ROV or side scan sonar (but not limited to) |
| 52. | Classification Society | The Bidder shall be solely responsible for any survey of Vessel by Indian Register of Shipping (IRS) / Classification society post modification to embark DSRV and associated systems or any |

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| | | other authorised equipment, if required. The Bidder of the vessel shall be responsible for all the certifications, approvals and inspections of Classification Society during/ post modification work and for the entire duration of the lease. Post modification, if the inclining experiment or any such test is required to be undertaken, the same will be responsibility of Bidder. The Scope of Work is as follows:-<br>(a) Review of relevant design documents of A-frame for launch and recovery of DSRV system.<br>(b) Evaluation of under deck structure of in way of the A-frame and other deck equipment's.<br>(c) Propose modifications as required.<br>(d) On-board survey of the modifications.<br>(e) Load test of various equipment.<br>(f) Review of stability in DSRV operations.<br>(g) Review of statutory requirements, survey and certifications due to modifications. |
| 53. | Crane | Capacity 3T and more with an outreach of not less than 15 m, capable of raising/ lowering of RHIBs/ Boats and other loads. |
| 54. | Deviations | Normally not accepted. However bidders may submit deviations from technical and commercial parameters, if any, along with the bid as per the format placed. |

## Budgetary Quote Format

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

| Ser | Description | Rates (in Rs) |
|---|---|---|
| (a) | Charter hire rate per day per vessel | |
| (b) | Cost for 2 years | |
| (c) | Mobilisation and De-mobilisation cost | |
| (d) | Total | |
| (e) | GST (%) | |
| (f) | Net Total including GST (18%) | |