

**NEW MANGALORE PORT AUTHORITY**  
**MARINE DEPARTMENT**

Phone: 0824 – 2887765  
Fax: 0824–2407419  
Email: gaurav.m@nmpt.gov.in



PANAMBUR,  
MANGALORE – 575 010.  
Karnataka

**No. NMPA/DM/SB/2023-24**

**Date: 29-12-2023**

To,

The Prospective Bidders,

Sir,

**Sub: “Hiring of 01No. RSV Type IV Security Patrol Boat of Speed not less than 25 Knots for a period of 5 years” – Realistic Budgetary Offer requested - reg.**

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Please provide Realistic Budgetary Offer for “**Hiring of 01No. RSV Type IV Security Patrol Boat of Speed not less than 25 Knots for a period of 5 years**” as per the following terms and conditions. The scope of work is as follows.

<b>Sl.No.</b>	<b>Description</b>	<b>Rate per day (₹)</b>
1	Day Charges (24 hrs) towards Hiring of 01 No. RSV Type IV Security Patrol Boat of Speed not less than 25 Knots for a period of 5 years (excluding GST)	

## **Terms and Conditions:**

1	<b>Rate to be quoted without GST. The GST as applicable would be paid extra.</b> Income Tax shall be deducted as applicable.
2	<b>COMMENCEMENT OF CONTRACT</b> The successful bidder shall commence the contract within <b>180 days</b> from the date of issue of Work Order.
3	<b>CONTRACT PERIOD</b> The contract period is for <b>05 years</b> from the date of Commencement of Contract.
4	The outline specifications of the Security Patrol Boat ( <b>Annexure I</b> ) is attached herewith.
5	The Security Patrol Boat shall be available with crew on 24 hrs x 7 days basis (including weekly off / Public holidays).
6	<b>SCOPE OF WORK</b> <b><u>MANNING:</u></b> a) Patrol Boat to be manned suitably 24x7 basis round the year as per the Safe manning guide lines. <b>Applicable Regulations regarding immigration &amp; Customs shall be followed.</b> b) Crew list to be submitted from time to time on change of any crew etc. c) <b>Manning as per Statutory Requirement:</b> During the period of contract, vessel should be manned round the clock by a set of competent and qualified Launch Master and Crew, as required by statutory regulations. However, minimum manning required are as follows: i. Master -1 No ii. Engineer/Engine Driver – 1 No. iii. Seaman – 1 No. iv. Helper – 1 No.  <b><u>OPERATION:</u></b> Boat to be operated for patrolling purposes by CISF inside Port limits up to 12 Nautical Miles and as per instructions of the Deputy Conservator. <b><u>MAINTENANCE:</u></b> Main Engines, DG sets fitted on the boat shall have the OEM/Authorized dealer facility in India for the smooth operation and availability of spares. If the contractor having any Agreement between the firm and OEM/Authorized dealer, copy to be submitted for reference.

**DRYDOCKING:** The vessel to be dry-docked as per statutory classification requirements. The entire drydock and associated works to be taken up and expenses borne by the contractor. The drydocking expenses to be borne by the contractor including all spares, Fuel, Fresh water and consumables.

**HULL CLEANING:** Crane, cradle, equipment etc. required for lifting and placing it on cradle is to be arranged by the contractor.

**CERTIFICATES:** The Class Certificate, Insurance Policy of the boat and crew etc. to be valid at all times during the period of contract.

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**INSURANCE:**

**The Insurance for the boat including staff to be deployed for the Port operation shall be arranged by the contractor.** The contractor shall obtain Insurance coverage from IRDA approved Insurance company.

The contractor is required to take the following policies/ coverage:

(1)	All marine Hull & Machineries (H & M) policies are governed by Institute Time Clause (Hull) in short ITC Clause. Therefore Hull & Machinery Insurance policy shall be taken by the contractor with <b>“ITC Hull Clause” with Earthquake, War, SRCC extension.</b>
(2)	<b>Insurance</b> policy cover to be taken by the contractor which covers:
	<b>a</b> <b>Crew Liability</b> towards (i) Accidental Death/ Injury (ii) Illness Diseases (iii) Medical& Funeral Expenses as well as repatriation cost.
	<b>b</b> <b>Third Party liability</b> towards death / bodily injury as well as property damage.
	<b>c</b> <b>Wreck Removal</b>
	<b>d</b> <b>Accidental Pollution Liabilities.</b>
(3)	Standard Workmen’s compensation policy covering all the employees of the contractor on shore because Masters & Crew members are covered under P&I.
(4)	CGL coverage towards third party death, bodily injury as well as damage to third party property is already covered under Insurance Policy. However if the port provide office inside wharf area / anywhere within confines of the Port, then CGL Policy needs to be taken by the contractor covering TP Liability (accidental injury/ death & Property Damage).

During the entire contract period, the Insurance should be valid failing which the vessel will be off hired (non-availability of boat) and penalty will be levied. At least 2 months before the expiry of Insurance Policy, the firm shall take action for renewal of Insurance Policy, intimating the Port and the copy of renewed Policy should be submitted before the expiry of validity of Insurance Policy.

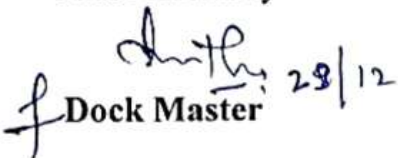
8	The FUEL, FRESH WATER and SHORE ELECTRIC SUPPLY for running the boat will be supplied by NMPA at free of cost.
9	Necessary Lubricants and other oils if required for running the Security Patrol Boat except fuel shall be provided by the contractor at his own cost without any extra payment.
10	a) <b>Hot work:</b> Hot work if any to be carried out with due approval/hot work permit from PORT FIRE SERVICE. b) <b>Protection of Environment:</b> All measured and aspects to be adopted to protect the environment. c) <b>Safety Regulations:</b> Working personnel should wear proper PPE and follow the port safety regulations.
11	The contractor shall comply with <b>RSV Type IV</b> regulation of Merchant Shipping Act related to operation of a Boat in Indian waters.
12	The contractor has to make arrangement for repatriation of staff at his own cost.
13	Office / Store accommodation will be provided in the Port area, if available, on request on payment basis.
14	<b>Free Port Entry Passes</b> will be issued for the staff & their vehicles. However, RFID card to be purchased from Pass section at bidder's cost. The cost of each card is ₹150/- appx.
15	<b>DOWNTIME</b> The contractor shall be allowed a down time of one day for each month of service during the currency of the contract for the upkeep of the Boat. The downtime of <b>12 days</b> will be credited in the beginning of each contractual year. The contractor shall provide a substitute tug of <b>Suitable type and capacity or higher</b> from <b>7th day</b> onwards, whenever the security boat is not available beyond its accumulated allocated down time of <b>6 days</b> .
16	The Security Boat shall be exempted from Port charges during <b>ON-HIRE</b> period.
17	<b>Payment:</b> The monthly payment will be made in INR within 15 days from the date of submission of monthly bill.
18	<b>PERSONAL PROTECTIVE EQUIPMENTS:</b> The contractor shall be solely responsible for the supply of required PPE to his workers at his own cost and he shall also ensure the use of PPE such as helmets, nose masks, hand gloves, Boiler suits, safety shoes, life vest, safety harness, rain coats etc. by his staff at site.
19	The Employer (NMPA) shall not be liable for any accident, damage or compensation payable to any workman or other person in the employment of the Contractor or any Sub contractor.

20	<b>Employer Liability Insurance:</b> The Contractor shall indemnify and keep indemnified the Employer i.e. NMPA against all damages or compensation payable at Law in respect of or in consequence of any accident or injury to any workman or other person in the employment of the contractor or Sub-Contractor against all claims, demands, proceedings, costs, charges and expenses whatsoever in respect thereof or in relation thereto and the Employer shall be at liberty to deduct or adjust from the Contractor's bills an amount that employer may be called upon to pay towards claims, demands, proceedings, costs, charges and expenses whatsoever in respect of or in relation to any accident or injury referred to above without any reference to the Contractor.
21	The Contractor shall comply with the Central State and Municipal Laws and Rules and shall be solely responsible for complying with the provisions of the Contract "Labour (Regulations & Abolition) Act, 1970 & the contract labour (Regulation & Abolition) Karnataka Rules 1974 and rules there under and the enactments that may be applicable including ESI Act, the payment of wages act, Provident Fund Act, the Minimum Wages Act, the Factory's Act, as applicable. The Workman Compensation Act or any other applicable legislation and the Municipal by-laws or other statutory Rules and Regulations whatsoever in force of these are applicable. Any obligations finding or otherwise missed under any statutory enactments, rules & regulations there under shall be the responsibility of the Contractor and the NMPA will take no responsibility for the same. The Contractor should take Workmen's Compensation Policy for his workers, who are not covered under ESI and submit the same to the EIC immediately after commencement of the work.
22	The Contractor is liable to pay all Statutory Compensation of the Labourers / persons engaged by him for the satisfactory execution of the works, as applicable. If any claim is made against New Mangalore Port Authority on this work, the Port Authority shall have the right to deduct the same from the bill amount payable to the contractor after verification of the validity and if admissible as per rules.

It is requested to submit the **Realistic Budgetary Offer** by e-mail to [dyconservator@nmpt.gov.in](mailto:dyconservator@nmpt.gov.in) / [gaurav.m@nmpt.gov.in](mailto:gaurav.m@nmpt.gov.in) on or before **10-01-2024 at 1500 hrs.**

Thanking you,

Yours faithfully

  
f Dock Master 28/12

## Annexure-I

### SECURITY PATROL BOAT REQUIREMENTS:

A	<b>BOAT REQUIREMENTS</b>	
1	Length	Not less than <b>10 Metres</b>
2	Breadth	Proportionate to length
3	Draft	<b>0.6 to 1.0 Metre</b>
4	Age of Boat	The age of the patrol boat should not exceed Ten (10) years or newly built vessel (As per <b>Builder Certificate</b> or <b>Class Certificate</b> ) on the date of commencement of contract.
5	Speed	<b>25 knots</b> (Minimum) @ <b>90% MCR</b>
6	Classification	IRS or classed by IACS Member
7	Registration	Registered under <b>RSV Type IV</b> regulation of M.S. Act and shall be valid during the contract period.
8	Manning	Security Patrol Boat must be manned as per RSV Type IV regulation of M.S. Act.
9	Capacity	To carry minimum 12 persons and arms
10	Endurance	Minimum 8 hours at the chasing speed of <b>25 knots</b>
11	Fuel capacity	Sufficient for 10 hrs.
12	Fresh Water	At least 100 Litres capacity.
13	Hull	Hull to be made of <b>Aluminium/Steel</b>
14	Main Engines	The main engine of the boat should be of reputed make for trouble free operation continuously with easy availability of spares. Outboard type of engines (out drive motor) not accepted.
15	Boat's hull should be able to withstand damages while going alongside barges or ships in the Port Anchorage in all weather conditions and should be suitable to facilitate boarding of the vessels.	
B	<b>HULL REQUIREMENTS</b>	
16	Shall have Gun Mounting Facility (LMG) at Forward; (As per CISF requirements).	
17	Patrol boats to be classed by IACS member to ensure compliance construction, strength, watertight integrity (Load line), relevant stability criteria for all weather operation within the Port limits.	
18	Material shall be Aluminium / Steel	
19	Heavy Duty Rub Rail (Fendering) in the way of hull	
20	Grab / Safety Rails	
21	Side windows shall be sliding type and bulletproof / Shatter proof material. Windows should be water proof.	
22	Landing space for Embarking and Disembarking	

23	One Anchor with appropriate securing / stowage arrangement
24	Preferably Power Mooring Winch Facilities
25	Shall have Non Skid Deck
26	Interior Pilot House and outer cabin shall have stainless steel rails
27	Cleats / Bollard / Forward & Aft fairleads
	Towing Hook
<b>C</b>	<b>MACHINERY &amp; ELECTRICAL REQUIREMENTS</b>
28	Designed speed shall be not less than 25 knots
29	Main propulsion power to achieve / Max. Speed at 90% MCR (Calm seas & no tide)
30	External Gear System not accepted.
31	Diesel Generator Set capable to provide power to all shipboard equipment and auxiliaries. Portable Diesel Generator not accepted.
32	Adequate Air Ventilation shall be present as per Class requirements.
33	Twin Screw in board Diesel Engine to attain speed of at least <b>25 knots</b> . (The Engine Power (BHP) may be decided by the manufacturer).
34	Fuel capacity commensurate to the required endurance
35	Power Steering (preferably dual mode)
36	Automatic Bilge Pump with Float Switches
37	Emergency Lights with audible alarm
38	02 Nos. High Intensity Search Light (As per Class requirement)
39	Marine Battery Charger (for charging the emergency batteries provided on board)
40	Shore Power Connection & Cable
41	Engines fitted with flow meter for indicating the consumption of fuel. Console Mounted Dual Engines Remote Control
42	220 volts AC / 12 volts DC Power System (from mains for supply to the equipment and lights) as per Class requirements
43	Fuel gauge in the wheel house near steering position
44	Air Conditioned wheel house and accommodation
<b>D</b>	<b>LSA AND FFA REQUIREMENTS</b>
45	Life Saving Appliances for 12 persons as per Class requirements
46	Fire Fighting Appliances (FFA) as per Class requirements
47	Aldis Lamp operating under mains and battery power
48	Carrying Capacity shall be of 12 persons, including the crew members
<b>E</b>	<b>NAVIGATION EQUIPMENT REQUIREMENTS:</b>
49	A Portable Standard Magnetic Compass one with spare
50	Charts and nautical publications corrected and updated chart of NMPA area of operations
51	Loud Hailer operated by battery power

52	Amber flashing light
53	Navigation lights as per COLREGS 72
54	Fog Horn
55	GPS
56	Radar X-Band, PPI – 180 mm Diameter (min.) with Range 24 NM, capable for Day & Night vision
57	Binoculars – 2 Nos., one with the capability of Night Vision
58	Automatic Identification System (AIS) class-A, as per IMO performance standard
59	Draft to be between 0.6 to 1.0 mtr. Not be more than 1.0 mtrs
<b>F</b>	<b>COMMUNICATION REQUIREMENTS:</b>
60	Very High Frequency (VHF) sets, which includes all marine channels, capable of operating under mains and on battery for the period of 6 hrs. – 2 Nos.
61	Two (2) Nos. of Portable VHF (Walkie Talkies) shall be present and tune to port working frequencies.
62	A radio transponder (SART)capable of operating in the 9 GHz band, which shall be so stowed that it can be easily utilized
	A satellite emergency position –indicating radio beacon (EPIRB) or DAT transmitting and receiving general radio communications, using either radiotelephony or direct-printing telegraphy
63	Communication equipment to be programmed as per NMPA Frequency
<b>G</b>	<b>MISCELLANEOUS REQUIREMENTS:</b>
64	Appropriate seats and seating arrangement shall be provided for minimizing high speed impact
65	Windshield Wipers with fresh water washers for clear all round visibility all time.
66	Endurance for approximately 8 hrs at 25 knots, in the area of operation.
67	Carrying capacity 12 persons (suitable accommodation for 4 crew members and 8 sitting security personnel)
68	Fresh Water Capacity of minimum 100 Liters
69	Builders Certificate from class society, member of IACS, with main particular of boat to be furnished along with other Certificate.
<b>H</b>	<b>CAPABILITY</b>
70	The patrol boats shall be capable of chasing vessels at Minimum 25 knots speed at all weather condition.
<b>I</b>	<b>ACCOMMODATION</b>
71	All weather proof accommodation shall have seating arrangement for crew and security personnel.