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New Delhi – 110011

TM(MS)/0025/CG/14 FPVs

20 Jun 23

(Shipyards Concerned)

CORRIGENDUM & REPLY TO PRE-BID QUERIES TO RFP FOR TECHNICAL AND COMMERCIAL PROPOSAL FOR ACQUISITION OF 14 FAST PATROL VESSELS (14 FPVs) FOR INDIAN COAST GUARD UNDER "BUY (INDIAN-IDDm)" CATEGORY

1. Reference is made to the following:-
 - (a) Request for Technical and Commercial proposal for Acquisition of 14 FPVs issued vide this office letter No. TM(MS)/0025/CG/14 FPVs dated 19 Jan 2023.
 - (b) Discussions during Pre-Bid Meeting held at New Delhi on 02 Mar 2023.
 - (c) Letter for extension of date for submission of bids **(by four weeks)** i.e, 11 May 2023 issued vide TM(MS)/0025/CG/14 FPVs dated 05 Apr 2023.
 - (d) Letter for extension of date for submission of bids **(by six weeks)** i.e, 22 Jun 2023 issued vide TM(MS)/0025/CG/14 FPVs dated 03 May 2023.
 - (e) Letter for extension of date for submission of bids **(by four weeks)** i.e, 20 Jul 2023 issued vide TM(MS)/0025/CG/14 FPVs dated 12 Jun 2023.
2. A corrigendum issued vide MoD ID TM(MS)/0025/CG/14 FPVs dated 20 Jun 23 and consolidated reply to all pre-bid queries raised by participating Shipyards and discussed during the above mentioned meeting is placed at enclosures.



Encl : As above

Copy to:-
PD(SA)/CGHQ


(Rajveer Singh)
Captain
DDG Acq-Tech (M)

Cover Page



सत्यमेव जयते
Ministry of Defence
Government of India

CORRIGENDUM

TO

REQUEST FOR PROPOSAL

BY

MINISTRY OF DEFENCE

GOVERNMENT OF INDIA

FOR

ACQUISITION OF

14 FAST PATROL VESSELS

FOR INDIAN COAST GUARD



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The contents of this RFP must not be disclosed to unauthorised persons and must be used only for the purpose of submission of bids.



This document contains 03 pages including cover page.

CORRIGENDUM

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MoD ID TM(MS)/0025/CG/14 FPVs

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Room No. 5, D-II Wing
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Sena Bhawan
New Delhi-110011

20 Jun 2023

To,

CORRIGENDUM TO
REQUEST FOR TECHNICAL AND COMMERCIAL PROPOSAL FOR
ACQUISITION OF 14 FAST PATROL VESSELS (14 FPVs)
FOR INDIAN COAST GUARD UNDER "BUY (INDIAN-IDDMM)" CATEGORY

1. This is in reference to MoD ID TM(MS)/0025/CG/14 FPVs dated 19 Jan 23 regarding Request for Technical and Commercial proposal (RFP) for Acquisition of 14 Fast Patrol Vessels (14 FPVs) for Indian Coast Guard under Buy (Indian-IDDMM) category.
2. Corrigendum to above RFP is issued in reference to quoted paragraphs of RFP for acquisition of 14 FPVs as mentioned below :-

SI	RFP Reference	For	Read (Amendments as indicated in underline)
(a)	Para 36 of Section A to Appendix 'A' (Pg 30)	"The hull plating (ship side shell and deck) while meeting class requirement for strength shall not be less than <u>6 mm</u> thickness. The keel plate thickness and underwater <u>strake</u> shall be minimum <u>08 mm</u> or as per the class requirement whichever is greater."	"The hull plating (ship side shell and deck) while meeting class requirement for strength shall not be less than <u>05 mm</u> thickness. The keel plate thickness and underwater <u>strake 'A'</u> shall be minimum <u>06 mm</u> or as per the class requirement whichever is greater."
(b)	Para 114 of Section B to Appendix 'A' (Pg 59)	"One <u>8 Men Rigid Inflatable Boat (RIB)</u> with <u>one Articulated Crane</u> "	"One <u>4.7m Rigid Inflatable Boat (RIB)</u> with <u>one Articulated/ Telescopic Crane</u> "



(c)	Para 3(d) of Section A to Appendix 'A' (Pg 25)	Draught not exceeding <u>2.1 m</u> in full load displacement	Draught not exceeding <u>2.25 m</u> in full load displacement		
(d)	Para 1(b) of Section F to Appendix 'A' (Pg 91) & Para 1, Table 2 of Annexure I to Appendix 'J' (Pg 176)	Deletion of 02 Buyer Nominated Equipment (Commn. Eqpt.) from RFP			
		<u>Ser</u>	<u>Equipment</u>	<u>Qty</u>	<u>OEM/ Nominated Supplier</u>
		(i)	HD HF-VLF receiver EK -896 or latest version with accessories & IBA PC	02	M/s BEL
		(ii)	Software Defined Radios (01 HF + V/UHF Config.) along with accessories	02	M/s BEL



Yours faithfully


 (Rajveer Singh)
 Captain
 DDG Acq-Tech(M)

FINAL REPLY TO QUERIES

RECEIVED FOR PRE-BID MEETING

ON

02 MAR 2023

RFP FOR ACQUISITION OF

14 FAST PATROL VESSELS

FOR INDIAN COAST GUARD

RFP OF 14 FAST PATROL VESSELS – PRE BID QUERIES COMMERCIAL

SI	Section of RFP			RFP Stipulation	Shipyards Comments/Query	Remarks
	Page No	Part / Appendix of RFP	Para (Sub Para)			
1	3	Forwarding Letter	3(j)	EMD amount	DPSUs may be exempted from submission of EMD.	No amendments envisaged. Bidders to comply with conditions as per Para 8 of Annexure I to Appendix 'K' of RFP
2	9	Part-I	7	Indigenous Content	IC content under Buy (Indian -IDDM) category is 50% as per DAP 2020 if the design is Indian and 60 % if the design is from foreign vendor. However the same is indicated as not less than 60% in the RFP. IC content to be amended as per DAP 2020	Bidder to comply as per RFP.
3	11	Part-I	16	First Outfit of Naval Stores	Lists to be provided	As per Appendix 'A' to RFP.
4	12	Part I	17(A)	Training for 04-06 personnel for 14 FPVs for duration of 02 weeks/01 week at Seller/OEM premises in consultation with Buyer for different equipment and systems. The personnel shall consist of operator/maintainer or QA reps as decided by the buyer.	It would be difficult to cost if the equipment and/or systems on which 04-06 personnel are need to be trained at OEM premises are left open ended. Request ICG to indicate the list of equipment and/or system for which training is required so as to avoid any confusion while costing.	As per RFP. List of Equipment/ Systems already indicated at Para 5 of Section K to Appendix 'A' of RFP.

5	12	Part-I	17(a) (i)& (ii)	(i) Training for 04-06 personnel for 14 FPVs for duration of 02 weeks/ 01 week at Seller/ OEM premises in consultation with Buyer for different equipment and systems. The personnel shall consist of operator/ maintainer or QA reps as decided by the buyer. (ii) Training on Onboard maintenance and operation of machinery and equipment for complete crew onboard ship/ yard premises for a complete duration of 05 weeks.	Duration of training be reconciled and confirmed w.r.t Para 17 of page 12 & Section K of the RFP.	Confirmed. Yard to comply as per RFP.
6	13	Part-I	20	Integrity Pact	Request to confirm whether DPSU should submit PCIP or not.	Bidders to comply with the conditions stipulated in the RFP.
7	13	Part-I	21	Fall clause	Contracted period with any organisation may be clarified. eg. after 2020.	Yard to comply as per RFP.
8	13	Part-I	22	Modifications	It is proposed that all modifications requirements should be proposed by the buyer before 3~6 months of completion of construction of vessel. Requirement of modifications within or after warranty period is to be deleted.	Comply as per RFP.
9	15	Part-II	31(a)	SOTRS	Request to provide the list of major equipment for which SOTRS are to be submitted.	Comply as per RFP.

					Also timelines for approval of the submitted SOTR be provided.	
10	15	Part-II	32	The technical offer should have a separate detachable compliance table as per format given at Appendix 'B' to this RFP stating specific answers to all the parameters as listed at Appendix 'A' to this RFP. It is mandatory to append answers to all the parameters listed in Appendix 'A' to this RFP.	Detachable Compliance Table' whereas Appendix B mentions that "clause wise compliance matrix is not required to be furnished". Kindly clarify.	Yard to comply as per Part II (Technical Requirements) and Appendix 'B' to RFP.
11	16	Part-II	35	Indigenous Software. The Seller is to cater for the complete set of software and its upgrades upto at least 05 years from acceptance of FPVs without any additional cost to Buyer. The Seller is to undertake the updation of all software as and when available.	We understand that the software upgrade will only be limited to PCs. Kindly confirm.	Yard to comply as per RFP.
12	16	Part-II	35	Indigenous Software	Request to confirm whether certification of statutory auditor of the vendor who supplied the software is required or from statutory auditor of the Seller is required. It is not feasible to provide company statutory auditor certificate for vendor supplied items.	Comply as per RFP.

13	16	Part-II	35	Indigenous Software. In order to leverage the highly developed indigenous software expertise existing in the country, it is pertinent that maximum equipment should function with indigenous software	"certification by the Statutory Auditor of the Bidder" to be clarified and ICG to confirm that providing of this certification will be at time of handing over the vessels.	No amendment envisaged. Yard to Comply as per RFP.
14	17	Part-II	41	(certification by the Statutory Auditor of the Bidder that the software has been developed within India) driving the desired applications while the backend software i.e. Operating Systems continues to be OEM defined.		
15	17	Part-II	38	Quality Assurance - The Buyer reserves the right to undertake additional Buyer inspections either directly or through its representatives. Base & Depot (B&D) Spares Handling of B&D spares is a major challenge for the Seller. Delays in the administrative procedures are leading to repeated approvals at Headquarters.	All inspections will be carried out as per procedure and agreed timelines as any additional inspections by the Buyer would affect the project timelines. In view of this, it is suggested that post finalization of B&D value, a handling charge of 7.5% may also be catered additionally under the B&D spares cost for meeting the shipyards administrative and commercial efforts, storage and inventory handling and finance costs to be incurred during procurement of B&D	The bidder has to cater handling charges for all such contingencies and indicate at Sl 2(k) of the Price bid format at Appendix 'J' of RFP. This will be paid over and above the B&D spares

				<p>Seller as well the OEM/Vendors are facing a lot of administrative issues view delays in inspection and receipt of the spares by the ship resulting final stage payments getting delayed. Moreover, B&D spares is purely a logistic exercise for the seller and does not in any way add to the building/construction of the ship. Further the cost of B&D Spares is not considered in L1 evaluation.</p>	spares.	price: Para 38/ Part II of RFP refers.
16	18	Part-II	44(a)	<p>(a) In accordance with ICG Standard.</p>	The ICG standard particulars may be indicated/ clarified	As per Standard Practices.
17	19	Part-II	46	<p>Submission of 10% Advance BG of FPV cost as per contract within 3 months.</p>	Is requirement of 10% Advance BG within 3 months from contract date over and above 10% Advance BG against stage-I signing of contract.	No. The Advance BG is against Stage I as indicated at Para 1(a) to Annexure I to Appendix 'H' of RFP.
18	19	Part-II	46(b)	<p>In case the project does not proceed as per the indicated timelines for various contractual milestone(s), the Buyer will have the right to invoke Termination of the project.</p>	Instead of Buyer exercising the right to invoke Termination of the project, a special Apex Steering Committee review be conducted.	Comply as per RFP.
19	19	Part-II	47	<p>The Bidder is to indicate the</p>	Be changed to "The Bidder is to indicate	Comply as per RFP.

				proposed timelines for the above milestones in the Technical Bid.	the proposed/tentative timelines for the above milestones in the Technical Bid.	
20	20	Part-III	52	Commercial offer validity	Is there any price escalation, if the contract is not concluded within the validity period of 18 Months.	Para 99 of Chapter II, DAP-2020 relevant.
21	20	Part-III	55	The committee will determine the lowest bidder (L1). The Buyer Nominated equipment/system/components (BNE) to be procured from a single source would be included in determination of L1.	It is proposed that these buyers nominated single vendor equipment may be put under variable cost and payment shall be made at actuals plus fixed commissioning and handling charges or as agreed mutually during the contract negotiation as shipyards have no negotiation power on buyers nominated single vendors.	Cost of all BNE items to be included in the Basic cost as per para 1, Annexure I Appendix 'J' of RFP (as amended vide SI 79) and will be paid in stages as per RFP provisions. The cost of all BNE items has been included under basic cost as per provisions of standardised Shipbuilding RFP (Schedule I to Chapter XII of DAP-2020) and Chapter XII of DAP 2020.
22	136	Annex IX to Appendix 'A'		Indigenous Design	Yard hired designer may own the IPR, is it acceptable.	Yard to comply as per Para 1 & 7/Part I of RFP.
23	138	Appendix 'C'	3	Warranty	Defect rectification time for major long lead items may be kept as 45 days.	No amendments envisaged. Bidders to comply with conditions as per RFP
24	138	Appendix 'C'	3	Warranty Clause : Spares and all consumables required for warranty repairs	Consumables are not covered under warranty. Sentence to be amended to read as follows : Spares required for	No amendment envisaged. Yard to Comply as per RFP.

				shall be provided free of cost by SELLER	warranty repairs shall be provided free of cost by SELLER	
25	138	Appendix 'C'	5	Warranty	Cumulative down time be made 90 days	No amendments envisaged. Bidders to comply with conditions as per RFP
26	144	Appendix 'F'	5	OBS	OEM submitted Certificate (if provided by the OEM) of sufficiency for MRL-OBS will be submitted by the bidder.	No amendments envisaged. Bidders to comply with conditions as per RFP.
27	146	Annexure I-V to Appendix 'F'		OBS, B&D, SME/STE, Technical documentation, Training details	Since the equipment is not yet finalised and OEMs do not provide these details in the BQ, only estimated/indicative value can be provided.	Yard to comply as per RFP.
28	154	Appendix 'H'	1.3.3	PWBG	PWBG value be considered on Base contract price instead of total contract price which includes taxes and duties.	No amendments envisaged. PWBG to be as per para 1.3.3, Appendix 'H' of RFP.
29	154	Appendix 'H'	1.4 (b)	Advance payment	Since every stage payment is linked to completion of defined milestones, the word advance payment should be replaced with stage payment. However, requirement of APBG shall be complied.	Yard to comply as per RFP.
30	154	Appendix 'H'	1.4 (b)	Advance Payment	Indemnity bonds be considered for stages treated as advance payment.	No amendments envisaged. APBG to be submitted as per Appendix 'H'.
31	154	Appendix 'H'	1.4 (b)	Advance Payment	ICG to confirm the stage to be considered as "No Deliverables" which would be considered as Advance.	Stage 14 is the deliverable stage. All other stages prior to this stage are non-

						deliverable stages as per RFP.
32	154	Appendix H	1.4 (b)	Advance payment	Request to confirm the claim period (if any) after validity of the APBG.	As per Appendix 'H' and elaborated at various paras of RFP.
33	154	Appendix 'H'	1.4 (b)	Bank Guarantee. As per RFP, All stages till the delivery of the vessel, where there are no deliverables would be construed as advance. Builder is required to submit Bank Guarantee for the respective stage.	It is pertinent to mention that except first stage, the payment received by the Builder is not an advance payment but is for the services of Material, Manpower and achieving tangible milestone of the project It is proposed that payments made against stages II to XIII should not be treated as Advance payment rather to be considered under performance guarantee.	No amendments envisaged. Bidders to comply with the conditions stipulated in the RFP.
34	154	Appendix H	1.4 (b)	Bank Guarantee. As per RFP, All stages till the delivery of the vessel, where there are no deliverables would be construed as advance. Builder is required to submit Bank Guarantee for the respective stage.	Due to the above clause, there is no gain to the Ministry nor to the Builder/ Shipyard, but only payments of BG charges are being made to Banks without much risk coverage leading to additional expenditure and leading to avoidable increase in the Project cost. Since, majority of the competitors have good track record, to have a win-win situation for both the Buyer and Seller, following is proposed:- (a) Instead of BGs, Indemnity bonds against all stages brought out above may	Comply as per RFP.

				be accepted to effectively manage banking limits, reduce bank charges and high finance cost.		
35	155	Appendix 'H'	1.4 (d) (iv)	Claim for statutory and other levies to be supported with requisite documents/proof of payment, as applicable.	It is proposed that the clause be amended as follows: Claim for statutory and other levies to be supported with requisite documents/proof of payment/tax Invoice in case of GST claim, as applicable.	Amendment not envisaged. Comply with conditions stipulated as per RFP.
36	155	Appendix 'H'	1.4 (d) (iv)	(iv) Claim for statutory and other levies to be supported with requisite documents/proof of payment, as applicable.	ICG to consider following amendment (vi) Claim for statutory and other levies to be settled as per Tax Invoice.	No amendment envisaged. Yard to Comply as per RFP.
37	155	Appendix 'H'	1.4 (f)	The payment will be made by CDA (IN/CG), New Delhi or as specified in the contract who will release the payment through cheque / EFT. The payments through Escrow Account is mandatory and the payment will be made by PCDA/CDA who will release the payment through cheque/EFT to an Escrow Account as per modalities of Escrow Agreement signed	All payments should be released through CDA(N/CG) Kolkata in case of GRSE. The Subject Tender is based on a competitive bidding and payment will be released to the Seller only after completion of respective milestone. Hence, it is proposed that the Escrow Account may please be replaced with Seller's Account. The requirement of Escrow Account will only bring in operational inefficiency.	Comply with Para 1.4 to Appendix 'H' of RFP

				between BUYER, SELLER and Escrow account operating Bank at the time of signing of Contract.		
38	155	Appendix 'H'	1.4 (f)	Mode of Payment - Escrow Account	Mode of payment be changed to bidder current account instead of Escrow account.	Comply with Para 1.4 to Appendix 'H' of RFP.
39	155	Appendix 'H'	1.4 (g)	Payment of taxes, duties and statutory levies on completed FPVs will be made on submission of requisite documentary proof to Paying authority (viz. input tax credit adjustment and/ or remittance chalan). Reimbursement of taxes and duties will be as per rates and amounts indicated in the Commercial Bid/Contract or as per actuals whichever is lower.	It is proposed that the Taxes & Duties and statutory levies on completed FPVs are to be paid at actuals as per the prevailing rates at the time of delivery of the Vessel on submission of requisite documentary proof/ Tax Invoice in case of GST claim to Paying authority.	Comply with conditions stipulated as per RFP.
40	155	Appendix 'H'	1.4 (g)	Payment of Taxes and Duties on completed vessel. Reimbursement of taxes and duties will be as per rates and amounts indicated in the Commercial Bid/Contract or as per actuals whichever is lower.	Reimbursement of taxes and duties be made at actuals as seller is exposed to risk when there is upward revision in taxes.	Reimbursement of taxes, duties and statutory levies on completed Vessel will be as per conditions stipulated at para 1.4(g) Appendix 'H' of RFP.

41	155	Appendix 'H'	1.4 (g)	Payment of taxes, duties and statutory levies on completed FPVs will be made on submission of requisite documentary proof to Paying authority (viz. input tax credit adjustment and/or remittance challan).	ICG to consider following amendment: Payment of taxes, duties and statutory levies on completed FPVs will be made on submission of Tax Invoice.	No amendment envisaged. Yard to comply as per RFP.
42	156	Appendix 'H'	1.4 (k)	ERV shall be applicable on import orders by seller only.	This need to be extended to import orders of suppliers of equipment to avoid unnecessarily jacked up prices due to very volatile foreign exchange scenario.	No amendments envisaged. Bidders to comply as per conditions stipulated in the RFP.
43	156	Appendix 'H'	1.4 (h)	Payment terms for B&D spares	Advance bank guarantee be proportionally reduced and only undelivered portion be retained by buyer till complete delivery of spares.	The BG will be proportionally reduced based on proof of delivery and acceptance.
44	156	Appendix 'H'	1.4 (k)	ERV	Various currencies of import cannot be determined in advance, only tentative or indicative currency will be provided.	Bidders to comply with the conditions stipulated at para 1.4 (k) Appendix 'H' of RFP
45	156	Appendix 'H'	2	Performance-cum-Warranty Bank Guarantee Clause. A Performance cum-Warranty Bank Guarantee (PWBG) of 3 % of value of the Total Contract Price including taxes and duties would be furnished by the Bidder in the form of a Bank	Taxes and duties are Government levies and not retained by GRSE and is not beneficiary of the amount paid for taxes and duties. Hence, it is proposed that PWBG of 3% value of the Total Contract Price excluding Taxes and Duties will be furnished. Moreover, upon completion of warranty of each of the vessel, PWBG shall be proportionately reduced. Accordingly change in PWBG format may please be	No amendments envisaged. Bidders to comply as per conditions stipulated in the RFP.

				Guarantee to sequentially act as Performance Bank guarantee till the delivery and as Warranty Bank Guarantee on delivery.	incorporated.	
46	156	Appendix 'H'	2	PWBG. A Performance cum-Warranty Bank Guarantee (PWBG) of 3 % of value of the Total Contract Price including taxes and duties would be furnished by the Bidder in the form of a Bank Guarantee to sequentially act as Performance Bank guarantee till the delivery and as Warranty Bank Guarantee on delivery .	Seller should have the option to submit separate PWBG for each vessel valid till warranty period of each vessel.	To be complied as per RFP. PWBG of 3% to be maintained at all times with the Buyer till complete discharge of contractual obligations
47	156	Appendix 'H'	2	The PWBG shall be submitted by the Bidder within one month of signing of contract and shall be valid for a period, until three months beyond the warranty period, as specified in the RFP.	In Appendix "H", para 1.4 (c), it is mentioned that seller should submit the documents within 45 days, the same be maintained for PWBG also.	Comply as per RFP.
48	156	Appendix 'H'	2	PWBG - Post invocation PWBG value is to made good by additional guarantee of equivalent amount.	1. As per para 2, seller has to reinstate the amount drawn (if Part of the guarantee amount claimed) by the beneficiary for breach/failure to perform by the SELLER of any of the terms and	To be complied as per RFP. PWBG of 3% to be maintained at all times with the Buyer till complete discharge of contractual obligations

				conditions of the contract "related to performance clauses" on invocation by the beneficiary. 2. Restoration of the bank guarantee to the original amount after payment on invocation of the guarantee or part thereof during performance of the contract is sort of revolving single bank guarantee which overall exceeds the 3% amount.		
49	157	Appendix 'H'	3(a)	In case of delay in the project Buyer may withhold cost of the ship or 1% of base contract price whichever is higher.	As LD is already levied, In order to have cash flow for the project buyer should not withhold any amounts from stage payments.	To comply as per RFP.
50	157	Appendix 'H'	3(a) (iii)	LD waiver	In order to have cash flow for the project buyer should not withhold any stage payments and expedite processing DP extension of LD waiver cases in time.	LD waiver, if applicable, will be processed as per the conditions stipulated in the RFP without delay.
51	157	Appendix 'H'	3(c)	Consequence of Delay in Delivery of B&D spares. In the event of the Seller's failure to have the B&D Spares delivered by the date/dates specified in the contract, the Buyer may, at his discretion withhold any payment until the whole of the Spares have been supplied.	Be changed to "In the event of the Seller's failure to have the B&D Spares delivered by the date/dates specified in the contract, the Buyer may, at his discretion withhold relevant or proportionate payment until the whole of the Spares have been supplied.	To comply as per RFP.

52	158	Appendix 'H'	4	<p>Denial Clause. In case the delay in delivery is attributable to the seller or a non-force majeure event, the Buyer may protect himself against extra expenditure during the extended period by stipulating a denial clause (over and above levy of LD) in the letter informing the supplier of extension of the delivery period. In the denial clause, any increase in statutory duties and/or upward rise in prices due to the Price Variation Clause (PVC) and/or any adverse fluctuation in foreign exchange are to be borne by the seller during the extended delivery period, while the Buyer reserves his right to get any benefit of downward revisions in statutory duties, PVC and foreign exchange rate. Thus, PVC, other variation and foreign exchange clauses operate only during the original delivery period.</p>	<p>It is proposed that the clause may be deleted as LD clause is applicable to the SELLER which will take care of any delay in the delivery of the vessel. Further, making the Seller absorb the adverse impact of FER rise and enabling the Buyer avail the benefit of fall in FER are mutually contradictory and not balanced.</p>	Comply as per RFP.
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53	158	Appendix 'H'	4	Denial Clause	Seller should also reserve the right to get the benefit due to statutory revisions, PVC and exchange rate during the extended delivery period.	To be complied as per RFP.
54	158	Appendix 'H'	5	End User Certificate.	Be changed to "The Buyer shall also provide End User & GTE exemption Certificate as applicable and wherever feasible, for material and equipment imported for the purpose of construction of the FPVs. "	Comply as per RFP.
55	158	Appendix 'H'	7	Delivery Period Extension. In case of delay in delivery of any deliverables, The Bidder shall submit a consolidated case to the BUYER showing the effect of delays on the project including causes at least 05 months in advance prior to contracted delivery date.	Period be made 3 months in advance.	No amendment envisaged. Comply as per RFP.
56	159	Annex I to Appendix 'H'	1(a)	Stage payments	Request to confirm whether APBG is to be submitted only for stage 1 & 2.	All Advance Payments to be secured with BGs. Stage payments will be as per conditions stipulated at Appendix 'H' and Annexure I to Appendix 'H' of RFP.
57	159	Annex I to Appendix 'H'	1(a)	Stage payments	Will BNE cost be included in the total contract cost and paid along with stage payments or BNE cost will be paid at actuals at the time of purchase.	Cost of all BNE items to be included in the Basic cost as per para 1, Annexure I Appendix 'J' (as amended vide SI 79) of RFP and will

						be paid in stages as per RFP provisions.
58	159	Annex I to Appendix 'H'	2.1	Delivery schedule	Request to confirm completed vessel is to be delivered at Sellers premises only.	Delivery to be as per the premises indicated at para 2.1, Annexure I to Appendix 'H' of RFP.
59	161	Annex I to Appendix 'H'	1(a) (xv)	Stage XV – 10% of Vessels fixed cost will be paid on completion of 'Shipyard Guarantee Liabilities' and GRDD final reading of D 448 and completion of all defects/ guarantee liabilities/ Guarantee Repairs Dry Docking.	It is proposed that stage XV payment be released along with stage XIV payment against equivalent Bank Guarantee. This will ease the working capital requirement	Comply as per RFP.
60	165	Annex III to Appendix 'H'	1	The bidder should submit the costing of PMS for the entire duration of the project which includes Delivery of FPVs, Liquidation of Guarantee Defects and Completion of GRDD, Supply of B&D Spares and Completion of Modifications (if any) as per detailed requirements enumerated in the succeeding paragraphs.	A definite period for PMS services to be defined like '03 months post warranty period of last FPV.'	Duration already indicated as per Appendix 'H' to RFP.
61	166	Annex IV to Appendix 'H'	1(a) (i)	However, ERV clause shall not be applicable to contracts in following conditions	This para (i) is not applicable as the delivery schedule of the vessel is more than one year. Hence, same to be deleted.	Yard to comply as per RFP.

			(i) The delivery period is less than one year; or			
62	166	Annex IV to Appendix 'H'	1(b) (i)& (ii)	Exchange Rate variation	Indicative year wise and major currency wise import content break up will be provided as per the format.	Bidders to comply to Annexure IV to Appendix 'H' of RFP
63	166	Annex IV to Appendix 'H'	1 (b) (b) (iii)	ERV clause will not be applicable in case delivery periods for imported content are subsequently to be re-fixed/extended unless the reasons for delivery period extension are attributable to the buyer.	In case delivery periods for imported content are subsequently to be re-fixed/extended unless the reasons for delivery period extension are attributable to the buyer, ERV will not be payable on extended period.	Yard to comply as per RFP.
64	166	Annex IV to Appendix 'H'	1(b) (iii)	Exchange Rate variation	Grace period of 12 months is be provided for claiming unspent/unclaimed ERV.	Bidders to comply to Annexure IV to Appendix 'H' of RFP
65	166	Annex IV to Appendix 'H'	1(b) (iii)	ERV clause will not be applicable in case delivery periods for imported content are Subsequently to be refixed/extended unless the reasons for delivery period extension are attributable to the buyer.	ICG to consider following amendment: ERV clause will not be applicable in case delivery periods for imported content are subsequently to be refixed/extended unless the reasons for delivery period extension are attributable to the buyer. In addition, the ERV will be paid as per the exchange rate which is lesser between the date of original delivery period and actual transaction date.	No amendment envisaged. Yard to comply as per RFP.
66	166	Annex IV to Appendix 'H'	1 (b) (iv)	The Base Exchange Rate will be the BC Selling Rate of the Parliament Street Branch of State Bank of	The Base Exchange Rate will be the BC Selling Rate of the Parliament Street Branch of State Bank of India, New Delhi/ Commercial Branch of State Bank of	Comply as per RFP.

67	166	Annex IV to Appendix 'H'	1(b) (iv)	India, New Delhi. The Base Exchange Rate will be the BC Selling Rate of the Parliament Street Branch of State Bank of India, New Delhi.	India, Kolkata. To be amended to read : "The Base Exchange Rate will be the BC Selling Rate of the Parliament Street Branch of State Bank of India, New Delhi / Local Branch of the State Bank of India at seller's location.	No amendment envisaged. Yard to comply as per RFP.
68	167	Annex IV to Appendix 'H'	1(b) (v)	Exchange Rate variation - ERV will be paid as per the exchange rate on the ERV reckoning date and date of transaction.	"It is suggested that ERV shall be paid as per the exchange rate which is lesser between the date of original delivery period and actual transaction date"	ERV is applicable as per conditions stipulated at Annexure IV to Appendix 'H' of RFP
69	167	Annex IV to Appendix 'H'	1 (b) (vii)	Third Party ERV is not applicable.	This needs to be withdrawn for the sake of protecting CG's interest in terms of unjustified price quote by OEMs due to very unstable FOREX movements.	Comply as per RFP.
70	167	Annex IV to Appendix 'H'	2	The year-wise amount of foreign exchange component of the imported items as indicated in the contract shall be adjusted for the impact of exchange Rate Variation of the Rupee based on the exchange rate prevailing on the date of each transaction, as notified by the SBI, Parliament Street Branch, New Delhi	To be amended to read : The year-wise amount of foreign exchange component of the imported items as indicated in the contract shall be adjusted for the impact of Exchange Rate Variation of the Rupee based on the exchange rate prevailing on the date of each transaction, as notified by the SBI, Parliament Street Branch, New Delhi/Local Branch of the State Bank of India at seller's location	No amendment envisaged. Yard to comply as per RFP.
71	168	Annex V to Appendix		PWBG format	1. Validity of PWBG should be up to delivery period of each ship as stage XV as per contract will be withheld till	Amendment not envisaged. Comply with

		'H'			completion of warranty. 2. If Stage XV is paid along with Stage-XIV, The PWBG can be kept valid up to warranty period of last vessel with provision for proportionate reduction in PWBG on completion of warranty of each ship.	conditions stipulated as per RFP.
72	171	Annex VI to Appendix 'H'	4 (c)	Format for extension of delivery period/Performance notice	Seller should also get benefit of upward revision of prices in materials and other taxes as buyer.	To be complied as per RFP.
73	172	Appendix 'J'	1.2 & 2	Ser (i) (l) total cost mentions that this will be used for L1 determination and para 1.2 says L-1 bidder will be determined on the basis of quoted cost of all items including taxes and duties payable to Central/State/Local Governments including BNE items sourced from common single source.	Request confirm L1 is determined including or excluding GST on completed vessel.	(a) L1 bidder will be determined on the basis of quoted cost of all items including taxes & duties. Para 1.2.1 of Appendix 'J' to RFP, as applicable. (b) GST will be paid by the Buyer on completed vessel. In case of any change in tax structure, only incremental/decremental change will be paid. Note at para 2 of Appendix 'J' to RFP is applicable.
74	172	Appendix 'J'	1.2.1	1.2.1 L-1 bidder will be determined on the basis of quoted cost of all items including taxes and duties payable to Central/State/Local Governments including BNE items sourced from common	This para indicates that L1 Bidder will be determined based on quoted cost including Taxes and Duties payable on the Vessel. However, in remarks Column of SI No (l) of the Price Bid Format, it is indicated as "This will be used for determining L1 Vendor" is written which is the Total Cost of the Vessel without	(a) L1 bidder will be determined on the basis of quoted cost of all items including taxes & duties. Para 1.2.1 of Appendix 'J' to RFP, as applicable. (b) GST will be paid by the Buyer on completed

				single source (Annexure I to Appendix 'J').	Taxes. Please confirm that the remark indicated at SI No (I) is meant to be at SI No (n) which is Total Cost including Taxes.	vessel. In case of any change in tax structure, only incremental/decremental change will be paid. Note at para 2 of Appendix 'J' to RFP is applicable.
75	172 & 20	Appendix 'J' Part III	1.2.1 & 55	L-1 bidder will be determined on the basis of quoted cost of all items including taxes and duties payable to Central/State/Local Governments including BNE items sourced from common single source ...Buyer Nominated equipment/system/components (BNE) to be procured from a single source would be included in determination of L1.	Exclusion of Single Source BNE from determination of L1 Bidder was introduced as a part of amendment to DPP 2016 for providing a level playing field to all bidders w.r.t. the cost of nominated equipment. This vital provision was further reinforced in DAP 2020 with clear definition of various sub-items to be considered as BNE cost. FPV RFP is governed by the provisions DAP 2020. However, it is observed that the cost of single source BNE is included for the L1 determination. We request that the L1 determination for 14 FPVs project be undertaken post exclusion of cost of single source BNE in line with DAP 2020.	Cost of all BNE items to be included in the Basic cost as per para 1, Annexure I Appendix 'J' of RFP (as amended vide SI 79) and will be paid in stages as per RFP provisions. The cost of all BNE cost has been included under basic cost as per provisions of standardised Shipbuilding RFP (Schedule I to Chapter XII of DAP-2020) and Chapter XII of DAP 2020.
76	172	Appendix 'J'	1.3	In cases where Custom Duty is not exempted...	Presently, shipyards are exempted from payment of Customs duty on import of inputs for Shipbuilding purposes vide Sr No. 559 of MoF notification No. 50 /2017 - Customs dated 30 Jun 2017 (copy placed at Annexure 1). However, recently issued MoF Notification No. 02/2023-Customs dated 01 Feb 2023 (copy placed at Annexure 2) phases out this Customs duty exemption for imports of equipment and material beyond 31 Mar 2025.	To be compiled as per RFP. No Customs Duty Exemption will be processed by ICG.

					Please confirm whether ICG would issue Customs Duty Exemption Certificates (CDEC) for imports for 14 FPVs project beyond 31 Mar 2025.	
77	172	Appendix 'j'	1.3	Customs duty	Presently Basic customs duty exemption is availed. Request to confirm whether customs duty will be reimbursed or not if available exemption is removed during execution of the project.	To be complied as per RFP. No Customs Duty Exemption will be processed by ICG.
78	175	Appendix 'j'	2	Taxes and Duties. All Indirect Taxes and Duties will be paid at actuals or as indicated in the Commercial bid by the Bidder, whichever is lower. In case of any change in the tax structure rates by BUYER'S Government, only incremental/decremented change will be paid.	Request confirm - Any change in the tax structure rates (incremental/decremented change) on completed vessel will be paid by the Buyer.	GST will be paid by the Buyer on completed vessel. In case of any change in tax structure, only incremental/decremental change will be paid. Note at para 2 of Appendix 'j' to RFP is applicable.
79	176	Annex I to Appendix 'j'	Tab 2	List of Buyer Nominated Equipment As per RFP, HD HF-VLF receiver EK-896, MSS MK-II & Software Defined Radios are to be sourced from single vendor. Since, these vendors being single source of supply the negotiation power is very less at later stage.	It is proposed that these buyers nominated single vendor equipment may be put under variable cost and payment shall be made at actuals plus fixed commissioning and handling charges or as agreed mutually during the contract negotiation.	02 BNEs (Commn. Eqpt.) i.e. EK-896 & SDR deleted from the RFP. Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23.

80	180	Appendix 'K'	5.2	Force majeure shall mean fires, floods, natural disasters, or other acts such as war, turmoil, strikes, sabotage, explosions, beyond the control of either party	It is proposed that ' pandemic ' may also be included and the para be amended accordingly.	No amendments envisaged. Comply with para 5.2 of Appendix 'K' to RFP
81	180	Appendix 'K'	5.2	Force majeure shall mean fires, floods, natural disasters, or other acts such as war, turmoil, strikes, sabotage, explosions, beyond the control of either party	To be amended to read : Force Majeure shall mean fires, floods, natural disasters, Pandemic or other acts, that are unanticipated or unforeseeable and not brought about at the instance of, the party claiming to be affected by such event, or which, if anticipated or foreseeable, could not be avoided or provided for and which has caused the non-performance or delay in performance, such as war, turmoil, strikes, sabotage, explosions, quarantine restriction beyond the control of either party.	No amendment envisaged. Yard to comply as per RFP.
82	190	Annex I to Appendix 'K'	16	<u>PCIP</u> . The validity of this Integrity Pact shall be from date of its signing and extend up to 5 years or the complete execution of the contract to the satisfaction of both the Buyer and the Bidder/Seller, whichever is later.	ICG to consider following amendment : "to the satisfaction of both the Buyer and the Bidder/Seller" may be amended to read as " as per the terms of the contract".	No amendment envisaged. Yard to comply as per RFP.
83	191	Annex II to		EMD Bank Guarantee Format	Propose to be re-worded as: Whereas (hereinafter called the	EMD format to be as per RFP

		Appendix 'K'	Whereas (hereinafter called the "Bidder") has submitted their offer dated for the supply of (hereinafter called the "Bid") ...	"Bidder") has submitted their offer dated <u>will submit their offer</u> for the supply of.....(here in after called "Bid") ...	
84	191	Annex II to Appendix 'K'	EMD Bank Guarantee Format	The format provided for EMD Bank Guarantee does not contain "Notwithstanding Clause". As per extant regulations, banks cannot issue Bank Guarantees without this clause. Propose following Notwithstanding Clause to be added [same as in Annexure II to Appendix H of the RFP (Format for Advance BG)]: Notwithstanding anything contained herein above:- (a) Our liability under this Guarantee shall not exceed Rupees (in words). (b) This Bank Guarantee shall remain valid until (hereinafter the expiry date of this guarantee) the Bank Guarantee will cease to be valid after irrespective whether the Original Guarantee is returned to us or not. (c) We are liable to pay guaranteed amount or any part thereof under this Bank Guarantee only and only if you serve upon us a written demand or a claim in writing on or before (Expiry Date).	EMD format to be as per RFP
85	191	Annex II to Appendix	Earnest Money Deposit (EMD) and Bank Guarantees	As per Gol MOD notification No. 4(23)/D(Acq.)/22 dated 20-Sep-2022 (copy placed at Annexure 3), Earnest	Confirmed.

		'K'		Money Deposit, Performance-cum-Warranty Bank Guarantee (PWBG) and Performance Bank Guarantee (PBG) in the form of electronic bank guarantee (e-BG) is also accepted. Request confirm that e-BG can be issued towards EMD for 14 FPVs project.	
86	191	Annex II to Appendix 'K'	3	This guarantee will remain in force upto and including 45 days after the period of 18 months/ contract signing whichever is later and any demand in respect thereof should reach the Bank not later than the above date	As per Bankers, a specific date is required to be mentioned regarding the validity of the BG, as Contract signing date is presently not conclusive. Hence, it is proposed that the BG will remain valid 45 days after the period of 18 months from the last date of bid submission.
87	192	Appendix 'L'	2(a)	FINANCIAL QUALIFICATION PARAMETERS - Financial Parameter Attribute No 1- Long Term Credit Rating.	The financial qualification parameters stipulated in the RFP mandated the requirement of possessing Credit rating minimum 'A' or equivalent. It is brought out that considering the overall project cost (based on average annual turnover and working capital requirement) with delivery period endorsed in RFP as 5.25 years, the yearly cash outflow requirement falls under Cat F3. As per DAP 20, this project should fall under Cat F3 and the credit rating required should be 'BBB' or equivalent.
88	194	Section 'G'		General: Form 1 - Minimum Technical Qualification Parameters	If the bidder is cleared and having a valid Technical Qualification Certificate by the Indian Navy for similar vessels, than can the same will be accepted by the Buyer or again a separate technical qualification will be carried out by the Buyer.
					As per provisions of RFP.
					Typographical Error. For Credit Rating requirement minimum 'A' at Para 2(a) of Appendix 'L' Read minimum 'BBB' and For Working Capital Requirement Rs 44.2 Cr at Para 2(b) of Appendix 'L' Read Rs 66.30 Cr.

89	197	Annex III to Appendix 'L'	1	Form 2	Can Form 2 be signed by a competent officer from Finance Dept and submitted as there is no mention of it to signed by a statutory auditor.	Both Form 1 and Form 2 to be signed by the Statutory Auditor and supported with documentary proof.
90				Price Variation Clause	Annex. VIII to Appendix M of DAP 20 provides for applicability of PVC for project delivery period greater than 36 months. Considering the delivery period for 14 FPVs to be 63 months as per RFP, please confirm that the PVC will be applicable for 14 FPVs project in accordance with provisions of DAP 20.	PVC Not applicable.
91					GTE Exemption. As per DPIT Order No.P-45021/2/2017-PP (BE-II) dated 04 Jun 20 and dated 16 Sep 20 Global tender enquiry shall not be issued for items/ services value < 200 Cr except with the approval of competent authority as designated by Department of Expenditure. The same is applicable to only DPSU's. Obtaining GTE exemption for the equipment's will take considerable time for DPSU's when compared to the private shipyards who need not take this exemption. This will have impact on the delivery timelines of the project. Therefore, in order to have a level-playing field for participating and executing the	No amendment envisaged. Comply as per RFP.

				<p>project, following solutions have been suggested:-</p> <p>(a) MOD / ICG to take necessary exemption /approvals for issuance of GTE for items / equipment with only foreign vendors.</p> <p>(b) Alternatively, MOD / ICG to introduce a clause in RFP stating that procurement of all items with foreign vendors to be undertaken as per DPPIIT guidelines brought out above.</p>	
92	General			<p>Government e-Market place (GeM). The government guidelines mandates PSU's to procure Goods and Services through GeM. Following are the implications of the same:-</p> <p>(a) Creates an unfair ground of competition between government and private agencies for the same RFP.</p> <p>(b) The purpose of self-reliance is not achieved by limiting the policy to only PSU/ DPSUs.</p> <p>(c) The above procedure entails increase in time of procurement thereby effecting project timelines and progress of the project.</p> <p>Therefore, to have a level-playing field, it is suggested to mandate the aforementioned guidelines for procurement through GeM in RFP.</p>	<p>Query pertains to a policy issue beyond the scope of extant RFP.</p>

RFP OF 14 FAST PATROL VESSELS – PRE BID QUERIES TECHNICAL

SI	Section of RFP	Description	Shipyard's Comments/Query	Remarks		
	Page No	Section of RFP	Para (Sub Para)			
1	24	Section-A	1 & 2(a)(i)	1. Function / Role. A medium range surface platform capable for operation in Maritime zones of India and around island territories in depths greater than 3.5 meters. 2(i) EEZ and Coastal Patrol including shallow waters upto depth of 3.5 Mtrs.	It is requested to confirm shallow water depths operating limitation either it is upto 3.5m depth or atleast 3.5m depth as Para 1 indicates greater than 3.5 m depth.	Water depth 3.5 M or more. Yard to comply as per RFPs
2	24	Section-A	2(a)(i)	EEZ and Coastal Patrol including shallow waters upto depth of 3.5 Mtrs.	EEZ and Coastal Patrol including shallow waters in depths greater than 3.5 meters.	Confirmed. Water depth 3.5 M or more.
3	24	Section-A	3(a)	Length overall	It is understood that the water depth will be 3.5 M or more. Please confirm	Yard to comply as per RFP.
4	25	Section-A	3(d)	Draught	Request confirm the length overall is inclusive of water jet protrusions in the aft Request increase the draft of the vessel to 2.25m in full load displacement	Draught amended as "not exceeding 2.25 m in full load displacement". Corrigendum to RFP issued vide MoD ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23.
5	25	Section-A	3 (d)	Draught: Not exceeding 2.1 m in full load displacement	With requirements of minimum thickness for shell & Deck as mentioned in the RFP (Section A	Draught amended as "not exceeding 2.25 m in full load displacement".

					para 36) and 8 men RHIB with articulated crane, the displacement will be higher. In view of this, request ICG to reconsider the requirement of draught to not exceeding to 2.25m instead of 2.1 m	Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23.
6	25	Section-A	4(a)	Max Continuous Speed 33 Knots at 92% MCR power of engines at full load displacement. The remaining 8% reserve power will be demonstrated to record speed at 100% MCR at full load displacement during CST (In sea state 0-2 and with clean hull).	View weight sensitive ship, 33 knots speed at 100% MCR at full load displacement is achievable and increase in speed requirement might require higher size engines that cannot be accommodated in the Hull form. Hence, the requirement of achieving 33 knots at 92% MCR power of engines at full load displacement, may please be reviewed.	Yard to comply as per RFP.
7	25	Section-A	4(C)	Cruising Speed 12 to 14 Knots.	Cruising speed of 12 knots shall be considered for calculation of endurance of the vessel. Please confirm.	Yard to comply as per RFP
8	25	Section-A	10	COTS technology (marine grade) to be incorporated to the maximum extent feasible Lightweight composite materials shall be used.	Please clarify if GRP can be used for superstructure.	Yard to comply as per RFP
9	26	Section-A	18	Automation in domestic services ship husbandry, maintenance, general lighting system logistic and management services shall be adopted.	Request to clarify the level of automation required for the domestic services.	Moderate level of automation to be proposed by Bidders

10	26	Section-A	18	Automation in domestic services ship husbandry, maintenance, general lighting system logistic and management services shall be adopted.	Scope of automation in General Lighting may please be elaborated.	Yard to comply as per RFP and propose.
11	26	Section-A	21	Two Marine version Multipurpose Drone (IP rating 56) with Artificial Intelligence (w.r.t ops scenarios) capability having minimum 10 km range and minimum 90 minutes flying time capable of holding appropriate payload (not less than 03 kgs in addition to the cameras etc.) including one-day camera (min 10X optical zoom) and one TI camera (min 640 X 480 resolution) with real-time video feed for operations in fair weather sea conditions with wind resistance upto 25 knots and capability to be operated from ships at sea to be provided. The drone should be self-capable to take off and land on moving ships in all emergency conditions. Equipped with failsafe features viz. Multiple GPS for redundancy, Return to ship on low battery & communication failure and Moving platform auto correct.	Recommended Vendor list / specification for Multipurpose Drone may be provided.	Specifications indicated at Para 21, Section A to Appendix 'A' of RFP to be complied and Shipyard to propose the vendor list.
12	26	Section-A	21	Two Marine version Multipurpose Drone (IP Rating 56) with Artificial Intelligence ...	We have approached various Drone vendors for meeting the stipulated requirements. It is observed that the mentioned specifications for drone system	Drone is a yard supply item as per RFP. Shipyard to propose vendor list.

					are quite stringent and most of the suppliers are not able to comply for marine platform. Also the vendors identified are not conforming to the long term performance of proposed system. The Drone vendors have brought out constraints in terms of carrying the Pay Load of 3 kgs and meeting the 10 km range and 90 mins flying time with battery. Only one vendor (M/s Sagar Defence) has confirmed meeting the requirements and hence this is turning out to be a single vendor situation. View this, request consider classification of Marine Version Multipurpose Drone as a Buyer Furnished Equipment (BFE) or request provide other vendors meeting the requirements.	
13	26	Section-A	21	Multipurpose Drone	Request provide indicative known vendor list for the same	Shipyard to propose vendor list
14	26	Section-A	21	21. Two Marine version Multipurpose Drone (IP rating 56) with Artificial Intelligence (w.r.t ops scenarios) capability having minimum 10 km range and minimum 90 minutes flying time capable of holding appropriate payload (not less than 03 kgs in	It is recommended to convert this particular item under BNE category and recommend list of vendors. Else the Drone item can be converted to BFE Category to have data restriction on the capabilities of the Drone. If not, it is requested to indicate make,	Drone is yard supply item as per RFP. Shipyard to propose vendors.

				addition to the cameras etc.) including one-day camera (min 10X optical zoom) and one TI camera (min 640 X 480 resolution) with real-time video feed for operations in fair weather sea conditions with wind resistance upto 25 knots and capability to be operated from ships at sea to be provided. The drone should be	models acceptable with view of commonality for all shipyards.	
15	26	Section-A	21	Two Marine version Multipurpose Drone (IP rating 56) with Artificial Intelligence (w.r.t ops scenarios) capability having minimum 10 km range and minimum 90 minutes flying time capable of holding appropriate payload (not less than 03 kgs in addition to the cameras etc.) including one-day camera (min 10X optical zoom) and one TI camera (min 640 X 480 resolution) with real-time video feed for operations in fair weather sea conditions with wind resistance upto 25 knots and capability to be operated from ships at sea to be provided. The drone should be	Nominated Vendors for supply of Marine Version Multipurpose Drone with Artificial Intelligence capabilities to be indicated. Requirement of Artificial Intelligence capabilities in Multipurpose Drones to be elaborated.	Yard to comply as per RFP and propose vendor list.

				self-capable to take off and land on moving ships in all emergency conditions. Equipped with failsafe features viz. Multiple GPS for redundancy, Return to ship on low battery & communication failure and Moving platform auto correct.		
16	26	Section-A	23	The vessels shall be built and classified under dual class notation. The classification notation for ABS is + A1 HSC (special Government service) +AMS or equivalent. ABS or LRS or GL or BV or DNV or NK will be one classification society and IRS shall be the other classification society.	Understand from Para No. 1, Section A of GLS that the intended operation area for the vessel is: " <i>Maritime Zones india and around island territories in depths greater than 3.5 m</i> ". In order to comply with the operating area of the vessel, CSL propose to include the below Service area in the class notations: " <i>Coastal Service upto 250 nm from place of shelter</i> " This will be in line with the notations of similar platforms in service with ICG. This will also help in optimizing the structure for the operating region of the vessels.	Yard to comply as per as per RFP.
17	26	Section-A	23	A Tripartite Agreement is required to be signed between the Buyer, Seller and the Classification Societies for the project. The Buyer's representative will be part of the Technical Evaluation Process for selection of the Classification Society and finalizing the scope of the class survey. The	The scope of class surveys shall be based on the class rules for notations intended for the vessels. Please confirm.	Yard to comply as per as per RFP.

				Classification Society will be involved upto the completion of guarantee period of Ship as applicable based on buyer's directives. Satisfactory completion certificate by the Buyer rep will be a mandatory requirement for job completion by the Class.		
18	26	Section-A	23	Classification. The vessels shall be built and classified under dual class notation. The classification notation for ABS is + A1 HSC (special Government service) +AMS or equivalent	As the operational requirement of the vessel is Sea State 4, the class notation of ABS will have to be changed to + A1 HSC (special Government service) Significant Wave height as per Sea State 4, OE, Circle E, +AMS. Request ICG to reconcile the indicated ABS class notation	Equivalent Classification Notation in accordance with para 23, Section A of Appendix A of RFP, duly factoring the survivability/ operational envelop criteria prescribed i.a.w. para 1, Section B of Appendix A and at other places of the RFP.
19	26	Section-A	23	1. Classification. The vessels shall be built and classified under dual class notation. The classification notation for ABS is + A1 HSC (special Government service) +AMS or equivalent. ABS or LRS or GL or BV or DNV or NK will be one classification society and IRS shall be the other classification society. A Tripartite Agreement is required to be signed between the Buyer, Seller and the Classification Societies for the project. The Buyer's representative will be part of the Technical Evaluation Process for selection of	(a) Service Level Agreements with Classification Society are entered in accordance with their charter to New building Vessels and the CLASS requirements, which is generally governed by their inherent SOPs. Class will issue Certificates to the vessel, as applicable based on Class Notation if the requirements are complied. Else, the certificates will be hold/ commented/ withdrawn. (b) We request to re-consider the below requirement	(a) Classification Notation in accordance with RFP (b) Yard to comply as per RFP.

				the Classification Society and finalizing the scope of the class survey. The Classification Society will be involved upto the completion of guarantee period of Ship as applicable based on buyer's directives. Satisfactory completion certificate by the Buyer rep will be a mandatory requirement for job completion by the Class.	"Satisfactory completion certificate by the Buyer rep will be a mandatory requirement for job completion by the Class."	
20	26	Section-A	23	Section A - General - Para 23 - Classification : The vessel shall be built and classified under dual class notation.	To reduce approval time, for better management and coordination - will single Class Approval can be considered.	Vessel to be built under Dual Class Notation.
21	26 & 31	Section-A	23 38(h)	1. Classification. The vessels shall be built and classified under dual class notation. The classification notation for ABS is + A1 HSC (special Government service) +AMS or equivalent. ABS or LRS or GL or BV or DNV or NK will be one classification society and IRS shall be the other classification society. A Tripartite Agreement is required to be signed between the Buyer, Seller and the Classification Societies for the project. The Buyer's representative will be part of the Technical Evaluation Process for selection of the Classification Society and finalizing the scope of the class	The Classification societies as per RFP for design and construction of FPVs shall be finalized during post contract stage. Please confirm.	Yard to comply as per RFP.

				<p>survey. The Classification Society will be involved upto the completion of guarantee period of Ship as applicable based on buyer's directives. Satisfactory completion certificate by the Buyer rep will be a mandatory requirement for job completion by the Class. 38 (h)</p> <p>Shipyard is to indicate chosen Classification society for design and construction of FPVs. Further, Class, marks and notation for registration of the vessel as relevant to the chosen classification society are to be indicated for evaluation of technical offer.</p>		
22	28	Section-A	25(b) (viii) (xiv)	<p>(viii) Model test report (in hard / soft copy) (xiv) Tank test reports</p> <p>Frames will be kept in correct position until adjacent longitudinal and outer bottom plates have been erected. When the inner bottom has been worked, transverse datum lines and the center line will be marked on the inner bottom to assist in erection of other structures. The centerline will be periodically checked for fairness. Transverse bulkheads will be carefully held in position until</p>	<p>Model test & Tank test are the same. No separate test report required. Please Confirm</p> <p>The tolerance values shall be as per Classification rules. Please confirm.</p>	<p>Both tests are different. Yard to comply as per RFP. Confirmed. Yard to comply as per RFP.</p>
23	28	Section-A	27			

				welded.		
24	29	Section-A	32	Operating Profile.	RFP mentions that the vessel shall operate greater than 20 knots, 20% of the time. Kindly provide the duration at top speed, i.e. greater than 30 knots. This will enable better selection of suitable engine.	Yard to comply as per RFP.
25	29	Section-A	33	Stability	As per NES 109, for two compartment damage, each main compartment/zone is to have a minimum length of 6m. Request to confirm the same applies to the current FPV as well.	Yard to comply as per RFP.
26	29	Section-A	34	Armament. The deck structure forward should be strengthened for fitment of one 30 mm Gun (approximate weight 3000 Kg and recoil force 5000 Kgf) and one Fire Control System(FCS) (approximately 400 Kg.) and two in number 12.7 mm Gun on bridge wing (approximate weight 400 Kg). (Guns and FCS CG supply). The 12.7 mm Gun posts shall be protected by Armour plates. Magazine compartment with firefighting system shall be provided for stowage of arms and ammunition. Hatches for handling of ammunition shall be of sufficient	Weight (for weight estimation), size (for stowage space), footprints (if any) to be provided in the pre-bid design stage	Details mentioned at Section G to Appendix 'A' of RFP. Yard to comply as per RFP.

				size. The 30 mm gun shall be provided with cooling water from ships fire main system. Seating and fitment of guns and associated systems will be yard liability.		
27	29	Section-A	35	Two tier berth cabin accommodation for 10 SOs.	RFP Para No. 7 & Para No. 35, Section A, Section A, of GLS it is mentioned that Number of Subordinate Officers is 08. Request to reconcile the numbers. Please confirm that 2 tier accommodation is to be provided for 8 No. SOs.	Quantity verified. Yard to comply with details at Appendix 'A' of RFP.
28	29	Section-A	35	Accommodation	(a) Total crew is indicative as 42 whereas the accommodation considered is 45. Request to confirm the same. (b) In addition, three tier bunks are considered for EPs in para 35. However, as per 75(d) of Section B, two tier bunks, Request to confirm the type of bunk required for Naviks	(a) Confirmed. Yard to comply as per RFP. (b) Two/ Three tier bunks to be considered for 28 Navik mess. (Preferably Two Tier)
29	29 & 51	Section-A	35 & 75(d)(i)	Accommodation. Accommodation (modular type) shall be provided for 42 personnel [07 Officers including CO (Commanding Officer), 35 Enrolled Personnel (including 08 SOs i.e. Subordinate Officers)]. Single cabin for CO, two tier bunks for Officers & SOs and three tier bunks for EPs shall be catered.	The bunk requirements for Naviks are contradictory in Sections A35 and B75 d. Request to please clarify on the same.	Two/ Three tier bunks to be considered for 28 Navik mess. (Preferably Two Tier)

				<p>Section B - Hull -Para 75 (d) (i) 28 Naviks Mess (i) 14 nos. two tier bunks with LED bunk light, two drawers and one stowage space</p>		
30	30	Section-A	36	<p>General. The hull structure shall be of a light weight design and shall be approved by classification society. The hull plating (ship side shell and deck) while meeting class requirement for strength shall not be less than 6 mm thickness. The keel plate thickness and underwater strake shall be minimum 08 mm or as per the class requirement whichever is greater. All equipment outfit and machinery shall be to normal commercial shipbuilding standards. Details of accomplishment of work not stated in this specification shall be carried out in accordance with good Ship Building Standards and class rules. Material used on weather decks to be anticorrosive type. Fasteners of all weather deck fittings are to be stainless steel.</p>	<p>As the vessel is very weight sensitive with the speed requirement of 33 Kn, request ICG to consider the thickness of shell and deck as per Classification society rules. The minimum thickness as per Class rules also includes the corrosion allowance.</p>	<p>Ship side shell and deck hull plate thickness amended to be min 05 mm. Keel plate and underwater Strake 'A' hull plate thickness amended to be min 06 mm. Corrigendum to RFP issued vide MoD ID TM(MS)/0025/CG/14 FPVS dt 20 Jun 23.</p>
31	30	Section-A	36	<p>36. General. The hull structure shall be of a light weight design and shall be approved by classification society. The hull</p>	<p>For a weight sensitive craft like this, strength analysis may be allowed to be done from basics instead from class rules.</p>	<p>Ship side shell and deck hull plate thickness amended to be min 05 mm. Keel plate and underwater Strake 'A' hull</p>

				<p>plating (ship side shell and deck) while meeting class requirement for strength shall not be less than 6 mm thickness. The keel plate thickness and underwater strake shall be minimum 08 mm or as per the class requirement whichever is greater. All equipment outfit and machinery shall be to normal commercial shipbuilding standards. Details of accomplishment of work not stated in this specification shall be carried out in accordance with good Ship Building Standards and class rules. Material used on weather decks to be anti-corrosive type. Fasteners of all weather deck fittings are to be stainless steel.</p>		<p>plate thickness amended to be min 06 mm. Corrigendum to RFP issued vide MOD ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23.</p>
32	31	Section-A	38(C)	<p>Preliminary Resistance and Powering Calculations. Paint Flow test to align bilge keel and other appendages.</p>	<p>Preliminary Resistance report shall be submitted as part of the technical offer. Paint flow test is part of the model testing, and therefore, cannot be furnished at this stage. The same shall be conducted during model testing at post contract stage.</p>	<p>Confirmed.</p>
33	31	Section-A	38(F)	<p>Structural strength calculations for the complete ship shall be carried out using modelling software with emphasis on dynamic loads due to Gun firing, impact on slamming on bow structure & effects on main</p>	<p>Structural Strength Calculation for the complete ship shall carried out using modelling software during detailed design phase post award of contract. These calculations will be submitted to</p>	<p>Yard to comply as per RFP.</p>

				hull mid-section etc.	class and ICG for their approval. However, these calculations are highly time consuming and hence may not be practicable to carry out during bid stage considering tight bid submission deadlines. In view of the above, strength calculations for the complete ship shall be carried out and submitted to ICG during detailed design phase post award of the contract.	
34	31	Section-A	38(f)	Structural strength calculations for the complete ship shall be carried out using modelling software with emphasis on dynamic loads due to gun firing, impact on slamming on bow structure and effects on main hull mid section etc.	Please confirm. As the design during bid stage is preliminary in nature, it is recommended that the structural modelling and analysis for complete ship be carried out post award of contract. It is suggested that Basic Design strength report, calculated based on applicable rules and regulations, local analysis for gun firing, slamming etc. be carried out at bid stage.	Yard to comply as per RFP.
35	31	Section-A	38(f)	Structural strength calculations for the complete ship shall be carried out using modelling software with emphasis on dynamic loads due to Gun firing, impact on slamming on bow structure & effects on main hull mid-section etc.	The Structural strength analysis report will be provided post award of contract during the functional design stage. Request confirm	Yard to comply as per RFP.
36	31	Section-A	38(h)	Shipyard is to indicate chosen Classification society for design	Shipyard will indicate class notations of class societies likely	Yard to comply as per RFP.

				and construction of FPVs. Further, Class, marks and notation for registration of the vessel as relevant to the chosen classification society are to be indicated for evaluation of technical offer.	to be considered. The same will be finalised post declaration of L1. The chosen class society shall be indicated in the Build Specification post award of contract.	
37	31	Section-A	39	Full scale report on the completed vessel shall be submitted to the Coast Guard along with delivery of the first vessel. Further, Dynamic analysis including free and forced vibration of hull, shafting and main machinery including transient dynamic analysis catering to shock and impulse load shall be carried out during detailed designing and complete report shall be submitted to the Coast Guard.	Since the vessel and the equipment are not shock graded, we opine that shock loads need not be considered in dynamic analysis for shafting and main machinery. Accordingly, machinery shall be to normal commercial shipbuilding standards as specified in Pg.30, Para 36. Please confirm.	Yard to comply as per RFP
38	32	Section-A	49	49) Growth Margin. The vessel shall have adequate future growth margin on Weight, VCG rise and space. This shall be 5% of full load displacement (Weight), 3% VCG rise. Further 1% service margin to be considered additionally for future requirements during the service life of the vessel. Design must consider adequate (minimum 5%) construction margin, Final weight and distribution data, data	5% Construction margin to be considered of light ship weight. Please confirm.	Confirmed

				on future growth margin available for weight, VCG rise and service margin shall be provided to the owner with delivery of ship.		
39	32	Section-A	50	50. Model Testing. Model testing is to be conducted in India with International reputed agency having wider data bank and vast experience in testing and suggesting improvements to hull form and propeller design especially military ship for carrying out Resistance test (at Light load and full load displacements), Resistance test with and without appendages, Paint flow test, Maneuvering test as IMO res A751/18 at standard and max draught, Sea Worthiness test in irregular seas as per Indian Ocean spectra for ship speed 0,2,5, 10,12,16,20,24,28,32,33 and 0, 4 and 8 knot astern. Test to be in deep water. Propulsion test (standard and Max draught) and Resistance & Propulsion tests (speed range between 02-33 knots ahead and 0, 04 and 08 knots astern). The tests would be witnessed by two reps of Coast Guard. The expenditure on	It is understood that the CFD analysis mentioned here is for the bid/technical offer submission. Kindly confirm.	Confirmed. Yard to comply as per RFP

				boarding, lodging & travel of ICG reps shall be borne by the Buyer. Details of test requirement shall be provided while finalizing building specifications. The verification of offered design especially in respect of resistance and powering shall also be undertaken through CFD analysis by an international reputed agency and submitted to CG. In case, a proven hull form is offered there will be no requirement of model test. However, the model test report shall be shared with CG for verification of the proven hull form.		
40	32	Section-A	50	Model Testing	Model testing is to be conducted in India with International reputed agency having wider data bank and vast experience in testing and suggesting improvements to hull form and propeller design especially military ship for carrying out Resistance test (at Light load and full load displacements). Wider data bank for model test with the hull form of Water jet and with water jet configuration is likely to be unavailable with internationally reputed Indian agency. Request to revisit the requirement.	Yard to comply as per RFP.

41	32	Section-A	50	<p>50. Model Testing. Model testing is to be conducted in India with International reputed agency having wider data bank and vast experience in testing and suggesting improvements to hull form and propeller design especially military ship for carrying out Resistance test (at Light load and full load displacements), Resistance test with and without appendages, Paint flow test, Manoeuvring test as IMO res A751/18 at standard and max draught, Sea Worthiness test in irregular seas as per Indian Ocean spectra for ship speed 0,2,5, 10, 12, 16,20,24,28,32,33 and 0, 4 and 8 knot astern. Test to be in deep water. Propulsion test (standard and Max draught) and Resistance & Propulsion tests (speed range between 02-33 knots ahead and 0, 04 and 08 knots astern). The tests would be witnessed by two reps of Coast Guard. The expenditure on boarding, lodging & travel of ICG reps shall be borne by the Buyer. Details of test requirement shall be provided while finalizing building specifications. The verification of</p>	Request confirm IIT Chennai and NSTL as potential Model testing agencies.	Yard to comply as per RFP.
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				<p>offered design especially in respect of resistance and powering shall also be undertaken through CFD analysis by an international reputed agency and submitted to CG. In case, a proven hull form is offered there will be no requirement of model test.</p> <p>However, the model test report shall be shared with CG for verification of the proven hull form.</p>		
42	32	Section-A	50	<p>Model Testing. Model testing is to be conducted in India with International reputed agency having wider data bank and vast experience in testing and suggesting improvements to hull form and propeller design especially military ship for carrying out Resistance test (at Light load and full load displacements), Resistance test with and without appendages, Paint flow test, Manoeuvring test as IMO res A751/18 at standard and max draught, Sea Worthiness test in irregular seas as per Indian Ocean spectra for ship speed 0,2,5, 10, 12, 16,20,24,28,32,33 and 0, 4 and 8 knot astern. Test to be in deep water. Propulsion test</p>	<p>Request to consider the provision of conducting model testing at international facilities of repute. Domestic facilities may face issues in meeting the timelines and/ or scope. Recommend to have both the options, available with yards.</p>	Yard to comply as per RFP.

				(standard and Max draught) and Resistance & Propulsion tests (speed range between 02-33 knots ahead and 0, 04 and 08 knots astern). The tests would be witnessed by two reps of Coast Guard. The expenditure on boarding, lodging & travel of ICG reps shall be borne by the Buyer. Details of test requirement shall be provided while finalizing building specifications. The verification of offered design especially in respect of resistance and powering shall also be undertaken through CFD analysis by an international reputed agency and submitted to CG. In case, a proven hull form is offered there will be no requirement of model test. However, the model test report shall be shared with CG for verification of the proven hull form.		
43	32	Section-A	50	The verification of offered design especially in respect of resistance and powering shall also be undertaken through CFD analysis by an international reputed agency and submitted to ICG.	Can we also consider CFD model analysis by Reputed domestic institutes like IIT Kharagpur / IIT Chennai ? Recommend to have both the options, available with yards.	Yard to meet RFP requirement
44	33	Section-A	51(a)	Dead Weight Considerations. The Shipyard shall provide Light ship	150 kg per person is on higher side. Recommended crew weight	Yard to comply as per RFP.

				and dead weight calculations. Following Dead weight considerations shall be provisioned in addition to the design margin:- (A) Crew (42) , 150 Kg per person (Including Baggage)	including baggage is 100 kg per person. To be clarified.	
45	34	Section-A	61	Aluminium used for the deckhouse and other structural members shall be as follows a) Plates A5083 or A 5086 or equivalent b) Sections A 6061 T6 or equivalent	Can we also have the option of A 6082 T6 Al-Mg-Si alloy for extrusions?	Yard to comply as per RFP.
46	34	Section-A	62	Piping	All fasteners for piping and weather deck fittings shall be of SS material. Request clarification	Comply as per RFP. Fittings include grab rail, storm rail, guard rail, SS chain, door/ hatch opening opening/ closing mechanism etc.
47	35	Section-A	65	Use of double door in engine room and Acoustic insulation to reduce noise level be considered.	We understand that use of double door in engine room implies two door system. Main door -> Intermediate Space (like Air Lock) -> Engine Room. Plz confirm.	Yard to comply as per RFP.
48	40	Section-A	85	Guarantee Period and docking	Bracket bush clearance shall be measured and recorded. No Brackets in the vessel. So this is not applicable. Please confirm	Typographical Error. "Bracket Bush Clearance shall be measured and recorded." to be deleted at Para 85, Section A, Appendix 'A' of RFP.

49	40	Section-A	85	Guarantee Period and Docking. All the charges for the yard facilities during Ships GRDD i.e. electricity, tugs, pilot, fresh water and any other charges envisaged during GRDD are to be borne by the Shipyard including if the ship is sought at Yard premises by shipyards for guarantee repairs.	Confirm charges for POLs, crew etc. will be borne by buyer for the positioning the vessel for GRDD at shipyard premises or any other location as mutually agreed.	The details already amplified at Para 85, Section A of Appendix 'A' and at other places of RFP.
50	40	Section-A	85	The ship will be docked, bottom cleaned and painted before delivery.	We understand Painting (before delivery) is restricted to the damaged surface only. Damaged areas will be identified along with Paint OEM. Plz confirm.	Top coat of entire ship including repair of damaged area
51	40	Section-A	85	If the period between launching and delivery exceeds 01 year, the ship will be docked for inspection of underwater hull and fittings, clearing up and painted, as required before sea trials.	a) We understand, the statement is meant to be worded as under. If the period between launching and Sea Trials exceeds 01 year, the ship will be docked for inspection of underwater hull and fittings, clearing up and painted, as required before sea trials. b) Moreover, Painting (before sea trial) is restricted to the damaged surface only. Damaged areas will be identified along with Paint OEM.	Yard to comply as per RFP.

					c) Also, please confirm docking requirements before delivery under this particular condition (wherein vessel has been already recently docked pre sea trials).	
52	40	Section-A	87	Vendors and Suppliers for Material, Machinery and Equipment	Can we have the Coast Guard approved and recommended List of the vendors? Latest list of Vendors for Material, Machinery and Equipment will be highly resourceful to shipyards for ensuring best supply chain for the project.	Shipyard to propose vendor list during formulation of Build Specs.
53	40	Section-A	87	General: Buyers Nominated / Recommended Vendors.	Other there any Buyers Nominated / Recommended Vendors for this RFP	Yard to comply as per RFP.
54	40	Section-A	88	Product Support and Logistics. Shipyard shall seek assurance from OEMs that the equipment being supplied shall be most modern and compliant to latest IMP Regulations and shall not become obsolete at least till 05 years from expiry of guarantee period for the last ship in class. Further software upgrade also shall be catered without cost implications by OEM/s for up to 05 years from completion of guarantee period of last ship of the	Be changed to "Further software upgrade also shall be catered without cost implications by OEM/s for up to 05 years from completion of guarantee period of respective ship of the Class".	Comply as per RFP.

				Class.		
55	41	Section-A	90	Artificial Intelligence - A separate AI capable Predictive Maintenance system with requisite software and hardware (with PCs/ MFDs) to be provided. The software to be equipped with self-learning algorithm for analysis of major machinery viz. Main Engine, DAS, Gear-Box, HP Air compressor parameters and inputs from IMCS to perform following functions: (c) Predict the probability of failure of a sub-system/ component well advance in time.	The clause requires development of a AI software with self learning algorithm for major machinery. This creates a limitation wherein the machinery should be able to provide the real time data for the software to do the preventive maintenance analysis. This may limit the choice for vendors for such machinery. Request clarify.	Yard to comply as per RFP.
56	41	Section-A	92	Rules and regulations/ standards as indicated in the Guideline Specifications (Appendix 'A' to the RFP) are to be complied with.	Rules and regulations/ standards as indicated in the Guideline Specifications (Appendix 'A' to the RFP) till the date of issue of RFP only can be considered. Any new rule would attract financial and time implications.	Yard to comply as per RFP.
57	41	Section-A	92	Rules and regulations/ standards as indicated in the Guideline Specifications (Appendix 'A' to the RFP) are to be complied with. However, in case any rules and regulations/ standards are found superseded by fresh ones, the same may be proposed by Shipyard and proven upto	If such modifications in rules and regulations / standards occur after signing of the contract, such changes may be incorporated with mutually agreed extra time and cost.	Yard to comply as per RFP.

				satisfactory standards.		
58	42	Section-B	4	Corrosion allowance should be catered as per Class rules. A minimum of 2 mm allowance should be catered for Keel and two strakes on both sides adjoining keel.	It is recommended to incorporate that the gross thickness of the keel plate and adjacent strakes shall be of 5 mm inclusive of corrosion addition or as per class rules, whichever is greater.	Corrosion allowance as per class rules & thickness of plates as per sl. 30 above. Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
59	42	Section-B	4	Corrosion Allowance. Corrosion allowance should be catered as per Class rules. A minimum of 2 mm allowance should be catered for Keel and two strakes on both sides adjoining keel. (A) The minimum thickness of shell plating is to be 8 mm or as per class rules whichever is greater for underwater hull. The remaining portion of shell and deck plating is to be in conformity with Class requirement and shall not be less than 06 mm thickness. (B) Material used on weather decks are to be anti-corrosive type. Fasteners of all weather deck fittings are to be of Stainless Steel (SS-316L).	(a) The requirement of 8mm for underwater shell plating is too high for this class of vessels with a speed requirement of 33 Kn. Request ICG to consider the thickness of shell and deck as per Classification society rules. (b) The minimum thickness as per Class Rules also includes the corrosion allowance.	Corrosion allowance as per class rules & thickness of plates as per sl. 30 above. Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
60	42	Section-B	4	Section B - Hull -Para 4 : Corrosion Allowance: Corrosion allowance should be catered as per Class rules. A	We refer to ABS 7-A1-4/35.3 TABLE 2, "Steel Wastage Allowances, Conventional Vessels Under 90 M (295 Feet),"	Corrosion allowance as per class rules & thickness of plates as per sl. 30 above. Corrigendum to

				<p>minimum of 2 mm allowance should be catered for Keel and two strakes on both sides adjoining keel.</p> <p>(a) The minimum thickness of shell plating is to be 8 mm or as per class rules whichever is greater for underwater hull. The remaining portion of shell and deck plating is to be in conformity with Class requirement and shall not be less than 06 mm thickness.</p>	<p>which mentions that the percentages of Individual Wastage Allowances considered in rule requirement. The percentages are a minimum 25%.</p> <p>We request that Section B - Hull - Para 4, Corrosion Allowance be reworded as:</p> <p>Corrosion allowance should be catered as per Class rules. The minimum thickness of shell and deck plating is to be in conformity with Class requirement.</p>	<p>RFP issued vide MoD ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23</p>
61	42	Section-B	4(a)	<p>The minimum thickness of shell plating is to be 8 mm or as per class rules whichever is greater for underwater hull. The remaining portion of shell and deck plating is to be in conformity with Class requirement and shall not be less than 06 mm thickness.</p>	<p>The scantling requirement shall be as per Classification society rule requirement. Kindly note that based on CSL's past experience, for a vessel of this dimension and speed, the minimum thickness values given in the RFP are higher than what is usually given. This will result in an unnecessary weight increase in vessel, which in turn will cause increase in resistance and higher propulsion power. This will increase Initial cost and operating cost of the vessel including fuel consumption and maintenance costs. Hence, it is requested to reword the statement as,</p> <p>"The hull plating (shell and deck) shall meet class requirement for</p>	<p>Thickness of plates as per sl. 30 above.</p> <p>Corrigendum to RFP issued vide MoD ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23</p>

					strength, however, the minimum thickness shall not be less than 5 mm. The keel plate thickness and strake 'A' should be 5 mm or as per the class requirement whichever is higher"	
62	42	Section-B	4(a)	The minimum thickness of shell plating is to be 8 mm or as per class rules whichever is greater for underwater hull. The remaining portion of shell and deck plating is to be in conformity with Class requirement and shall not be less than 06 mm thickness.	The minimum thickness to be restricted as per class requirements with view of Light weight construction and weight sensitive specifications of vessel.	Thickness of plates as per sl. 30 above. Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
63	42	Section-B	4(a)	Hull Structure The minimum thickness of shell plating is to be 8 mm or as per class rules whichever is greater for underwater hull. The remaining portion of shell and deck plating is to be in conformity with Class requirement and shall not be less than 06 mm thickness.	The minimum thickness of 8mm for underwater hull and 6 mm for remaining shell and deck is considerably high for this kind of vessel, and is almost double the requirement of previous similar ships built for coast guard at GRSE. It shall have a considerable weight impact and may not be possible to meet the required speed with the required dimensions. As the vessel is very weight sensitive and in view above, propose the minimum thickness as per class rules.	Thickness of plates as per sl. 30 above. Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
64	42	Section-B	5	Stem. Formed welded steel plates of suitable thickness shall be used for the stem.	Possibility of using stem bar may be allowed to accommodate low angle of entrance	Yard to comply as per RFP.

65	44	Section-B	29	At least two manholes shall be provided for larger tanks/ void spaces to the extent feasible	It is requested to confirm the size of tanks that shall be considered as large tanks	Yard to comply as per RFP.
66	45	Section-B	30	Windows. Window frames in the deckhouse shall be of light alloy/ brass.	For IN ships, Window frames shall be lightweight aluminium alloy is being used. The same may be recommended for the instant project.	Yard to comply as per RFP.
67	45	Section-B	35	Insulation and Lining. Partition bulkhead and insulation shall be provided in accordance with General Arrangement drawing and approved insulation plan respectively. Thermal insulation shall be provided on all ship side, deck heads exposed to weather in accommodation/air-conditioned spaces. Thickness shall be as per the insulation plan. Linings/Panelling shall be fitted in spaces of preferably lightweight Honey Comb Structural Panel (HCSP).	1. Insulation plan shall be as per Class requirements. 2. For IN ships FAT insulation is being used as per NCD 1430. Confirm the same can be used.	Yard to comply as per RFP.
68	45	Section-B	35	... Linings / panelling shall be fitted in spaces of preferably lightweight Honey Comb Structural panel	Double skin Sandwich Wall Panels and Single Skin Ceiling panels can also be used for Accommodation outfitting, as per design scheme of the Shipyard. Panels will be Type approved / Certified by CLASS. Plz confirm	Yard to cater for RFP requirements.
69	45	Section-B	36	Deck Covering. Lightweight epoxy deck covering schemes complying with latest NCD 3717/ Epoxy based deck covering to be carried	Confirm if location of deck covering shall be as per NCD 3717	Yard to comply as per RFP.

				out for bathrooms, Alleyways, AHU and galley shall be provided. Deck covering drawing shall be approved by Coast Guard.		
70	45	Section-B	39	Guards, stanchions shall be sufficiently high.	Guards and stanchions shall be 1000 mm high from deck. Request confirm the same.	Yard to comply as per RFP.
71	46	Section-B	42	Storm Rails. At all external walls, passage-ways, staircases etc. storm rails of stainless steel will be provided.	Section A, Para 61 states superstructure shall be aluminium. In view of this, Al. storm rails is recommended for weather decks.	Yard to comply as per RFP.
72	46	Section-B	45	Rigging Plan	It is requested to provide indicative Bill of material based on previous ships in service	As per standard ship operating procedure
73	47	Section-B	54	Bollards and Fairleads. Welded Twin Bollard of galvanized steel will be fitted as per approved berthing/ mooring plan. Bollards and Fairleads shall be welded on main deck as per approved plan.	Bollard of MS material will be provided. Painting inside and outside shall be as per CGBR 382 issue -2. Request conform.	Yard to comply as per RFP.
74	47	Section-B	55	Fairleads of cast steel galvanized are fitted with closing bar welded on deck, one located near each bollard. Towing and mooring arrangement is as per approved plan.	Connecting plates of Fairleads will be MS material.	Yard to comply as per RFP.
75	47	Section-B	56	Anchor Chain Pipe & Hawse Pipe. The anchors shall be situated as per the General Arrangement	Chain cable of Grade CC3 will be provided. Request confirm	Yard to comply as per RFP.

					drawing. Chain (Naval & Hawse) pipe of steel welded to the deck and extended to the chain locker. The end of chain pipe is to be armoured with round bar.		
76	47	Section-B	57	OBM Tank / Flushing Kit. Two OBM tanks and one flushing kit shall be provided. Suitable location for stocking up POL for OBM to be provided.	Dimensions / Capacity, Material of OBM tank may be indicated	Yard to cater as per RFP & propose.	
77	47	Section-B	59 All furniture, lockers, cupboard, etc will be manufactured from lightweight honeycomb material as finalized in consultation with CGRPS	Can we consider provision for Lightweight Aluminum furniture, Powder Coated? Yard may like to use combination option of Al and Honeycomb as Material of construction for various cabin furniture and lockers, based on design requirements and vessel weight considerations.	Yard to comply as per RFP requirements and propose accordingly.	
78	48	Section-B	69	Notice Boards	Size & material of notice board may be provided	Yard to cater as per RFP & propose.	
79	48	Section-B	70	08 sleek notice boards shall be provided with aluminum anodized frame without locking arrangement. The size and location of the notice boards for various compartments are finalised in consultation with CGRPT	Size of notice board may be provided	Yard to cater as per RFP & propose.	

80	48	Section-B	71	Additional boards	Size of notice board may be provided	Yard to cater as per RFP & propose.
81	49	Section-B	75(a) (xx)	01 Play Station (latest brand)	Recommended to shift to Wardroom Requirement	Yard to comply as per RFP.
82	50	Section-B	75(b) (xvi)	01 Bluetooth Soundbar	No connecting device is available in the List envisaged for Cabin. Recommended to shift to Wardroom Requirement	Yard to comply as per RFP.
83	51	Section-B	75(d) (i)	28 Naviks Mess 14 nos. two tier bunks with LED bunk light, two drawers and one stowage space	It is proposed that, three tier bunks shall be provided to suit layout. May please be clarified.	Two/ Three tier bunks to be considered for 28 Navik mess. (Preferably Two Tier)
84	53	Section-B	75(k)	Naviks and SO's Dinning Space/ DCHQ (Equipped with)	Elaboration on DCHQ Equipped with: it is understood that in case of emergency, the Dinning Space to be used as DCHQ Post for assembling.	Confirmed.
85	53	Section-B	75(k)	Section B - Hull -Para 75 (k) Naviks and SO's Dining Space/ DCHQ (equipped with).	Navik's and SO dining space : Request to allow for 50% of the SO & Naviks be occupied at a time. 100% seating at a time looks very difficult considering space requirement. Request to please clarify on the same.	50% capacity of the SOs and Naviks may be considered.
86	54	Section-B	76 & 86	01 Heavy Duty Modular Provision Store (350Kgs) for Ship's Galley.	It is understood that Heavy Duty Modular provision store indicated at both points are the same and to be confirmed.	Confirmed. Separate victualing and Provision stores to be provided as per RFP.

87	54	Section-B	82	Naval & OBS Store	Confirmation required on whether single compartment is enough for both Naval & OBS Store	Yard to comply as per RFP.
88	55	Section-B	85	Baggage Store to be provided	No undertraine accommodation is envisaged for platform. Recommended that this requirement may be removed.	As per RFP
89	55	Section-B	87	Flow meter arrangement on supply and return off lines to Main Engines	Generally flowmeters are provided on supply lines and not on return lines. Please confirm	Yard to comply as per RFP.
90	56	Section-B	90	Painting. The paint scheme for Bilges, machinery spaces and Ballast tanks are to be indicated by yard with life not less than half life of the ship.	Performance guarantee for paints in bilges, machinery spaces shall be 05 years, extendable upto 10 years. Request Confirm	Yard to comply as per RFP.
91	57	Section-B	104	Anchor Capstan and Mooring Arrangement (a) Two electric driven "Anchor Capstan" on fore deck with dual speed for independent anchor/cable operation. Anchor Capstan should have provision for manual operation/cross connection for operation in case of emergency.	As anchor capstan is electric driven, providing manual hoisting of anchor is not feasible. Provision of handling one anchor with both the anchor capstan will be provided.	Yard to comply as per RFP
92	57	Section-B	105	105. Towing Hook. Ship shall have an arrangement for towing/being towed. One 5 tons	Clarify towing hook or towing bollard may be provided	Yard to comply as per RFP

				Towing Hook bollard pull (continuous) with auto release to be provided and shall be fitted at the main deck aft. The design and layout shall cater for suitable arrangement at aft deck and fore deck respectively for 'towing a vessel of similar tonnage' and for 'self-towing'. All necessary towing hooks gears to be provided.		
93	58	Section-B	106	Aluminum Gangway. Two numbers Aluminum Gangway with load testing of adequate size shall be provided in consultation with CGRPT.	Aluminium brow ladder of dimensions 3000 (L) x 600 (W) mm will be provided	Approx Gangway Dimension of length 3 to 4 m and width 0.6 to 0.8 m. To be provided in consultation with CGRPT.
94	58	Section-B	107	Pneumatic Rubber Fenders. 06 nos. cylindrical thermo laminated closed cell fenders (size – 32") shall be provided.	(i) Clarify Pneumatic rubber fenders or cylindrical thermo laminated closed cell fenders to be provided. Size will be finalized based on standard size available.	Yard to comply as per RFP.
95	59	Section-B	114	Boats and Cranes (a) One eight men Rigid inflatable Boat (RIB) SOLAS compliant with accessories having max speed 30 Knots to be provided. Provision to be made in RIB control panel to check consumption of fuel/ RPM for endurance calculations, Self-righting capability.	a) As this vessel is with three engine configuration, there will be separate intake structure on the weather deck and space available on the weather deck will be very less. In view of this, request ICG to consider 4.7m RIB instead of 8 men RHIB. c) Request ICG to consider	Requirement of RIB and Crane amended to "One 4.7 m RIB with one Articulated/ Telescopic Crane". Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23

				(c) One articulated crane for handling boats and RIB (SWL to meet Buyer's as well as Classification Society's requirement)	telescopic option of the crane for handling RHIB in order to optimize the stowage and operational capability.	
96	59	Section-B	114	Section B - Hull-Para 114: Boats and Cranes (a) One eight men Rigid Inflatable Boat (RIB) SOLAS compliant with accessories having max speed 30 Knots to be provided. Provision to be made in RIB control panel to check consumption of fuel/ RPM for endurance calculations, Self-righting capability.	As per NCD 4003 of 4.7M RIB, maximum speed is 22-25 Knots achievable @85% MCR of OBM in Light Load Condition (boat with all fittings, complete fuel and 03 men crew). Understand that NCD need not be followed. Please advise.	Requirement of RIB and Crane amended to "One 4.7 m RIB with one Articulated/ Telescopic Crane". Corrigendum to RFP issued vide MOD ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
97	59	Section-B	114(a)	Boats and Cranes (a) One eight men Rigid Inflatable Boat (RIB) SOLAS compliant with accessories having max speed 30 Knots to be provided. Provision to be made in RIB control panel to check consumption of fuel/ RPM for endurance calculations, Self-righting capability.	Max speed 22-25 Knots achievable @85% MCR of OBM in Light Load Condition (boat with all fittings, complete fuel and 03 men crew). To be clarified. Reference may be drawn from NCD 4003, ISSUE 6 (Year 2015)	Requirement of RIB and Crane amended to "One 4.7 m RIB with one Articulated/ Telescopic Crane". Corrigendum to RFP issued vide MOD ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
98	59	Section-B	114(c)	Boats and Cranes One articulated crane for handling boats and RIB (SWL to meet Buyer's as	If the crane is placed in center of the deck, there will be considerable increase in the boom length and weight. It shall have an impact on the	Requirement of RIB and Crane amended to "One 4.7 m RIB with one Articulated/ Telescopic

				well as Classification Society's requirement). The crane shall be located at the center of the deck so as to allow freedom of boat lowering on either side of the ship.	stability and speed requirement of the vessel. Hence propose to consider crane on the shell side similar to previous ships similar ships built to coast Guard. It is also requested to advise significant wave height in which the crane will be operated as there a direct implication on the weight of the crane.	Crane". Corrigendum to RFP issued vide MOD ID TM(MS)/0025/CG/14 FFPVs dt 20 Jun 23
99	59	Section-B	118	Diving Equipment. Two sets of BASCA with associated auxiliaries and repair kit shall be provided. Diving equipment lockers to be provided in internal compartment.	Pattern number will be as per provided to IN ships	Yard to comply as per RFP.
100	60	Section-B	120	List of webblings shall be supplied for Boarding/ Landing party is listed at Annexure 'V' to Appendix-A.	Pattern number will be as per provided to IN ships	Yard to comply as per RFP.
101	60	Section-B	121	Ammunition Davit	(i) Request indicate the capacity of the ammunition davit	Ammunition Davit SWL 250 Kg
102	60	Section-B	121	121. Magazine Compartment and Ammunition Davit. A Magazine compartment for storing Ammunition and other small arms/ other guns shall be catered. The compartment shall have flooding and sprinkling system for firefighting. Racks for stowage of rifles/ other arms/ ammunition shall	Maximum weight of ammunition that has to be lifted may be provided	Ammunition Davit SWL 250 Kg

				also be catered with lock/ release arrangement in consultation with CGRPT. A portable davit for removing heavy ammunitions/ gunnery stores shall also be catered at weather deck i.e. through a suitably located hatch on the weather deck. Magazines for		
				Ammunition as per Explosive Regulation (NMER-0862) shall be provided. Two magazine keyboards, 01 in captain's cabin and 01 in officer's cabin to be provided with lock and key (mesh type), talley plate etc. to be provided .		
103	60	Section-B	124(f)	One ship's bell (Material Naval Brass, size 8) with ship's name engraved to be fitted on an appropriate location.	Ships bell of size 300dia is required to be provided to meet collision requirements. Request Confirm	To comply as per COLREG i.a.w. para 24(d) of Section A to Appendix 'A' of RFP.
104	61	Section-B	124 (M)	Maintenance Management Software: A Maintenance Management Software package for ship's maintenance, planned machinery maintenance (PPM), Defect record & tracking and maintenance forecast & planning as per CG requirements to be installed and commissioned. The software package should be	Please confirm if the PPM software can be combined with AI capable Predictive Maintenance System as per Para 90, Section A of GLS.	Requirements indicated at Para 90, Section A and Para 124(m), Section B of Appendix 'A' of RFP are different and Yard to comply as per RFP.

				capable of indicating Maintenance Routines falling due on various equipment fitted onboard and spares requirement, as per OEM promulgated schedule. The software should also be capable of interlinking onboard spares with actual spares requirement and indicating future requirement to meet Minimum stock Level.		
105	63	Section-C	16	Regulation for the prevention of air pollution from ships and NOx technical code as amended and applicable at the time of delivery of the vessel.	All statutory compliances are generally based on date of contract signing / Keel laying and not based on the date of delivery	Yard to comply as per RFP.
106	64 & 80	Section-C	17, 27	17. Each engine will be capable of being started and stopped from remote/ local position, i.e MCR/Engine room. Necessary standard accessories for proper engine operation to be also provided as per OEM/class recommendation. The engine will be suitable for exploitation using LSHFSD fuel without any limitation. Additional fuel filtration requirement, if any, to be catered. 27. Remote Control System. Remote control system for propulsion machinery will be part	Kindly clarify whether remote operation of main engines from wheelhouse is required.	Starting of MEs from Local and MCR only.

				<p>of machinery and be able to operate from MCR and Wheelhouse. The control system for the propulsion package may be obtained from the engine manufacturer. Local emergency starting and stopping facilities will be provided on the engines. The control systems will be designed so that the local manual emergency controls will not be rendered inoperable by a failure of the remote control systems. Starting and stopping of the main engine will be provided from Local, MCR and Wheel house. An emergency stop control will be provided in the MCR and Bridge.</p>		
107	64	Section-C	19	<p>Water Jet System/Drive. Steerable Water Jets with accessories connected with Main Engine through reverse reduction gear boxes. Back flushing arrangement of water jets are to be provided. Material for impeller and impeller shaft for water jets shall be of stainless steel. Shaft locking arrangement will be provided. During trailing, to ensure lubrication, Trailing pump to be</p>	<p>As per the requirement, the trailing lubrication oil pump has to be in the Gearbox.</p>	<p>Yard to comply as per as per RFP.</p>

		<p>provided in Gear Box. Grating shall be provided in inlet duct. The vessel is to be designed and constructed for water jet propulsion, driven by marine diesel engine located around mid-ship</p>		
108	64 & 80	<p>Section-C</p> <p>19, 5(d)</p> <p>19. Water Jet System/Drive. Steerable Water Jets with accessories connected with Main Engine through reverse reduction gear boxes. Back flushing arrangement of water jets are to be provided. Material for impeller and impeller shaft for water jets shall be of stainless steel. Shaft locking arrangement will be provided. During trailing, to ensure lubrication, Trailing pump to be provided in Gear Box. Grating shall be provided in inlet duct. The vessel is to be designed and constructed for water jet propulsion, driven by marine diesel engine located around mid-ship.</p> <p>5 (d) Emergency supplies will be arranged for selected internal and external communication equipment, navigation light, emergency lights, one steering motor, one submersible pump</p>	<p>Request confirm the followings:</p> <p>a) Since steerable Waterjet system/Drive is indicated in sl.no-19 of Section-C, (Engineering), requirement of supply for Steering Motor from EDG to be confirmed.</p> <p>b) Provision for Preferential Tripping arrangement needs to be elaborated.</p>	<p>(a) Typographical error, "one Steering Motor" at Para 5(d), Section D of Appendix 'A' of RFP to be deleted.</p> <p>(b) As per RFP. A preferential trip is an automated logic for PGD of the ship which is designed to disconnect the non-essential load from the main bus bar in a sequential manner (from least preference load to higher) in case of partial failure or overload of the main supply.</p>

				socket with preferential trip and battery charging system from emergency generator and for equipment as per class rule.		
109	64	Section-C	19	<p>19) Water Jet System/Drive. Steerable Water Jets with accessories connected with Main Engine through reverse reduction gear boxes. Back flushing arrangement of water jets are to be provided. Material for impeller and impeller shaft for water jets shall be of stainless steel. Shaft locking arrangement will be provided. During trailing, to ensure lubrication, Trailing pump to be provided in Gear Box. Grating shall be provided in inlet duct. The vessel is to be designed and constructed for water jet propulsion, driven by marine diesel engine located around mid-ship.</p>	<p>Is the Waterjet system proposed to be of type approved? Please confirm</p>	<p>Type/ Class approved with proven reference list, high reliability and established product support in India to be offered as per RFP.</p>
110	65	Section-C	25	<p>The gear boxes shall have following features: (a) Lightweight metal housing (b) Trailing pump</p>	<p>Request to confirm whether it is acceptable to cater the Trailing pump to be provided either in the Gearbox or out of the Gearbox as per Gearbox OEM design/recommendation.</p>	<p>Yard to comply as per RFP.</p>

111	65 & 69	Section-C	27 & 56	<p>Remote control system for propulsion machinery will be part of machinery and be able to operate from MCR and Wheelhouse. The control system for the propulsion package may be obtained from the engine manufacturer.</p> <p>The purpose of this system is to provide control and monitoring of all the ship's machinery and systems, mainly to enable unattended operation in machinery spaces during normal sailing and in harbour. Following will be catered :-</p> <ul style="list-style-type: none"> (i) Propulsion machinery (ii) Automatic Power Generation and Distribution System (iii) Auxiliary Machinery and System including flood warning/ fire alarm (iv) Steering Gear System (v) Tank Content System 	<p>Control of propulsion system is indicated in both remote control of propulsion system from engine manufacturer as well as part IMCS.</p> <p>Please confirm, Control of propulsion system can be provided either from engine manufacturer or IMCS manufacturer.</p>	Yard to comply as per RFP.
112	66	Section-C	39(d)	<p>Pumps. Pumps will be sized to serve connected system, machinery, or equipment, during all specified service conditions. Pumps are to be adequately rated to serve connected system,</p>	<p>Provision of stop/running status of pumps considered as control & monitoring of pumps from IMCS. Please confirm.</p>	Remote start/ stop of Bilge & GS and Fire & GS pumps and monitoring of other pumps

				<p>machinery, or equipment, for all specified service conditions. Following are to be catered in the system design:- (d) Control & Monitoring of pumps is to be available through IMCS.</p>		
113	67	Section-C	40(a)	<p>Pumps</p>	<p>Material for Impeller for FW specified is NAB or GM and for sea water applications it is NAB. Super Duplex Stainless steel (SS316) is also suitable for the purpose. Request to amend the requirement.</p>	<p>Yard to comply as per RFP</p>
114	67	Section-C	45	<p>One portable motor driven pump for transfer of lub oil of 1 HP capacity suitable with operation with power supply of 230 V, 1 ph, 50 Hz capable of transfer of oil from drums to the ship's storage tanks is to be provided. Sufficient suction and discharge hoses to be supplied along with the pump.</p>	<p>Reputed makers of marine Pump are not having single phase pumps in their product folio. Hence, request to modify this requirement to 3 Phase pumps. Otherwise, request ICG to recommend some pump manufacturers who would meet this criterion.</p>	<p>Yard to comply as per RFP. Shipyard to propose vendors.</p>
115	68	Section-C	49	<p>Fresh Water Generator. Two (2) no. fresh water generator of 5 ton/day capacity each (for redundancy), working on Reverse Osmosis principle will be provided</p>	<p>As per RFP, 2 No. Fresh water Generators of 5TPD capacity are required. Due to space constraint 01 no RO plant is proposed, as in</p>	<p>Yard to comply as per RFP.</p>

				to produce fresh water for domestic purpose, drinking and maintenance. The product line of plant will be connected to fresh water storage tank. UV sterilizer to be provided for domestic fresh water system.	previous FPVs.	
116	68	Section-C	49	<p><u>Section C- Engineering - Para 49 : Fresh Water Generator</u></p> <p>Two (2) no. fresh water generator of 5 ton/ day capacity each (for redundancy), working on Reverse Osmosis principle will be provided to produce fresh water for domestic purpose, drinking and maintenance. The product line of plant will be connected to fresh water storage tank. UV sterilizer to be provided for domestic fresh water system.</p>	We understand that 2 nos. of Fresh Water Generators will be used, and no separate RO plant will be used.	02 Nos. RO plant to be provided As per RFP
117	68	Section-C	50	<p>50. Ventilation and Air Conditioning. The ship is to be fully air-conditioned for extreme tropical condition. Laid down temperature requirements for various compartments such as Magazine, equipment spaces, operation room, cabin etc. are to be provided. Adequate redundancy</p>	HVAC shall be as per Class rules	Yard to comply as per RFP.

				<p>in A/C capacity is to be provided with 02 plants wherein any plant shall be capable of meeting 100% load. AC plants should be of non CFC/ environmental friendly refrigerant. Central Air conditioning for extreme tropical conditions in all living and working spaces (will be able to take full loads) including Galley, MCR and ammunition store will be provided. The system will be Class approved including heat load calculations and air distribution system, as applicable. Forced Ventilation and Exhaust arrangement for other spaces will be provided. Ventilation and air conditioning system will be designed for ventilation, the temperature and humidity control of the living and working compartments, and for the removal of stale air from the sanitary room and galley. The AC system will also cater for 30 mm gun with provision of isolating flap. Spare refrigerant for one time full charging of AC plant to be provided in cylinder.</p>		
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118	68	Section-C	50/ Ventilation & Air Conditioning	The system will be Class approved including heat load calculations and air distribution system as applicable.	Class rules and regulations are applicable only for ventilation system. Air conditioning system (heat load, ducting, etc) is not purview of the Class. System will be designed as per internationally recognized standards (ASHRAE & SMACNA)	Yard to comply as per RFP.
119	68	Section-C	51	1. The air conditioning plant (Class approved), will be installed with 100% redundancy for all major subsystem of the plant and shall consist of the following: (a) 02 nos. Compressor (One working & One standby) (b) 02 nos. Condenser (One working & One standby) (c) 02 nos. External mounted seawater cooling pump of adequate capacity (One working & One standby) (d) 01 no. Control panel with switches and control instruments (e) 02 nos. receivers (One working & One standby)	It is submitted that Air conditioning plant is not a class approved item. Hence, the requirement of Class Approval of AC Plant be dispensed with.	Yard to comply as per RFP.
120	68	Section-C	51	AC Plant	Chilled water pumps are not mentioned as one of the elements of AC plant. Request clarification.	Yard to comply as per RFP.

121	69	Section-C	53	<p>Section C- Engineering - Para 53</p> <p>(a) "Ambient temperature : 40 deg C (Dry bulb); 30 deg C (wet bulb), Sea water temp: 32 Deg C, Air Humidity 70%(upper limit)."</p>	<p>The DBT, WBT and relative humidity combination is not matching as per psychometric chart. Please reconfirm the values.</p> <p>The increase in ambient air temperature will increase the heat load and equipment size drastically and thus will have impact on vessel's weight.</p> <p>Realistic figures would be as mentioned in previous RFP SECTION - C 3 (a) (1) "Ambient Temperature. Dry Bulb 34.5 degrees C, wet bulb 30 degrees C and sea water 33 degrees C."</p>	<p>Typographical Error. For 30 deg C (wet bulb) read 35 deg C (wet bulb).</p>
122	69	Section-C	56(a)	<p>1. Integrated Machinery Control System (IMCS)</p> <p>(a) The vessel will be provided with a Class approved Integrated Machinery Control System to provide control and monitoring of all the ship's machinery and systems mainly to enable unattended operation in machinery spaces during normal sailing and in harbor . One MFD will be fitted in the bridge for IMCS and two in</p>	<p>It is understood that Multi Function Display (MFDs) are only for monitoring purpose and there will not be any control from MFD. Please confirm the requirement of Multi-Function Console/ Workstation for controls with technical specifications and quantity.</p>	<p>Yard to comply as per RFP.</p>

				<p>MCR. The fire monitoring and bilge level monitoring systems will be integrated with the IMCS. The IMCS provided will be flexible, scalable and easy to configure. It will have a two level architecture with a supervisory level and a data acquisition and control level. Dual redundant data – bus for data communication routed to optimum survivability will be provided. The system will meet IMO and classification requirement.</p> <p>(b) Purpose. The purpose of this system is to provide control and monitoring of all the ship's machinery and systems, mainly to enable unattended operation in machinery spaces during normal sailing and in harbour. Following will be catered :-</p> <ul style="list-style-type: none"> (i) Propulsion machinery (ii) Automatic Power Generation and Distribution System (iii) Auxiliary Machinery and System including flood warning/ fire alarm (iv) Steering Gear System (v) Tank Content System 	
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123	69	Section-C	56	<p>The purpose of this system is to provide control and monitoring of all the ship's machinery and systems, mainly to enable unattended operation in machinery spaces during normal sailing and in harbour. Following will be catered :-</p> <ul style="list-style-type: none"> (i) Propulsion machinery (ii) Automatic Power Generation and Distribution System (iii) Auxiliary Machinery and System including flood warning/ fire alarm (iv) Steering Gear System (v) Tank Content System 	<p>Automatic Power Generation and Distribution System is specified as a part of IMCS. However APMS will be provided as combined system with switchboard. Please confirm.</p> <p>Para 56 (iii) of RFP indicates that, IMCS shall control and monitor Auxiliary Machinery and Systems. However, no additional details about which auxiliary system and extent of control.</p>	<p>Yard to comply as per RFP. Additional details would be subsequently shared during design stage.</p>
124	69	Section-C	56(b)	<p>IMCS: the purpose of system to provide control and monitoring of all ship's machinery and systems.</p>	<p>It is requested to confirm only following systems to be catered for IMCS: Propulsion System (ME, GB & WJs); APMS & PGD(DA & MSB); Flood Warning & Fire alarm System; Steering Gear System; Tank Content System.</p>	<p>Yard to comply as per RFP.</p>
125	69	Section-C	56(b)	<p>(b) Purpose. The purpose of this system is to provide control and monitoring of all the ship's machinery and systems, mainly to enable unattended operation in machinery spaces during normal</p>	<p>(iv) Steering Gear System To be replaced with 'Water jet system'</p>	<p>Typographical error, "one Steering Motor" at Para 5(d), Section D of Appendix 'A' of RFP to be deleted.</p>

				sailing and in harbour. Following will be catered (i) Propulsion machinery (ii) Automatic Power Generation and Distribution System (iii) Auxiliary Machinery and System including flood warning/ fire alarm (iv) Steering Gear System (v) Tank Content System		
126	69	Section-C	56(B)	Purpose. The purpose of this system is to provide control and monitoring of all the ship's machinery and systems, mainly to enable unattended operation in machinery spaces during normal sailing and in harbour. Following will be catered :- (i) Propulsion machinery (ii) Automatic Power Generation and Distribution System (iii) Auxiliary Machinery and System including flood warning/ fire alarm (iv) Steering Gear System (v) Tank Content System	As per this paragraph, Control & monitoring of Propulsion Machinery is to be part of IMCS. However, as per Para 27, Section C of GLS, Remote Control System for Propulsion needs to be from the Engine OEM. Does this mean that IMCS needs to be from Engine Manufacturer. Please clarify.	Yard to comply as per as per RFP.
127	69	Section-C	56(B)(i) v)	Purpose. The purpose of this system is to provide control and monitoring of all the ship's machinery and systems, mainly to	Please note that Since the ship is Water Jet controlled steering gear system is not applicable. Hence proposed for deletion.	Typographical error. Para 56 (b)(iv) of Section C, Appendix 'A' to RFP is deleted.

				enable unattended operation in machinery spaces during normal sailing and in harbour. Following will be catered :- (iv) Steering Gear System		
128	71	Section-C	66	Valve construction for LO & FO, bilge ballast lines is mentioned as GM whereas pipe is MS material.	Kindly re-confirm material of Valve construction for LO & FO, bilge ballast lines as the pipe material is MS.	Yard to comply as per RFP.
129	71	Section-C	66	Specification of system piping material	The recommended / proposed system piping material is placed as Enclosure 1	Yard to comply as per RFP.
130	72	Section-C	69	Both Fire & GS Pump and Bilge & GS pump will be capable of supplying the cooling water to one engine at a time at partial load operation as per OEM recommendation. In case of DG Set the requisite cooling water will be available at full load.	Does it mean that both the pumps shall be capable of serving one Engine (partially) alongwith DG Set together or separately at different time. To be elaborated/clarified.	Yard to comply as per RFP.
131	73	Section-C	71	Bilge System	Bilge alarm system shall be part of Automatic Flood detection system having a dedicated alarm control panel to cater the requirement in silent hours, system shall be interfaced with IMCS. ICG to confirm.	Yard to comply as per RFP and propose.
132	73	Section-C	72	Section C - Engineering - Para 72. Shower and Bilge System. Two	Two means of redundancy is provided for shower bilge pump i.e., (1) Standby pump and (2)	Yard to comply as per RFP

				(One operating and the second standby) Shower and Bilge pumps (Min capacity 2 m3/ hr, 05 mWC, each) will be provided for pumping out water from the grey water tank, automatically. The main pump will commence pumping out on sensing level of grey water in the tank. An alarm system should be catered to alert the crew in case the level increase is beyond acceptable limits. Further, the Grey water pumping out system should also be interconnected to the ship's bilge pumping out system, a facility to be used in case of failure of both Shower and Bilge pumps.	Interconnection to bilge system. As two case failure is not envisaged, please advise whether the stand by pump can be removed.	
133	73	Section-C	75	Piping Material. The Specifications of system piping material will be as below:-	Kindly confirm the Compressed Air system for weed clearance is for underwater gratings and not underwater valves.	Confirmed. Yard to comply as per RFP.
134	74	Section-C	84(b)	Further separate bottles for each target compartment with appropriate gas quantity will be catered for fighting fire in multiple compartments simultaneously.	It is requested to confirm on the details of compartments to be included for this separate bottle provision.	Yard to comply as per RFP.
135	75	Section-C	84(b)	The system will have dual shot capability / fighting fire in multiple compartments simultaneously by provision of cross connections	Does it mean that either a dual shot or cross connected cylinders shall be provided for each protected compartment? To be	As per OEM/ Class

				meeting the concentration of gas as per OEM requirement for emergency operation.	clarified. It is suggested to provision as per class requirement.	
136	75	Section-C	86(g)	General Requirements. (g) FATs of all major machinery to be conducted at OEM premises and witnessed by ICG reps.	List of major machineries for which FATs are to be conducted may please be provided.	All major machineries of Hull, Engineering and Electrical which includes MES, DGs, GBS, IMCS, MSB, EDG, Waterjet.
137	77	Section-D	1	The vessel will have supplies of 415 Volts (3 phase 50 Hz AC), 230 Volts (Single phase 50 Hz AC) regulated to + 0.5% and 24 V DC (Transformer Rectifiers as per requirement). Design should cater for 10% of future growth margin of power	Voltage regulations and frequency regulations shall be as per class rules (Voltage +6% - 10%, frequency +/- 5%)	Yard to comply as per as per RFP.
138	77	Section-D	1(b) & (d)	1(b) Suitable labelling is to be provided for all equipment. Necessary identification tallies will be provided for electrical equipment, cables, terminals, connectors, plugs, etc. 1(d) Necessary brass Tally Plates will be fitted as per marine practice and relevant specifications.	Request confirm, a) Equipment and cable tallies shall be with brass b) Terminals, connectors, plugs, etc. are internal to the equipment and shall be as per OEM design.	As per standard ship building practices. However, Yard to comply as per RFP.
139	78	Section-D	1(t)	Starter panel for submersible pump to be provided as follows:- (i) Minimum O2 weather proof Starter panels on weather deck	Request confirm, a) Starter panels are to be supplied with loose cable (with male/female connectors) for	Yard to comply as per RFP.

				(Foxle and Quarter-deck). (ii) Minimum 05 Starter panels below decks to cover all underwater compartments	connecting submersible pumps. B) Confirm, all 07 starter panels are of same capacity and suitable for portable submersible salvage pumps of 20 TPH capacity indicated at Page-67, Para 44 of Section-G, Engineering.	
140	78	Section-D	1(y)	Portable emergency lights of reputed make at MSB/MCR, MSO, Bridge, alleyways and 02 additional to be provided.	Request confirm, Portable emergency lights are to be provided in addition to the 24V DC emergency light fittings. Please specify technical specifications of the light fittings	Yard to cater as per RFP & propose.
141	78	Section-D	2(aa)	All cabling to be EBXL type only	All the yard supplied power cables shall be EBXL. Request confirm, OEM supplied and recommended control/signal cables shall be XLPE/EPR copper braided.	Yard to comply as per RFP.
142	79	Section-D	2(d)	01 Emergency DA near to Bridge	It is requested to confirm the understanding that Emergency DA to be one deck below the bridge deck.	Yard to comply as per RFP.
143	79	Section-D	2(b)	Load sharing of the DAs shall be done using an Automatic Power Management System (APMS). The APMS is to be suitably interfaced with IMCS.	Request confirm, APMS shall be interfaced with IMCS for DG monitoring only.	Yard to comply as per RFP.
144	79	Section-D	2(d)	<u>Section D - Electrical - Para 2.(d)</u>	The Vessel has two stand-by generators at all times. An emergency DG meeting all loads	Yard to comply as per RFP.

				<p>“One Emergency Diesel Generator (EDG) of adequate capacity to be provided near Bridge area. The Generator should automatically start and take load in case of total power failure. The EDG should be standalone, air cooled and provided as per Classification rules. The EDG should have its independent switchboard from where supply is distributed to meet all emergency requirements.”</p>	<p>as per Class requirement would need a considerably sized unit. Considering the space and weight requirements it is proposed to provide an emergency DG only to feed selected internal and external communication equipment, navigation light, emergency lights, ME controls etc. Request to please confirm on same.</p>	
145	79	Section-D	4	<p>Shore supply cable roller (02 Nos.) with 100 Mtrs shore supply cable (03 core, Marine Grade, Electron beam cross linked type) of adequate capacity for stowing of cable to be provided near shore supply box panels.</p>	<p>Considering the ship's size, general accessibility/movement of personnel on-board and maintaining unhindered installation/removal of sub-assemblies. View above, it is proposed that of 01 no Cable Roller may please be considered.</p>	<p>Second set of cable with roller is handing over item.</p>
146	82	Section-D	12	<p>Transformers: Adequate number of transformers of suitable capacity to be connected in delta/delta to give an output of 230V, 3Ph, 50Hz AC and one transformer will be spare</p>	<p>Request confirm, requirement of indicated one in No. spare transformer</p>	<p>Yard to comply as per RFP.</p>
147	82	Section D	13	<p>Batteries & Service Facilities</p>	<p>Requirement of fire retardant type approved batteries may be reconciled and vendor details to</p>	<p>Class approved Batteries, as applicable, shall be considered.</p>

					be provided.	
148	82	Section-D	17	Cables shall be run on Painted cable trays mounted on bulkheads/ deckheads. Bulkhead/ Deckhead MCT glands will be used wherever cables have to pass from one bulkhead/ deckhead to the other. For single cables, bulkhead or deckhead tubes may be used. Cable tray in weather deck should be of FRP / aluminium Material and should be provided with covers. 10% growth in cabling will be catered in the MCT glands.	Understand that MCT will be provided for watertight bulkheads/deckheads below damage control deck (DCD). In case of bulkheads/deckheads above DCD, a coaming is to be provided.	As per standard shipbuilding practices and requirements indicated in the RFP.
149	82	Section-D	17	Cables shall be run on Painted cable trays mounted on bulkheads/ deckheads. Bulkhead/ Deckhead MCT glands will be used wherever cables have to pass from one bulkhead/ deckhead to the other.	Request confirm, MCT glands shall be fitted on water tight Bulkhead/ Deckhead as per class.	As per standard ship building practices. However, Yard to comply as per RFP.
150	82	Section-D	17	Cables shall be run on painted cable trays mounted on bulkheads/deck heads.	Mild Steel hot dip galvanised cable trays will be used. Painting is not required for hot dip galvanised cable trays. Please confirm.	As per standard ship building practices. However, Yard to comply as per RFP.
151	82	Section-D	17	Cable tray in weather deck should be of FRP / aluminium Material and should be provided with covers.	Request confirm, Mild Steel hot dip galvanised cable trays can be used instead of FRP / aluminium Material.	As per standard ship building practices. However, Yard to comply as per RFP.

152	83	Section-D	23	23. Lighting System & Low Power Outlets. To meet the various requirements of illumination and to provide adequate illumination level and density, a complete lighting system will be installed. 240V, 1Ph, 50Hz, AC supply will be used for general lighting and 24V DC will be used for emergency lighting. Lighting circuit, in general, will be fed separately for the machinery room and accommodation spaces. Also, in machinery spaces and other important spaces where complete failure of lighting is not permitted, lighting will be achieved from two different circuits.	Mentioned para indicates requirement of 240V, 1Ph, 50Hz for General lighting. Ship has power supply of 230V, 50Hz, 1Ph and same supply is applicable for General lighting system. Please confirm that 230 V, 1 Ph, 50 Hz can be provided for lighting.	Typographical Error for "240V" read "230V".
153	85	Section-D	34	TVRO system: Gyro Stabilised Dish Antenna System capable of KU Band Satellite Reception to be provided. This system will comprise of a dome type antenna, Universal Quad KU band LNB, 6 numbers KU band Satellite Receiver, modulators, splitters, tap offs, sockets, etc.	Request confirm, a) 06 number of receivers/set-top boxes are to be used for TVRO system b) Antenna Dome Size c) No. of TV channels & Subscription validity	Yard to comply as per RFP.
154	89	Section-E	1(aa)	Long Range Acoustic Hailing Device-1No	Request indicate communication range dB required.	Min 148 db @ 1mtr with Range 1500 m.

155	89 & 90	Section-E	1(ac). 3	ECDIS in accordance with Annex 24 MSC Resolution 232(82) adopted on 05 Dec 06 with paid version of chart software for atleast 03 years. Action Information Organisation. Electronic Chart Display and Information System (ECDIS) and plotter with C-maps support should have vector charts (S-57) with Electronic Navigation System (ENS) and Automatic Identification System (AIS) capabilities. Charts for Indian Coastal areas to be supplied.	It is understood that: (a) ECDIS mentioned in both the paras are same and only one ECDIS to be supplied as part of IBS. (b) C-maps, ENC and charts for Indian Coastal areas will be provided by ICG. (c) Yard will supply the paid version of chart software for atleast 03 years, though C-maps, ENC and charts for Indian Coastal area are provided by ICG. Please confirm.	Yard to comply as per RFP
156	89	Section-E	1(ad)	Integrated Bridge System (IBS) should be provided with minimum 03 MFDS integrating ECDIS with ARPA Radars, DGPS, EM LOG, Echo Sounder, Gyro, Auto Pilot Track Control, Satellite Automatic Identification System (Sat-AIS), Voyage Data Recorder(VDR) etc	It is understood that Multi Function Display (MFDS) are only for monitoring purpose and there will not be any control from MFD. Please confirm the requirement of Multi-Function Console/ Workstation for controls with technical specifications and quantity.	Yard to comply as per RFP.
157	89 & 93	Section-E & Section-F	2. 4(a), (b)& (c)	Internal Communication	Section-E (2) of RFP consists of a comprehensive CCTV system & section-F 4 (a), (b), (c) consists of main broadcast/intercom, Auto telephone, Sound powered telephone for internal communication system,	Yard to comply as per RFP.

				requirement of additional RF based wireless communication system as per page 94, para 4(d) may please be reconciled/reviewed.		
158	91	Section-F	1(a)	Compact GMDSS Console	Area of Operation for GMDSS to be indicated.	GMDSS Compliant Eqpt. to cover Sea Areas A1, A2, A3 and A4.
159	91	Section-F	1(a)(i) (ac)	The set should have CW and ALE facility in addition to GMDSS Compliant	CW facility and ALE are no longer applicable for GMDSS compliant equipment and hence to be considered for deletion.	Set to be GMDSS compliant and CW/ALE facilities as per availability.
160	91	Section-F	1(b)(i)	Software Defined Radio (SDR) in 02 V/UHF and 01 HF configuration [SDR-TAC(ICG) with DCT & accessories] - 02 (M/s BEL)	Please confirm the number of RCU with location to be considered.	02 BNEs (Commn. Eqpt.) i.e. EK-896 & SDR deleted from the RFP. Corrigendum to RFP issued vide Mod ID TM(MS)/0025/CG/14 FPVs dt 20 Jun 23
161	92	Section-F	1 (f),(g)	(F) Provisions for one multi channel voice recorder for recording HF/VHF conversation from MSO/Bridge, broadcast, Nav and Machinery intercoms and for recording helo conversation shall be provided. It shall consist of 9/9" colour visual display unit, keyboard, modern, remote diagnostics modem 01 KVA UPS. (G) Multi channel recording facility in MSO for recording conversation between ships, aircraft at different	Yard shall provide one multi-channel voice recorder to comply with sub para nos. (f) & (g) of Para 1, Section F of the GLS. Kindly confirm.	Confirmed. Yard to comply as per RFP.

				channel simultaneously. The system to be interfaced with HFV/UHF communication systems		
162	92	Section-F	1(f) & (g)	Provisions for one multi channel voice recorder	Request confirm if the recorders mentioned in Clause (f) and (g) are separate i.e. one for internal communication recording and one for external communication recording.	One multi-channel voice recorder to be provided to comply with para 1 (f) & (g) of Section F of Appendix 'A' to RFP.
163	92	Section-F	2(k)	Mast Head Flashing Light with morse key- 2nos	Request confirm, requirement of Mast Head Flashing Light with morse key- 2nos is same as indicated at Sr. No. 31(l) & 31(n), Page 85 of Section D (Electrical)	Requirement of Mast Head Flashing Light with Morse Key (02 nos.) indicated at Para 2(k) of Section F is same as at Para 31(n) of Section D of Appendix 'A' to RFP. Item at sl 31(l) at Section D of Appendix 'A' to RFP is separate.
164	93	Section-F	4(a)	Main Broadcast / SRE / Intercom. Main broadcast / SRE to be provided for general broadcast and crew entertainment along with high gain receiver. One 32" Smart LED TV and latest configuration Blu Ray player each to be provided in SRE compartment and integrated with the SRE system.	Requirement of '32" Smart LED TV as well as of latest configuration Blu Ray player in SRE compartment, integrated with the SRE system' may please be reconciled.	Yard to comply as per RFP.
165	94	Section-F	4(d)	Wireless Internal Communication System	Nominated Vendors for Wireless Internal Communication System to be indicated.	Yard to comply as per RFP and propose vendor list.
166	95	Section-G	1	General: Buyer Furnished Items.	Other than Gunnery in Section G - one 30 mm Gun and FCS and	Yard to comply as per RFP.

					two SRCG) - are there any items supplied by the Buyer	
167	95	Section-G G	1(a)	One 30 mm Gun (approximate weight 3000 kgs and Recoil force 5000 kgf) to be fitted on foxle with FCS (Gun and FCS CG supply).	Request confirm, power supply unit for 30mm gun is BFE	Power Supply unit of Gun is CG Supply item. However, Power supply, Connectorisation & installation under Yard liability.
168	95	Section-G G	1(a)	Section G -Gunnery - Para 1 (a) : Gun Armament 'The gun mounting has a dia. of about 2.7 meters and a barrel length 2.5 meters from the mounting (safe all-round clearance of 5.5 meters from centre of gun to be catered).'	With reference to our previous naval ship design details, 30mm gun is having less diameter, i.e about 1.6m only. So 2.7 meter diameter seems quite large for this type of ship. Request to please clarify on the mounting dia.	Confirmed. To comply as per RFP.
169	96	Section-G	3(a)	Section G -Gunnery - Para 3 (a) Supporting Facilities: Webbing and boarding /landing party equipment and their stowage for six personnel as per Annexure V to Appendix A	We would like to reconfirm that these will be scope of the bidder supply. Are there any ICG nominated vendors for supply of these.	Shipyard to propose vendor list
170	96	Section-G	3(b)	Section G -Gunnery - Para 3 (b) Supporting Facilities: Bullet Proof Jakets - 06 nos. and Bullet Proof Helmets - 06 nos.	We would like to reconfirm that these will be scope of the bidder supply. Are there any ICG nominated vendors for supply of these bullet proof jackets and helmets.	Shipyard to propose vendor list
171	96	Section-G	3(C)	Supporting Facilities (c) Bullet Proof Jacket for 06 men (06 Nos) as specified in guideline specifications with adequate stowage space to be	Specifications provided at RFP Annexure VII to Appendix 'A' pertain to Ballistic Helmets however, specification & integration aspects w.r.t.	Details indicated at Annexure III to Appendix 'A' of RFP. Shipyard to propose vendor list

				<p>provided. The Bullet Proof Jackets should be modular, adaptable for multiple threat levels and provide protection for vital areas of the body. It should be comfortable to wear and not restrict the individual from performing his duties and should be capable of being donned/ removed by the wearer without need of external assistance. Ballistic reevaluation of the Bullet Proof Jacket will be carried out at Terminal Ballistic Research Laboratory (TBRL), Chandigarh or any other approved agency and final acceptance by representative from DGQA and Coast Guard. Additional jackets to be catered for ballistic/ destructive testing. Specification/Characteristic features of bullet proof jackets and helmets are enclosed at Annexure VI & VII to Appendix 'A' respectively.</p>	<p>Handsfree VHF (VOX enabled) is not indicated. ICG is requested to specify list of vendors with proven system catering RFP requirement.</p>	
172	101	Section-K	1	<p><u>MAINTENANCE & TRAINING</u></p>	<p>"The seller would either 'Buy Back' the spares rendered surplus or exchange them on cost-to-cost basis with the spares as required by the Buyer". <u>Requirement is proposed for deletion.</u></p>	<p>Yard to comply as per RFP.</p>

173	101	Section-K	4	Software upgrade for all machinery and equipment shall be catered without cost implications by OEMs for up to 5 years from completion of guarantee period of last ship of the Class.	Software upgrade for all machinery and equipment shall be catered without cost implications by OEMs for up to 5 years from completion of guarantee period of individual ship. ICG to confirm	Yard to comply as per RFP.
174	103	Section-L	4	Library/ Books	Methodology/ Model mechanism to supply books and Kindle type with atleast 03 years annual subscription can be provided	Yard to comply as per RFP.
175	112	Annexure IV to Appendix A	9	Extinguisher Fire CO ₂ 2Kg (Squeeze Grip Type) N4210-P009445 EG/4707/03/NBCD NO- 15	2 kg CO2 Fire Extinguisher as per Naval spec is not available by OTE neither type approved as mandated by IACS (IRS). It is proposed that the specification may please be changed to IS: 15683 from specification EG/4707/03/NBCD.	Items as indicated in the RFP are to be provided. However, in case any item has been upgraded with fresh ones, the same would be applicable, provided there is no downward trend in specifications.
176	112	Annexure IV to Appendix A	10	9KG DCP Extinguisher N4210-00043 JSS 4210 062012 (Rev-i) , NO - 5	9 kg DCP Fire Extinguisher (ABC Type) as per naval spec is not available by OTE neither type approved as mandated by IACS (IRS). It is proposed that the specification be changed to 9 kg DCP Fire Extinguisher (ABC Type) conforming to IS: 15683, Dry powder to IS:14609	Items as indicated in the RFP are to be provided. However, in case any item has been upgraded with fresh ones, the same would be applicable, provided there is no downward trend in specifications.

177	112	Annexure IV to Appendix A	11	9 KG DCP Extinguisher NSM4210720466924 EG/4707/03/NBCD , NO- 20	9 litre AFFF Extinguisher as per naval spec is not available by OTE neither type approved as mandated by IACS (IRS). It is proposed that the specification be changed to 9 litre AFFF Extinguisher conforming to IS: 15683, Dry powder to IS:14609, Mechanical foam to IS:4989.	Items as indicated in the RFP are to be provided. However, in case any item has been upgraded with fresh ones, the same would be applicable, provided there is no downward trend in specifications.
178	119	Annexure V to Appendix A	16	Bullet Proof Helmet with visor & Hands Free Communication facility	Please confirm Integrated voice activated hands free radio communication set of bullet proof helmet shall be compatible with portable VHF set of ship.	Confirmed
179	120	Annexure – VI to Appendix A		LIGHT WEIGHT BUOYANT BULLET PROOF JACKETS	Vendor list may be provided	Yard to propose.
180	130	Annexure – VII to Appendix A		BALLISTIC HELMETS	Vendor list may be provided	Yard to propose.
181	132	Annexure VII to Appendix A	10	Each vendor shall provide Quantity 04 nos. Ballistic Helmets with complete accessories. The breakdown of 04 Helmets are as under: Ballistic Helmet 02 Medium Ballistic Helmet 02 Large	Sample qty. for ballistic testing shall be as benchmarked by Terminal Ballistic Research Laboratory, Chandigarh for FPV, GRSE yard 2113-18.	As per testing agencies requirement
182	133	Annex VIII to Appendix A		Details of Indigenous content	Please confirm acceptance Seller can provide only approximate % at this stage of bidding.	Yard to comply as per Para 7/Part I of RFP.