Tender No.: NCPOR/MGE/HSS/02

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

Document type: Pre-bid clarification

a) Vendor-1

Sl.NO	Reference in tender Document	Clarification Sought	Response from Charterer
1	3. Charter Period For a period of 300 ± 60 days, tentatively commencing between April and May 2026 2026, from Port Louis, Mauritius. A subsequent extension of two similar durations may be exercised on mutual agreement between the Charterer and the Owner, based on overall performance, and under the same rate, terms, and conditions.	At present last date for submission of bid is on 20th March 2026. Considering this date of bid submission, if not extended further and the time required for technical evaluation of the bids, internal approvals etc. it is unlikely that award can happen before May end. Thereafter some time will be required for mobilization by the winning bidder. Hence, mobilization of vessel in April-May 2026 seems not a realistic timeline. We request you to kindly advise the realistic timeline for start of the operation so that we can review and confirm suitable vessel availability for this project.	The Charterers have indicated their readiness to accept the vessel from mid-April 2026. However, the delivery of the vessel shall be affected within 60 days from the date of award of the contract/Signing of the Charter Party, in alignment with the revised project start timeline. In the event that the contractual delivery period of 60 days from the date of contract award extends beyond the indicative start date (mid-April, 2026) mentioned above, the delivery timeline calculated from the date of contract award shall prevail.

b***) Vendor-2***

Sl No	Clarification topic	Commentary	Response from Charterer
1	Offshore Data Processing Personnel – Required Numbers per Work Package	The tender specifies that the Owner must provide "trained and experienced personnel for handling, operating and maintaining all survey and scientific equipment onboard… as well as the processing of oceanographic data acquired onboard" . To size our survey team appropriately, could you please clarify: • How many data processors / survey data specialists you expect to be offshore for each schedule (ROV, AUV, and Environmental Baseline Studies)? • Whether your expectation differs between acquisition-only phases and acquisition + preliminary processing phases.	The scope of data acquisition and the onboard data processing to be provided by the bidder are detailed in the tender document. Accordingly, bidder is required to deploy trained and experienced personnel for handling, operating, and maintaining survey and scientific equipment onboard, as well as for onboard processing of data, in accordance with the scope of work mentioned in the tender. The number of data processors/survey specialists to be deployed offshore shall be assessed and proposed by the Bidder based on the tentative cruise schedule and the respective scope of work (24*7 operations should be ensured by the Owner). For AUV surveys, dedicated data processors from the Bidder's side are not required. NCPOR/NIOT will handle AUV operations, data acquisition and processing. However, the Bidder shall provide necessary navigational support and integration of the Ultra Short Baseline (USBL)/HiPAP system with the AUV. (Refer Corrigendum).

2	Expected Turnaround Time for Data Processing & Reporting	To determine the number of data processors required offshore, we request clarification on: • Your expected turnaround time for preliminary data processing and reporting during each cruise. • Whether any near real time products (e.g., quick-look mosaics, navigation QC, CTD plots) are required daily, or whether processing can be completed post cruise.	The deliverables for each cruise shall be provided in accordance with Table 11 of the tender document, applicable to the respective scope of work. The required outputs shall be handed over to the scientific team onboard upon completion of the cruise, or at the latest, upon arrival at port after completion of the cruise. Preliminary data processing and quality control (QC) are to be carried out during the cruise to ensure data integrity and operational continuity. Any required near real-time or daily products (such as navigation QC, quick-look visualizations, and preliminary plots) shall be generated onboard as necessary to support ongoing survey operations. Final processed data and complete deliverables may be submitted at the end of the respective cruise, as specified in the tender document.
3	Use of Starlink or Equivalent High-Bandwidth Connectivity	To reduce pressure on berthing and allow some data processing to occur onshore: • Is the use of Starlink or similar high bandwidth satellite internet permitted for transmitting data to onshore processing teams? • If permitted, are there any security, bandwidth, or data handling	The data cannot be transferred to any onshore facility/team.

		restrictions we should be aware of?	
4	Flexibility in Offshore Roles to Reduce Berth Requirements	Given the vessel's accommodation constraints and the tender's requirement for "trained and experienced personnel… for handling, operating and maintaining all survey and scientific equipment" : • Would NCPOR be open to multi disciplinary scientific/technical personnel (e.g., individuals trained across CTD, coring, and basic data QC) to reduce total berths? • Would NCPOR consider shared roles between Owner and Charterer personnel where appropriate?	The scope of data acquisition and onboard data processing to be provided by the Bidder shall be as specified in the tender document. The Bidder is required to deploy trained and experienced personnel for handling, operating, and maintaining survey and scientific equipment onboard, as well as for onboard processing of data, in accordance with the scope of work. The number of data processors/survey data specialists to be deployed offshore shall be assessed and proposed by the Bidder based on the tentative cruise schedule and the respective scope of work. Shared roles not acceptable.
5	Hull Mounted Deepwater Echosounder & Vessel Mounted ADCP	The tender requires a deep sea echosounder (to 6000 m) and vessel mounted ADCP. We are unable to comply with these hull mounted systems unless NCPOR is open to discussing dry docking and installation costs, as these systems require permanent structural integration. Therefore we wish to clarify: • Is it expected that this is a permanently mobilised item or is it needed only	The systems should be hull-mounted and operational at the time of delivery.

		for specific scopes and if so how many days might this be? • Please confirm whether NCPOR is willing to discuss alternative arrangements for these installations.	
6	Simultaneous Mobilisation of AUV and ROV Personnel	Schedule 1 (ROV) and Schedule 2 (AUV) are separate, but both require significant deck space and technical teams. Could you please confirm: • Will it be a requirement to have AUV and ROV personnel mobilised onboard at the same time, or will these teams be mobilised sequentially according to each schedule?	ROV and AUV operations will not be conducted simultaneously during the same cruise. For AUV surveys, NCPOR/NIOT will handle AUV operations, data acquisition and processing. However, the Bidder shall provide necessary navigational support and integration of the Ultra Short Baseline (USBL)/HiPAP system with the AUV.
7	Acceptance of Saildrone or Equivalent System as an Alternative	As an alternative to a permanently hull mounted deepwater echosounder: • Would NCPOR consider the use of a Saildrone type unmanned surface vehicle equipped with a full ocean depth echosounding system to meet deepwater bathymetry requirements?	Not acceptable, as per the tender terms

8	Operational Frequency of the Deep Water Echosounder	To understand the operational profile and whether a temporary or alternative solution is feasible: • How often do you expect the deep water echosounder to be used? • Is it required continuously, or only during specific phases/work packages (e.g., ROV site selection, AUV navigation support, environmental baseline mapping)?	The deep-water echosounder is required to be operated continuously throughout the entire schedule.

c) Vendor-3

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

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

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

	bidder to present back to NCPOR a draft contract that should as a minimum include the terms in Section G and may included other terms"	
11.	Section G "Model Charter Party Agreement" . Clause 1 (page 71) , Clause 10 (page 74) page 99 Clause 52 Bidder requests notice period of 60 days to any extension to any extension of base charter of 300 days - as the required lead time to manage port berthing booking, crew rotations , equipment return, MOHA applications etc if required. Including the requirement in Clause 47 for resubmission of performance bond extension 30 days before end of charter- which itself requires another 30 days prior to organise. If 10 days is to be maintained then NCPOR to accept charges and costs related to cancellation of demobilisation plans that necessarily need to be done 60 days in advance and futher relax any penalties associated with non-performance related to inability to get any permits/supplies/equipments etc within 10 days to commence the extension.	As per tender
12.	Section G "Model Charter Party Agreement" . Clause 1 (page 71) Bidder seeks confirm the 300 days of charter is fixed and firm and without reduction by charterers discretion without cause.	The bidder has referred to incorrect page numbers. The reference to "300 ± 60 days" in the tender document denotes a base charter period of 300 days, which shall be considered for financial evaluation. It is also clarified that the minimum charter duration is 240 days and the maximum charter duration is 360 days in one charter period. Same shall be applicable for any subsequent charter periods.
13.	Section G "Model Charter Party Agreement" . Clause 48 (page 98) It is stated:	The 'notices per the Charter Party' in Clause 48 refer to the delivery notice requirements as per the tender document

	"In case the Vessel arrives outside the time of delivery despite having given the appropriate notices as per the Charter Party…" What are the 'notices' per the charter party ?	and Section G, which include: approximate notice of readiness for delivery; and detailed pre-arrival notices.
14.	Section G "Model Charter Party Agreement" . Clause 23 (page 98) and other references to delivery period. It is noted that throughout the document April/May delivery date is mentioned which is in practical terms impossible to meet give the timelines of the tender itself Also noted that there is a 140 day minimum lead time for many mandatory equipment items listed as notified by Vendors of specialist equipment requested Bidder requests: 1. What is the realistic proposed start of the project? 2. Elsewhere in the tender is it mentioned that delivery shall be 60 days after Contract signing (page 4 Table1 item 4). What delivery date takes precedence where contract signing + 60 days is beyond any specified dates requested/noted in point #1 above ? 3. Bidder requests delivery period by Contractor signing + the number of days of lead time declared by specialist vendors.	The Charterers have indicated their readiness to accept the vessel from mid-April 2026. However, the delivery of the vessel shall be effected within 60 days from the date of award of the contract/Signing of the Charter Party, in alignment with the revised project start timeline. In the event that the contractual delivery period of 60 days from the date of contract award extends beyond the indicative start date (mid-April, 2026) mentioned above, the delivery timeline calculated from the date of contract award shall prevail.
15.	Page 4 "Notice Inviting Global Tender" and several other references in Tender document. The expression of a Charter Period " For a period of 300 ± 60 days," is presumed to mean ± 60 days relate only the extension period that could be between 0 and 60 days per extension and does not	The reference to "300 ± 60 days" in the tender document denotes a base charter period of 300 days, which shall be considered for financial evaluation. It is also clarified that the minimum charter duration is 240 days and the maximum charter duration is 360 days in one

	mean the firm charter period could be as low as 240 days (300days -60days) which is contractually inconsistent with the extension mechanisms of 60days.	charter period. Same shall be applicable for any subsequent charter periods.
16.	Bidder notes that submission which is in hard copy and by hand delivery to Goa office. Bidder requests that any extension to the bid closure date of 20 March be notified to bidders at minimum of 72 hrs before closure date – otherwise international bidders cannot change international travel arrangements to meet any changes. Further: As everything has be in hard copy – international bidders are gravely negatively impacted if late extensions are given, as bidder has to prepare, print, compile and deliver to Goa the bid many days in advance to meet the set date. Last minute extensions do not give opportunity for a ready and prepared International bidder to further improve, update or modify bid submission, that is afforded to the late bidder who is granted a last minute extension, as the prepared bidder has already necessarily prepared, printed, and sent for delivery the bid days in advance.	Any extension to the bid submission date, if considered and approved by the Competent Authority, will be notified through a formal corrigendum published on the CPP Portal and the NCPOR website. Bidders are advised to regularly monitor the website for updates, amendments, or corrigenda related to the tender.
17.	Requirement of "Bid Bond/EMD from Scheduled Bank in India or Foreign Banks having a branch in India" Where international Bidders bank have no branch in India can bond issued from bidders international bank? It is extremely difficult for International bidders participate in such bids because the complications and time required in getting International bidder's banks to find, agree with and negotiate a single bond with a local bank.	NCPOR accepts Bank Guarantee from Reputed International banks having a branch in India
18.	Section B (4) states:	As per tender.

	"Certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or together with a declaration confirming that they will be valid at the time of vessel mobilisation. The vessel shall hold all mandatory valid certificates required for operation in the area of operations at the time it is presented to the Charterer, in a seaworthy condition, at the port of delivery. Adequate documents to substantiate this clause should be enclosed as. Bidder seeks to clarify that the meaning of section B (4) is that periodic certificates that are noted in section 3 and 33 attesting to the Seaworthiness of the vessel must be valid at time at time of bid submission. That if such certificates valid at bid submission, but due to periodic nature (eg annual) renewal requirements, may be required to be renewed between bid submission and mobilisation, must be renewed and valid at mobilisation ? Is the meaning of Section B (4) that any vessel with existing invalid and expired periodic certificates would be acceptable for charterer at the date of bid submission (i.e acceptance of UNSEAWORTHY vessel by charterers definition). Bidder seeks clarification as for sake of competitiveness - bidder may entertain option to submit 'unseaworthy vessel' (by Charterers definition) with promise to rectify after contract award. Further – in the case of some specific requirements in the Bid – e.g. SPS (Mandatory DG Shipping requirement) -	

	which if not part of ships original class certification cannot be retroactively 're-fitted' as it is necessarily inherently linked to the ships original construction at laying of keel - be given exemption for ? In respect to valid insurances that are mandatory • Can Charter indicate the specific insurances sought to be submitted as part of 'valid certificates' for this tender? • Can Charter confirm that these do need to be valid at the time of bid submission	
19.	Section G Model charter party Agreement Clause 8 Hire and Payment Please confirm the amount of withholding tax that will be deducted by NCPOR while making the payments. As per Indian GST regulations, the contractor is NOT required to charge 18% GST while raising the invoice if being raised from Foreign company. Please confirm.	No taxes will be deducted by NCPOR while making payments to a foreign company, subject to applicable statutory provisions in force at the time of payment. Further, as per prevailing GST regulations, GST shall not be applicable on invoices raised by a foreign company, in accordance with the relevant statutory provisions.
20.	Off-hire / Penalties In the event of simultaneous unavailability of multiple items of Equipment at any point in time, the resulting deduction from day rate shall be limited to the highest single rate applicable among the unavailable items. Deductions shall be non-cumulative and shall not be aggregated. Penalties not to apply to equipment when not required as defined in the Schedule (1-6)	The applicable off-hire/deductions shall be cumulative in nature and shall be assessed based on the scope of work and the number of equipment systems required for the respective cruise schedules.
21.	Clause 11 Contract. Pg 87	As per tender.

	As the journey is exceptionally long one without known breaks to perform routine and mandatory maintenance bidder proposes breakdown regime: a) The Owners shall be entitled to a maintenance allowance of two (2) hours per day, accruing up to forty-eight (48) hours in any rolling thirty (30)-day period from the date of Delivery of the Vessel until the date of Redelivery of the Vessel (the "Maintenance Allowance"), for the purposes of maintenance, survey, and repair of the Vessel and its Equipment. b) During the utilization of any Maintenance Allowance, the Owners' obligations under this Charter Party shall be suspended. The Working Day Rate shall be payable during such utilization, and the Vessel shall remain on hire until the Maintenance Allowance has been fully utilized by the Owners. c) The decision to utilize or not utilize the Maintenance Allowance shall be at the Owners' sole discretion. Any unused Maintenance Allowance shall be carried forward to subsequent thirty (30)-day periods and may continue to accrue until the Redelivery of the Vessel, provided that the maximum accrued Maintenance Allowance at any time during the Charter Period and/or any Extended Charter Period shall not exceed seventy-two (72) hours. d) No hire shall be payable in respect of any accumulated Maintenance Allowance that remains unused by the Owners at the expiry of the Charter Period and/or any Extended Charter Period.	

22.	What sort of testing is to be done in the lab. Is there specific equipment list or lab specifications?	Oceanographic studies focused on environmental conditions (including physical, chemical, biological and geological) in the survey area. Details are provided in Table 7: List of equipment/instruments provided by NCPOR (Page no 17 of the tender document).
23.	Will the work sequence follow the schedules ie 1,2,3,4,5,6 ? As there are significant commercial implications if it does not.	The sequencing of work schedules is indicative. The actual schedule of execution may be adjusted based on mutual consultation.
24.	What are the AUV LARs dimensions and footprint	The NIOT HUGIN AUV topside system comprises two primary, containerized units that define the system's overall footprint and launch and recovery capabilities. The Launch and Recovery System (LARs) is integrated into a specialized 30-foot container, while mission operations are conducted from a 10-foot operator's container. 1)30ft Hugin (LARs) Container: This container houses the AUV and the mechanical systems required for deployment and retrieval, including a traverse crane with a 500mm extension and a hydraulic aftergate. • Standard Size: 30ft Container according to 2.7.3 DNV • Length: 9125 mm. • Width: 2440 mm. • Height: 2591 mm. • Footprint: Approximately 22.27 m². 2)10ft Operator Container: This unit serves as the topside command center, containing the HOS (HUGIN Operator Station), POS (Positioning Operator Station),

<table>
<tr><td></td><td></td><td>and APOS (Acoustic Positioning Operator Station) workstations.
• Standard Size: 10ft DNV 2.7.1 compliant.
• Length: 2992 mm.
• Width: 2440 mm.
• Height: 2591 mm.
• Footprint: Approximately 7.3 m²

<table><tr><td colspan="2">Specifications of AUV</td></tr><tr><td colspan="2"></td></tr><tr><td>Parameter</td><td>Specification</td></tr><tr><td>Length</td><td>6.621 meter</td></tr><tr><td>Diameter</td><td>0.875 meter</td></tr><tr><td>Weight in air</td><td>2100 Kilogram</td></tr><tr><td>Endurance</td><td>48 Hours</td></tr><tr><td>Propulsion</td><td>Thruster (350w)</td></tr><tr><td>Direction Control</td><td>Rudder with motors (4Nos)</td></tr><tr><td>Speed</td><td>(2 - 5) Knots.</td></tr><tr><td>Launch & Recovery</td><td>Containerised Stringer Type Launch Recovery System</td></tr><tr><td>Communication</td><td>cNODE acoustic 2-way underwater communication and positioning through KONGSBERG HiPAP-102</td></tr><tr><td>Data Telemetry</td><td>Communication through Cnode miniS Transponder</td></tr></table></td></tr>
<tr><td>25.</td><td>Should the telescopic crane be able to reach / cover the entire deck area that NCPOR will have their equipment and samples?</td><td>Not necessarily. The entire deck area should be accessible by crane(s) to facilitate handling of equipment.</td></tr>
<tr><td>26.</td><td>Subject to stability analysis -can the 6 x NCPOR containers be double stacked if access walkways are provided?</td><td>3 containers can not be stacked.</td></tr>
<tr><td>27.</td><td>Ref ‘Penalties’, Sect 3: Liquidated damages (7); SVP Winch. Please clarify whether this refers to the Deepwater 8,000m CTD winch, or whether this is a separate SVP</td><td>No SVP winch is mentioned in the tender terms.</td></tr>
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	winch? If separate, please provide the required specifications of the SVP Winch.	
28.	Section IV Scope of Work, A Cranes & Winches Etc (8) refers to "essential" items, but denotes a Splitbeam echosounder as optional. Please clarify if this item is required by NCPOR	The split-beam echosounder is optional.
29.	Section IV Scope of Work, Sch 3, Table 6 (6) refers to a Deep Sea Pinger. Does NCPOR have a source for such pingers (Benthos no longer manufacture) or will NCPOR accept an alternative altitude solution using USBL & SBES?	NCPOR does not have any specific preference regarding the make or model of the pinger. The bidder may identify and procure suitable equipment that meets the scope of work and technical requirements specified in the tender. NCPOR will not accept an alternative altitude solution using USBL & SBES?
30.	Section IV Scope of Work, A Cranes & Winches Etc (4) refers to the supply of a USBL system. Please confirm if the required USBL system is required to provide acoustic positioning for all systems deployed down to 6,000m water depth.	USBL/HiPAP system is required to provide acoustic positioning for AUV/ROV operations upto 6000 m.
31.	Section C Technical Bid Evaluation Criteria para 4 Seaworthiness (page 24 of PDF) and Clause 7- valid P&I insurance (pg 87 pdf), Contract Terms and all other references to mandatory certifications to be in compliance with International Shipping Norms and operations with in Indias EEZ. 1. Please confirm if all documents are mandatory as part of technical evaluation criteria? 2. Please confirm it is required all certificates to be valid at time of tender submission? 3. It is noted that compliance with DG Shipping regulations (Section C Clause 1 pg 24 pdf) is required and operations of vessels in Indias EEZ has a mandatory requirement SPS certification under DG Shipping rules. Can NCPOR confirm the same and that SPS certification is required	All documents listed under Section C – Technical Bid Evaluation Criteria are mandatory in principle to demonstrate the vessel's compliance with the tender requirements. However, certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or along with a declaration confirming that they will be valid at the time of vessel mobilisation. Final verification of such certificates will be carried out prior to the execution of the charter agreement. Where renewal dates fall close to the mobilisation period, bidders may submit currently valid certificates together with an undertaking to provide updated certificates before vessel deployment.

	to submitted with other Seaworthy certifications 4. Clause 33 (pdf page95) requires "certificates covering risks in connection with oil pollution" . Can NCPOR please confirm what certificates, and these certificates to be includes in section 17 (pg 95 pdf) of contract information and Section C Technical Bid Evaluation Criteria para 4 Seaworthiness (page 24 of PDF) 5. P&I cover required in clause 7 pg 85/87 to show in Section C Technical Bid Evaluation Criteria para 4 Seaworthiness (page 24 of PDF)	Compliance with DG Shipping regulations is mandatory for operations within the Indian EEZ. Certificates as per DG Shipping norms shall be submitted as part of the seaworthiness documentation, prior to deployment in Indian waters. Certificates covering risks related to oil pollution are mandatory. In addition, valid P&I insurance coverage, appropriate to the vessel type and the scope of operations, is required.
32.	Bidders requests 3months lead time for mobilisation from Contract award being the time required to source and delivery longest lead time items that are 'bespoke' and not available 'off the shelf'.	The lead time will be a maximum of 60 days after award of the contract.
33.	It is noted in previous NPCOR tenders (Ref: CONDUCTING NEAR-SEABED AUV SURVEYS AND EXPLORATORY WORKS TO DELINEATE LOCATIONS OF SEAFLOOR MASSIVE SULPHIDE DEPOSITS 17 JULY 2023) DPII for same/similar scope that vessel DPII was a requirement. Is it still the requirement in this RFQ especially given new scope including the retrieval and deployment of bouys.	The present tender is not linked to any previous tenders.
34.	"Bid Forms" Technical Evaluation Annexure III item 25 "Lab space for Geological Sampling" (pg 34)	
35.	"Scope of Work" -> "Deliverables" paragraph 4 (pg 14). It is requested that bidder "….submit TWO copies of all raw and processed data as per the specifications provided in the Tender Document's Table 5." Bidder cannot find specifications for processing data in Table 5. Can NCPOR pls	The reference to "specifications" in Table 5 pertains to the digital data products derived from the oceanographic and atmospheric instruments/sensors listed in Table 2, as well as the instruments/sensors listed in Table 3 of the tender document.

	advise where specifications can be found or provide the same.	The bidder is required to submit both raw and processed digital data generated from these instruments/sensors. The processed data shall follow the data formats, parameters, and metadata requirements specified in Table 5, and shall be prepared in accordance with the standard processing procedures applicable to each respective dataset.
36.	"Scope of Work" -> "Deliverables" paragraph 5(ii) (pg 14). It is requested that bidder provide "….Raw and processed data, as per instrument/equipment, specified in Table 2 Bidder cannot find specifications for processing data in Table 2. Can NCPOR pls advise where specifications can be found or provide the same. From previous clarifications bidder notes it cannot locate "raw and processed datasets in the formats and structure described in Table 5," There are no standard, internationally accepted processing methodologies relevant to each instrument/sensor type, as processing inputs by definition is only, and necessarily, done to meet clients specified outputs. If such generic processing outputs and standards exist Bidder requests it be directed to the 'standards' and processing being referenced. If no data processing specification outputs can be provided or specified, bidders	The reference in Deliverables – Paragraph 5(ii) to "raw and processed data, as per instrument/equipment specified in Table 2" pertains to the data generated by the instruments and sensors listed in Table 2 of the tender document. The processing of data shall follow standard, internationally accepted processing methodologies relevant to each instrument/sensor type. These methodologies are well established within the offshore survey and oceanographic industry and are to be applied appropriately to the respective datasets. Accordingly, bidders are required to submit both raw and processed datasets in the formats and structure described in Table 11, derived from the instruments/sensors listed in Table 2 and Table 3, using standard processing workflows applicable to the respective data types. The Charterer expects that the Bidder possesses adequate technical expertise, experience, and operational knowledge to execute the scope of work as defined in the tender, including acquisition, processing, quality control, and

	necessarily will have exclude from bid costing as unknowns cannot be accounted for. BIDDER remains unclear about the stated "standard 'internationally accepted' processing" required for the onboard equipment (referencing Table 2, 3 & 5 in the bid document) and, for clarity, kindly requests a separate table to be provided covering the complete list of equipment data to be logged and processed, providing the RAW data formats and Processed DELIVERABLE Formats and Chart Scaling required…. with processed data samples for reference.	submission of deliverables in accordance with industry best practices. No separate processing specification table or sample datasets will be provided beyond what is already detailed in the tender document.
37.	"Payment Terms" section 5 pg(2) It states that "In case of inordinate delays, the maximum limit of liquidated damages will be 10% (ten percent) of the total contract value." This is not consistent with Section 3 which states that LDs are "….subject to a maximum of 5 % of the total value." (1) Which one is applicable 10% or 5% ? (2)There is no definition of 'Inordinate delays' what is the meaning of this expression ? From previous clarification it is not possible or can be contractually acceptable that "egregious delays beyond normal mobilization periods, determined at NCPOR's discretion. The assessment will be made case-by-case based on facts and circumstances." This is subjective and not capable of rational risk/cost analysis by bidders.	As per tender.

	For example if a vessel is knowingly submitted as not being seaworthy or suitable or available for the described work at time of bid submission and is subsequently delayed because of well established and known reasons (Seaworthiness or existing contracts or work) – is this classified as 'inordinate delay' - as the cause of the delay was known at submission ?	
38.	In respect to the 6 x 20ft Containers to be put on board by NCPOR. 1. What is the purpose of the containers and will they contain equipment. If they contain equipment what is the gross weight of the containers. 2. Is entry to the containers to be doors at end or side? 3. Can the contains be double stacked with access walkways to entry doors. 4. Will the containers be loaded on by NCPOR 5. Are the containers loaded on the vessel at from the start of Schedule 1 and remain on board till end of last Schedule of work (schedule 6). If not when will containers be loaded on vessel and when will containers be taken off vessel. 6. Bidder notes the improbability of fitting 6 x containers on vessel and requests detailed Bill of Lading to determine if contents be decanted and fit on vessel. 7. Bidder notes it was indicated by charterer that at least one container contained Charters own CTD and winch for use during program. Bidder asks: a) Is this necessary given the very expensive CTD and Winch already being installed on vessel as part of the bid requirement.	1. The six containers of NCPOR will have scientific equipment and materials related to the scientific works to be carried out onboard during the expeditions. One of the six containers is having a winch system with 8000m long CTD cable (Gross weight approximately 31000 kg) for a specialised sample collection. The second container is Clean Van (Gross weight approximately 9000 kg) where the samples will be processed and collected for the scientific objectives of the program. The remaining four containers will have the necessary scientific equipment (small in size) and materials that are required for the execution of planned scientific work. The equipment and materials can be decanted (placed/stored) onboard vessel (if provided sufficient space). 2. Four containers with scientific equipment and materials are standard ISO size, meant for transportation. These containers have doors at the end. One container with winch system and clean cable will have two openings (one for deployment of CTD through the CTD cable in the container and the opposite side is for access to the operator). One container is a clean van

	b) Will charter pay for all costs to install their CTD and winch including port call charges, engineering, sea fastening, vessel alongside time, removal of existing CTD and winch (there is not enough space or LARs to run 2 x CTD/Winch systems at once), payment for CTD and winch (required by bid) whilst removed from vessel, and return of bidders supplied Winch to home base if necessary.	which has one door (normal laboratory entry size) on one side of the container. 3. The container with winch system and clean van container must be placed on deck for ease of access for safe operation and also sample collection. Four containers (with scientific equipment and materials can be stacked with access to entry doors. 4. Yes 5. Containers loaded on the vessel will not remain for the entire schedule 1-6. The containers will be loaded as per the requirements of the scientific work. The loading of containers will be as per the work schedule and will be removed upon completion of the respective schedule. 6. As mentioned earlier, four containers with scientific equipment and materials can be decanted and fir on the vessel. 7. a. The CTD and winch system provided by the vessel does not comply with the special requirement of the NCPOR program. However, the NCPOR owned (1) clean winch system with clean cable and (2) clean van for sampling are mandatory for particular work schedules (other than ROV and AUV surveys). 7.b. NCPOR owned (1) Containerized winch system with clean cable and (2) 20 feet Clean van for sampling need deck space for the installation. These systems are plug and play type containers for operations at sea. Both these containers need only ships power supply for their system to run smoothly.
39.	" Scope of Work and Technical Requirements" (pg 10 pdf). ".....deck space details of the vessel shall be submitted along with GA drawings."	NCPOR confirms that bidders are required to provide details demonstrating that the proposed deck layout can adequately accommodate the

	Annexure- V "Details of submitted Vessel" (pg 52 pdf) "Note: Documents in support of Technical Specifications, Drawings and color photographs of the Vessel to be enclosed." +++++++++ Please confirm that the drawings are to show the deck layout of the requested equipment including o 10,000m winch o 6 x 20ft Container o 8,000m CTD winch o AUV – 30ft container o ROV -systems and LARS o AFRAME o CTD system o Gemini (light boat) and Gemini boarding system.	specified equipment. This should clearly show the arrangement, space allocation, and suitability of the deck for safe installation and operation of the listed equipment.
40.	Annexure-II "Compliance Statement" point 9 (pg 38 pdf) "Dynamic Positioning – optional" Is Dynamic Positioning Optional or Mandatory ? 1. It is noted that prior tender dealing with the same scope of requirements : NCPOR/DSEM/HSS/23 issued 17 July 2023 -Section B – Specification of Survey & Work Services 2.9(e) Dynamic Vessel Positioning was required for "precise Navigation" was mandatory" 2. ROV operators will not generally/not deploy ROV systems off non DP vessels to avoid umbilical entanglement with thrusters. And insurance invalidation. 3. AUV operations are highly recommended by OEM providers to be performed on DP capable vessels. AUV loss probability increases sharply with depth a. Launch and recovery safety -esp in challenging seas (eg Southern Indian Ocean) – keeping the LARs geometry stable and holding into weather. b. Surfacing from deepwater takes hours and DP allows accurate and stable positioning inside the predicted surfacing box. c. Minimise loss of visual and acoustic	Dynamic Positioning (DP) shall remain optional, as specified in the tender. If a bidder proposes a non-DP vessel, the bidder shall be solely responsible for ensuring that ROV operations are conducted safely and effectively, in accordance with the tender requirements and applicable operational standards.

	contact. d. Drifting across the surfacing ellipse. e. Accuracy and repeatability of acoustic tracking, USBL/ LBL reference, f. For loss of AUV a DP vessel can accurately reposition over last known AUV track. g. Hold station during contingency and recovery ops. 4. AUV Navigation Accuracy with work >1000m a. Minimize/manage INS Drift. b. Acoustic aiding and provide fixed transceiver geometry. c. Minimize USBL 'angle noise' d. Predictable error bounds. 5. Navigational/ positioning/ reporting accuracy of ROV operations. 6. Safety and operational cabilitity for surface bouy operations 7. Positioning accuracy for any buoys or sensors that need to be deployed at depth. We note that bidder cannot accept insurance or operational risk of AUV off non DP vessel – if insurance indeed is valid for non DP deployment to depths >1000m. It will be for NPCORs responsibility for insurance and operational risk if bidder opts for non DP vessel.	
41.	Bidder cannot find supplier to provide 8000m of cable. Recent update from reputable International specialised supplier that the requirement for 8000m cable that: 1. "Cable is is not suitable for 8000m cable length" 2. "We do not know any cable suitable for this at 8000m" Bidder asks NCPOR: 1. If NCPOR can provide details of supplier(s) from previous campaign that provide such a compliant cable at 8000m length. 2. If NCPOR cannot identify such supplier and bidder cannot identify such supplier will the requirement be	As per tender terms

	adjusted OR is bid to submitted with this element noted as not included? 3. Is a lower amount of cable (e.g 6000m) acceptable?	
42.	Bidder requests 3wks from publication of bidders clarifications for submission of bids given the complexity of sourcing requested items that don't appear to be available at this stage of investigation and requires time to assess or find alternatives: Bidders key items that fall into this category include but are not limited to: 1. 10,000m of 14mm wire in continuous length. (does not exist 'off the shelf' and needs to be manufactured 2. 8000m of cable as noted in point #38above 3. Temperature probe for ROV. 4. Chain Dredge that does not exist 'off the shelf' and needs to be manufactured.	As per tender terms
43.	Off-Hire Terms: Pages-32-33 We request you to kindly not to make any deduction for the faulty/ non-operational equipment as Vessel in any case will be doing the other works as agreed by the charterer. The deduction if any on the day charter hire rates should be capped at 10- % of the day rate. Also, ROV charges are a separate line item in the price bid so no deduction on day rate is required.	As per tender terms
44.	AUV Supply and Operation For clarity, BIDDER requests confirmation that the AUV supplier will provide a compatible portable HIPAP system (specifically for the HUGIN AUV Comms and Positioning for all AUV campaigns) along with the Hugin AUV package.	As per the tender requirements, the Bidder shall provide a USBL/HiPAP positioning system fully compatible and suitable for AUV and ROV operations. It is the responsibility of the Bidder to ensure that the positioning and communication systems supplied are fully integrated and compatible with the deployed AUV package.

45.	ITEM 16 There does not seem to be an ROV mounted temperature probe meeting these specifications. Can NCPOR give further details of request or alternative unit.	Bidder can identify the currently available temperature probe which can operate upto 500°C.
46.	The tender only refer to "fair-weather conditions". There is no metocean table, appendix, or reference dataset anywhere in the document. Please provide metocean data reports including , but not limited to, significant wave height (Hs), Wind speed limits, Surface or subsea currents, Loop currents or internal waves, Metocean return periods (1-yr / 10-yr / 100-yr), Operational downtime assumptions. This is important to understand in order to propose a suitable vessel and to assess Owners operational risk profile. Lack of clarity on metocean data could become a commercial or off-hire risk in the charter party (ref liquidating damages). So request you to kindly provide the metocean data	The Contractor shall plan and prepare for potential weather-related delays using publicly available global meteorological data (e.g., https://www.ventusky.com, https://www.windy.com). Delays or detention arising solely due to adverse weather conditions shall be on the Charterer's account. However, where such delays are caused or compounded by any technical failure attributable to the Owner or the vessel, the applicable off-hire or related contractual provisions shall apply.
47.	The ROV is expected to operate stationary on seabed with manipulator arms used for rock cutting and sampling, push coring, fluid sampling, and the ROV is operating close to hydrothermal vents and biologically sensitive areas (and likely steep terrain). Without industry standard Dynamic Positioning 2 (DP2) (considering weather conditions experienced), this would likely create a high level risk of loss of position and to ROV leading to damage of equipment and in the worst instance severe injuries, tool entanglement or loss of samples or vehicle altogether. Also, the tender requires USBL-based navigation for ROV operations down to 4000m. DP2 is commonly required when USBL accuracy is critical for repeatable positioning, and when scientific deliverables require georeferenced	Dynamic Positioning (DP) shall remain optional, as specified in the tender. If a bidder proposes a non-DP vessel, the bidder shall be solely responsible for ensuring that ROV operations are conducted safely and effectively, in accordance with the tender requirements and applicable operational standards.

	seabed data. Not having a DP2 System can significantly degrade USBL performance during fault conditions. However, the present tender conditions do not specify whether the DP2 System is mandatory or not. It is nearly impossible to do any Deep Sea ROV operations and specially AUV operations without Dynamic Positioning, as precise navigation is required for these specialized surveys, and so we believe this project will be extremely challenging and dangerous using a non DP capable vessel. The reason we also request NCPOR to kindly confirm this important point is because in a previous NCPOR Tender for the same AUV Survey work in a very similar region, the requirement of a DP2 Vessel was mandatory for precise navigation, which we believe will very much be required for the same AUV and ROV surveys for present tender. So request you to kindly confirm whether a DP2 Vessel is a mandatory requirement, and we would strongly recommend it to be so, in the interest of the project operations.	
48.	Can NCPOR provide full Specification of AUV Weight and length and containers.	The NIOT HUGIN AUV topside system comprises two primary, containerized units that define the system's overall footprint and launch and recovery capabilities. The Launch and Recovery System (LARs) is integrated into a specialized 30-foot container, while mission operations are conducted from a 10-foot operator's container. 1)30ft Hugin (LARs) Container: This container houses the AUV and the mechanical systems required for deployment and retrieval, including a traverse crane with a

500mm extension and a hydraulic aftergate.
• Standard Size: 30ft Container according to 2.7.3 DNV
• Length: 9125 mm.
• Width: 2440 mm.
• Height: 2591 mm.
• Footprint: Approximately 22.27 m².

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

Specifications of AUV	
Parameter	Specification
Length	6.621 meter
Diameter	0.875 meter
Weight in air	2100 Kilogram
Endurance	48 Hours
Propulsion	Thruster (350w)
Direction Control	Rudder with motors (4Nos)
Speed	(2 - 5) Knots.
Launch & Recovery	Containerised Stringer Type Launch Recovery System
Communication	cNODE acoustic 2-way underwater communication and positioning through KONGSBERG HiPAP-102

		Data Telemetry | Communication through Cnode miniS Transponder
49.	It is noted according to OEM recommendations, for accurate USBL calibration such as the one required for deep water AUV operation, vessel should have a DP2 positioning system. It is recommended that vessel specifications be changed to DP2 for safety of the AUV..	As per tender terms
50.	pg. 13 Kindly Clarify / Confirm whether the vessel be on day rate for the time it takes to switch between cruises? For example, will it be on day rate for the time it takes to install the Hipap 102 system for the AUV portion of the contract? Kindy clarify this point	The vessel shall remain on day rate throughout the entire charter period, from delivery acceptance until final redelivery. This shall include the time required for switching between cruise schedules as well as the time taken for installation of the HiPAP 102 system or equivalent for AUV operations. Such activities shall be treated as part of the operational charter period, and no additional time extension or separate compensation shall be applicable beyond the agreed contractual day rate. Accordingly, the bidder is expected to plan the mobilisation, system integration, and cruise changeover activities efficiently within the overall charter duration.
51.	Lab and Deck Space requirements: pg10 table 6 Section 5 "Lab space for geological sampling " Can this be either the earlier defined Wet or dry lab?	No. The lab space for the geological sampling, including the sediment core subsampling, rock sampling, and other geological sample collection, sub-sampling, and processing.
52.	Lab and Deck Space requirements: pg10 table 6 Section 6 "Lab space for Microbiological works" Can this be either the earlier defined Wet or dry lab?	No. The lab space for the mirobiological work includes sample filtration, culture experiments and sub-sampling of biological samples (phytoplankton, zooplankton, benthic organisms etc).
53.	Table 6. Technical Requirements/ Instruments/equipment for the cruise Section 4 "Mili Q for ultrapure water	Bidder to supply this ultrapure water purification system. Make: Merck Millipore. Model: Elix 10 + 30 Lit Tank

	Unit" Its is assumed Bidder to supply this equipment can NCPOR please suggest brand/model required.	+ IQ 7000 (Type II & Type I Water) + Accessories IQ - Element
54.	Table 6. Technical Requirements/ Instruments/equipment for the cruise Section 5 "Deep Freezers": Question 1: Can a single deepfreeze container be used instead of multiple individual fridges if the container storage space exceeds that of the individual fridges. Question 2 if individual freezers are required can NCPOR provide them as this is not standard equipment and would represent single one off backchargaeble purchase. Question 3 If a single freezer container cannot be used and NCPOR cannot supply the fridges then the following clafication are requested. • Are the units described in the two points and required separately o "Vertical cold storage" being 4 x Vertical Cold storage units, each unit of 1000ltrs. o "Four refrigerators" being 4 x (vertical or chest fridge ?) of 300lts and what are cooling specs o 2 x units chest freezers of 500 ltr capacity • In total 8 freezers to be supplied and 2 Fridges. • For the vertical cold Storage Can NCPOR clarify what does "(4°C,-20°C, -40°C/-80°C)" means as appears to be two different temperature specifications. • What are the specification for the Fridges (temperature) • For the 2 x chest freezer can NCPOR confirm that one is for -20c and the other for (-400C / -800C)	NCPOR carries its own -20°C reefer container. Therefore, individual freezers are required for various sample types (geological, biological, and chemical) according to their respective storage temperatures. Hence, requested individual freezers with temperatures should be provided.

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

	equipment and represents a one off purchase of equipment that NCPOR might have.	
60.	The objective state " To deploy and maintain moored observation data and Tsunami buoys " Bidder seeks to confirm: · Are new bouys to be deployed with new mooring systems or is the sceop to retrieve existing bouys for maintenance and redeply to existing moorings? · If new bouys are to be deployed how many and what are the DIMs of the bouys and mooring system · What are DIMS of the existing buoys · If mooring systems are to be deployed what is the preferred method – lowering by Winch or overboarding.	The Charterer will provide the required information to the successful bidder.
61.	It is mentioned a Gemini Boat will be used. Can NPCOR confirm that: 1. The boat will be provided by NCPOR? 2. Provide the specifications (DIMS) of the Gemini 3. Confirm if NCPOR will provide ladder/boarding facility for Scientists to get into the Gemini? 4. Confirmed if bidder must demonstrate how the Gemini will be deployed and recovered. 5. Confirm if it must form part of the deck plan showing equipment etc.	The Charterer will provide the required information to the successful bidder.
62.	Confirm ROV required – previously not confirmed.	ROV required
63.	Is CTD required for this schedule 6 Scope of work	CTD required
64.	Schedule 6 Table 10; pg. 19 Kindly confirm if NIOT, CMLRE, or NCPOR personnel will be present on this Schedule 6 Cruise? If yes, kindly clarify as to who will be responsible for the collection, processing, and intrepration of the CTD, sediment, rock, water, and sonar data collected during this	Participation will be at the Charterer's discretion. The responsibility for the operations, collection and processing of samples/data shall be in accordance with the scope of work defined in the tender.

d) Vendor-4

Sl No.	Query from Bidder	Response from Charterer
1.	Winch specifications: There seems to be contradiction in the tender regarding the required Deep-Sea Winch and CTD Winch Specifications. Page 11 states the following: One CTD Winch with 8000m cable for CTD One Deep Sea Winch with 8000m wire rope with 5T SWL But Page 51 states the following: One CTD Winch with 7000m cable for CTD One Deep Sea Winch with 10000m wire rope Further, Page 41 states the following One CTD Winch with 8000m long cable One Deep Sea Winch of 80000m rope Yet, Item #7 on Page 26 states the following: One CTD Winch of 8000m length One Deep Sea Winch of10000m for wire rope Please clarify which of the above Winch Specifications is correct and needs to be complied by the bidder.	Both CTD winch and Deep sea winch are mandatory. "Deep sea winch with rope of 8000m, typically 14-20 mm diameter cable, with a minimum capacity of 5T load". "A conductor (CTD) winch with 8000m long cable of diameter 8mm or more for CTD operation." (Refer corrigendum.)
2.	Cranes Page 11, Item #3 says we need a 5T SWL Hydraulic Telescopic Crane that can reach 5m. Does this have to be separate to the 5T crane for loading/offloading (item #1)? Does it mandatorily need to have 5T SWL at 5m extension?	As specified in the tender document (Page 11, Item Nos. 1 and 3), the crane requirements are defined based on functional capability and operational need. The 5T SWL hydraulic telescopic crane (Item #3) is intended to meet specific operational requirements onboard, including handling of scientific equipment. This requirement may be fulfilled by a separate crane or by an existing crane onboard, provided that the same crane demonstrably meets the specified technical criteria and operational functionality for both purposes. However, the crane must be capable of providing a Safe Working Load (SWL) of 5T.
3.	Data Deliverables	As specified in the tender document (Page 23), Image

	On page 23, it states “Image Mosaics” are a deliverable under ROV videos/imagery. Does this mean we provide raw images for the client to create mosaics? Or do we have to produce and deliver the complete image mosaic? In the case of the bidder being responsible for producing the completed mosaics, how many will need to be completed and delivered? Further, How much area will each mosaic cover? Image Mosaics require post processing time will need to be factored into the project timelines.	Mosaics under ROV videos/imagery are required to be delivered as processed products. Accordingly, the Bidder shall be responsible for processing the acquired imagery and producing the completed image mosaics. The number of mosaics to be generated and the spatial extent (area coverage) of each mosaic will depend on the final selection of survey sites and operational priorities during the cruise. These aspects will be finalized in consultation between the Charterer and the Bidder before and/or during execution of the respective cruise. Bidders are therefore advised to factor in adequate post-processing time and resources for image mosaicking within their project planning and mobilisation strategy.
4.	CLAUSE 7 – Vessel Age Page 86, clause 7 states vessel older than 25 years must be inspected. Where will this inspection take place and who shall bear the expenses (if any) for this inspection?	As per Clause 7 (Page 86) of the tender document, in case the offered vessel is older than 25 years, the required inspection shall be arranged by the Owner. All expenses related to such inspection, shall be borne entirely by the Owner.
5.	AUV L&R What is the weight of the 30-foot AUV container? Are drawings and/or step files available for this system, specifically the 30-foot container? This is required for equipment arrangement and planning on the vessel.	The NIOT HUGIN AUV topside system comprises two primary, containerized units that define the system's overall footprint and launch and recovery capabilities. The Launch and Recovery System (LARs) is integrated into a specialized 30-foot container, while mission operations are conducted from a 10-foot operator's container. 1)30ft Hugin (LARs) Container: This container houses the AUV and the mechanical

		systems required for deployment and retrieval, including a traverse crane with a 500mm extension and a hydraulic aftergate. • Standard Size: 30ft Container according to 2.7.3 DNV • Length: 9125 mm. • Width: 2440 mm. • Height: 2591 mm. • Footprint: Approximately 22.27 m^2. Container self-weight: ~17333 kg. 2)10ft Operator Container: This unit serves as the topside command center, containing the HOS (HUGIN Operator Station), POS (Positioning Operator Station), and APOS (Acoustic Positioning Operator Station) workstations. • Standard Size: 10ft DNV 2.7.1 compliant. • Length: 2992 mm. • Width: 2440 mm. • Height: 2591 mm. • Footprint: Approximately 7.3 m^2 Stringer: • Stinger Length: 7.645 m • Reaching length from container floor when fully extended in vertical position: 6.0 m