

DREDGING CORPORATION OF INDIA LIMITED
VISAKHAPATNAM

DCI/MKTG/TSHD-CHARTER/2026

01.10.2026

Corrigendum No. 1

Sub: **INVITATION OF BIDS FOR CHARTERING OF DCI TRAILER SUCTION
HOPPER DREDGERS** - Corrigendum No.1 – Reg.

Ref: IFB No.: DCI/MKTG/TSHD-CHARTER/2026, dated 24.09.2026

With reference to the invitation of bids for subject work, bidders are hereby informed that following modifications have been incorporated in the tender document:

SI	Ref	Original Clause	Revised Clause
1.	Cl. 4 I of IFB Page 8	Pre-bid meeting will be held at 1500 Hrs on 01.10.2026 at DCI Head Office, Visakhapatnam through webex link https://dcil21.webex.com/meet/hodmktg . Pre Bid Queries shall be sent to the below mail ids one day before the pre-bid meeting.....Queries can be sent to the following email id: hodmktg@dcil.co.in	Pre-bid meeting will be held at 1500 Hrs on 06.10.2026 at DCI Head Office, Visakhapatnam through webex link https://dcil21.webex.com/meet/hodmktg . Pre Bid Queries shall be sent to the below mail ids one day before the pre-bid meeting.....Queries can be sent to the following email id: hodmktg@dcil.co.in

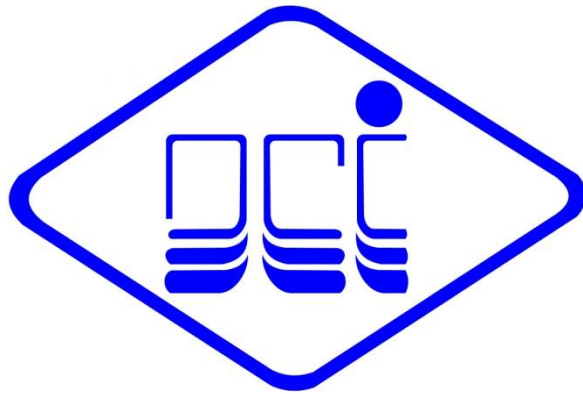
This Corrigendum No. 1 shall form part of the Bid Document and shall be signed and submitted along with their submission by bidders in line with the tender conditions. All other terms and Conditions remain unaltered. Bidders are advised to visit the websites <https://eprocure.gov.in/eprocure/app> & www.dredge-india.com regularly till the due date of submission of bids.

-sd/-

General Manager (Business Development)

DREDGING CORPORATION OF INDIA LIMITED

**“Dredge House”, H. B. Colony Main Road,
Seethammadhara, Visakhapatnam,
Andhra Pradesh- 530022, India**



**INVITATION OF BIDS FOR “CHARTERING OF DCI TRAILER
SUCTION HOPPER DREDGERS”**

**NOTICE FOR INVITATION OF BIDS FOR
CHARTERING OF DCI TRAILER SUCTION HOPPER DREDGERS**

IFB No: DCI/MKTG/TSHD-CHARTER/2026

1. The Dredging Corporation of India Limited(DCI), Visakhapatnam is a premier dredging company of India under the administrative control of four Major ports of India i.e. Visakhapatnam Port Authority, Jawaharlal Nehru Port Authority (Mumbai), Paradip Port Authority and Deendayal Port Authority (Kandla).

DCI (the Owner) is intending to offer its Trailer Suction Hopper Dredgers (TSHDs) of 12,000Cu.M. and/or 7400 Cu.M.hopper capacity (the Dredger(s)) on charter basis subject to availability.The detailed technical specifications of the dredgers are available at Annexure-5. The Tentative charter period envisaged is one year. Further extension of charter period is at sole discretion of Owner.

DCI invite online bids from reputed & established entities/ firms in the business of dredging/marine operations for chartering of TSHDs.

Interested eligible Tenderers/ Bidders can download the bid documents from the e-tendering website <https://eprocure.gov.in/eprocure/app>. The downloading of document shall be carried out strictly as per the provision provided on the website. No editing, addition, deletion of matter shall be permitted. If such action is observed at any stage, such proposals are liable for outright rejection. Bids should be submitted only on-line and no physical (offline) submission will be accepted under any circumstances.

2. Firms have to submit the bids through Central Public Procurement Portal <http://www.eprocure.gov.in/eprocure/app>. The interested firm has to get themselves enrolled on the above portal and follow the procedure laid therein for submission of bid. The complete bid document shall be available on the website of "DCI"- <http://www.dredge-india.com/tenders.html> and Central Public Procurement Portal - <http://www.eprocure.gov.in/eprocure/app>.
3. Hard copy of uploaded Technical Bid documents duly sealed and superscribed in bold letters as "Invitation of Bids for "Chartering of DCI Trailer Suction Hopper Dredgers" alongwith the name and address of the Firm shall be sent to the following address so as to reach within 4 days from the date of opening of technical bids.

**General Manager (Business Development)
Dredging Corporation of India Limited
"Dredge House", H. B. Colony Main Road, Seethammadhara,**

Visakhapatnam -530022, India.

E-mail: hodmktg@dcil.co.in, kmchoudhary@dcil.co.in

Ph: 0891-2871241 / 333 / 347

4. Bidders are advised to submit their Price Bid(s) strictly as per the BoQ online based upon the layout, technical specifications, terms and conditions contained in the bid document after going through the specifications and condition of the dredger. The Financial Bid should contain the Bill of Quantities (Price Bid), which shall be submitted only in e-tendering mode. Price bid (Bill of Quantities) in the provided format is to be submitted through e-tendering mode only on <https://eprocure.gov.in/eprocure/app> before due date and time of submission. Electronic bids received after the stipulated last date and time for receipt of bids, due to any reasons will not be considered.

5. The bids shall be submitted in **single stage two bid system** as per the following:

The Technical Bid containing all requisite enclosures are to be uploaded in pdf format under "Techno Commercial Bid".

The Financial Bid as per BOQ format is required to be uploaded under "Financial/ price Bid / Bill of Quantities(BOQ)" in xls format.

Both the above bids are to be uploaded at a time on or before the due date and time specified. Tenderer should ensure that his tendered amount as per Financial/ price Bid / Bill of Quantities(BOQ) are not mentioned in any other document directly or indirectly.

If any of the bids are not uploaded properly as required by e-procurement website, the said bids cannot be decrypted/ opened by the Employer and hence the bids cannot be considered. In such cases, Employer will assume no responsibility and hence the bidders shall take proper care and ensure that their bids are properly uploaded with all the requisite documents.

6. This notice of IFB is being issued with no financial commitment and the Owner (i.e.,DCI) reserves the right to change or vary any part thereof at any stage. Owner also reserves the right to withdraw the IFB, should it become necessary at any stage.

7. **Brief description of Bidding Process**

- a. The bidding process involves qualification of interested parties and selection of highest bidder who make an application in accordance with the provisions of this IFB (the "Applicant/Bidder").

- b. Any request for further information or clarification on the bid document may be submitted in writing through email to General Manager (Business Development), Dredging Corporation of India Limited, at the above email ids. DCI may respond to the queries raised/clarifications sought to the best of its ability. However, no extension of the time or date of bid submittal may be accepted on the ground that DCI has not responded to any query/clarification raised by any party.
- c. DCI at its discretion may extend the due date for submission of bids and the decision of DCI in this respect would be final & binding on the respondents. In the event of changes in the time schedule, Dredging Corporation of India Limited shall notify the same only through www.dredge-india.com and www.eprocure.gov.in. Interested parties are advised to check the website regularly for corrigenda/ addenda if any, which will be published only in the website.
- d. No oral modification or interpretation of any provisions of this bid shall be valid. Written communication shall be issued by DCI when changes, clarifications or amendment to the bid document is deemed necessary by DCI at its sole discretion.
- e. Bid submittals should be in English. Duly authorized representative shall sign on each page of the documents. Bids should be prepared in such a way so as to provide a straight forward, concise description of Applicants and capabilities to satisfy the requirements of this IFB.
- f. If at any time during the evaluation of bids, DCI requires any clarification on the documents submitted by the prospective parties, it reserves the right to request a clarification so as to complete the evaluation.
- g. Bid which is found to be incomplete in content and/or attachments and/or authentication etc. is liable to be rejected.

8. Eligibility Criteria

The bidder must meet the following eligibility criteria to qualify for participating in the bidding:

- a. **The firm may be in the business of Dredging/ Marine/ Port operations/ Agent/ Marine Infrastructure and combination thereof for at least 3 years.**
- b. **The firm should be a single entity and JV/consortiums are not allowed.**

c. Turnover:

The firm should have minimum average annual turnover for the preceding three financial years as below:

Dredger	Turnover for the option of fuel, lubes & freshwater on Charterer's Account	Turnover for the option of fuel, lubes & freshwater on Owner's Account
12,000 Cum TSHD (DR-Godavari)	Rs. 7,313.67 Lakh	Rs. 11,074.14 Lakh
7,400 Cum TSHD (DR-XV / XVI / XVII)	Rs. 2,655.00 Lakh	Rs. 4,995.00 Lakh
Both 12,000 Cum & 7,400 Cum TSHDs	Rs. 9,968.67 Lakh	Rs. 16,069.14 Lakh

d. Net worth of the bidder for any three years over a period of seven years preceding FY 2026-27 should be positive.

e. The bidder must have Minimum Working Capital of at least 20% of the above qualified turnover as per last audited annual financial statement.

Bidders have to submit all relevant supporting documents in the technical bid to satisfy above requirements. Turnover, Net worth and working capital should be certified by the Chartered Accountant with UDIN. Failing to submit the relevant documents will lead to rejection of that particular bid.

9. Interested firms are requested to go through and fill up the bid documents enclosed. The bid documents shall be enclosed with relevant supporting documents/ information and shall provide complete details of the intended bidder. The documents should be strictly as per the bid document and no editing, addition, deletion or modification of bid document as hosted on website is permitted. If such action is observed at any stage, such bid will not be considered and will be summarily rejected.
10. The bidding process shall be governed by, and construed in accordance with, the laws of India and the Courts at Visakhapatnam shall have exclusive jurisdiction overall disputes arising under, pursuant to and/ or in connection with the bidding process.

Thanking you,

General Manager (Business Development)
Dredging Corporation of India Limited

**INVITATION FOR BIDS FOR CHARTERING OF DCI TRAILER SUCTION
HOPPER DREDGERS**

IFB No: DCI/MKTG/TSHD-CHARTER/2026

1. The Dredging Corporation of India Limited (DCI), Visakhapatnam is a premier dredging company of India under the administrative control of four major ports of India i.e. Jawaharlal Nehru Port Authority (Mumbai), Visakhapatnam Port Authority, Paradip Port Authority and Deendayal Port Authority (Kandla).

DCI (the Owner) is intending to offer its Trailer Suction Hopper Dredgers (TSHDs) of 12,000 Cu.M. and/or 7400 Cu.M .hopper capacity (the Dredger(s))on charter basis subject to availability. The detailed technical specifications of the dredgers are available at Annexure-5. The tentative charter period envisaged is one year. Further extension of charter period is at sole discretion of Owner.

DCI invites bids from reputed & established entities/ firms in the business of dredging/ marine operations for chartering of TSHDs.

2. Firms have to submit the bids through Central Public Procurement Portal<http://www.eprocure.gov.in/eprocure/app>. The interested firm has to get themselves enrolled on the above portal and follow the procedure laid therein for submission of bid. The complete bid document shall be available on the website of "DCI"- <http://www.dredge-india.com/tenders.html> and Central Public Procurement Portal - <http://www.eprocure.gov.in/eprocure/app>.

3. The bids shall be submitted **as single stage two bid system** as per the following:

The Technical Bid containing all requisite enclosures are to be uploaded in pdf format under "Techno Commercial Bid".

The Financial Bid as per BOQ format is required to be uploaded under "Financial/ price Bid / Bill of Quantities (BOQ)" in xls format.

4. Schedules

A	Name of Work	Invitation for Bids for chartering of DCI Trailer Suction Hopper Dredgers
B	Area of Operation	In Indian Ports only
C	Cost of bid document	INR7500/-plus 18% GST (non refundable) by way of RTGS or similar online transaction to the DCI account.

		Copy of the transaction details to be submitted with the bid document in Cover-I, without which the bid shall be deemed invalid.												
D	Earnest money deposit	Bid must be accompanied with Earnest Money Deposit (i.e. EMD) as per the amounts mentioned in the below table by ECS/NEFT/RTGS or similar online transaction to the DCI account or 'Bank Guarantee from Nationalised/Scheduled Bank'/ 'Insurance Surety Bond' strictly as per the format given in Annexure-6 (as the case may be) of the bid Document. In case of online transaction, The confirmation of receipt is to be obtained by the bidder from DCI HO's e-mail id- treasury@dcil.co.in and to be enclosed with the tender along with electronic receipt/ UTR. In case of submission of EMD through BG/Insurance Surety bond, the original shall reach tender inviting authority in line with Cl. 3 & 4 K of Notice for Invitation of bids. <table border="1"> <thead> <tr> <th>Dredger</th><th>EMD for the option of fuel, lubes & freshwater on Charterer's Account</th><th>EMD for the option of fuel, lubes & freshwater on Owner's Account</th></tr> </thead> <tbody> <tr> <td>12,000 Cum TSHD (DR-Godavari)</td><td>Rs. 100.00 Lakh</td><td>Rs. 100.00 Lakh</td></tr> <tr> <td>7,400 Cum TSHD (DR-XV / XVI / XVII)</td><td>Rs. 100.00 Lakh</td><td>Rs. 100.00 Lakh</td></tr> <tr> <td>Both 12,000 Cum & 7,400 Cum TSHDs</td><td>Rs. 200.00 Lakh</td><td>Rs. 200.00 Lakh</td></tr> </tbody> </table> Any Bid not secured in accordance with above stated conditions may be rejected by DCI as non-responsive. Notwithstanding anything contained herein, the EMD will be forfeited in any of the following cases: (a) If a Bidder withdraws his Bid during the 'Period of Bid Validity'; (b) If a Bidder has indulged in corrupt/ fraudulent /collusive/ coercive practice; (c) If the Bidder modifies Bid during the period of bid validity (after Due Date and Time for Bid Submission); (d) Violates any other condition, mentioned elsewhere in	Dredger	EMD for the option of fuel, lubes & freshwater on Charterer's Account	EMD for the option of fuel, lubes & freshwater on Owner's Account	12,000 Cum TSHD (DR-Godavari)	Rs. 100.00 Lakh	Rs. 100.00 Lakh	7,400 Cum TSHD (DR-XV / XVI / XVII)	Rs. 100.00 Lakh	Rs. 100.00 Lakh	Both 12,000 Cum & 7,400 Cum TSHDs	Rs. 200.00 Lakh	Rs. 200.00 Lakh
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Both 12,000 Cum & 7,400 Cum TSHDs	Rs. 200.00 Lakh	Rs. 200.00 Lakh												

		the Bid Document, which may lead to forfeiture of EMD. (e) In the case of a successful Bidder, if the Bidder fails: (i) to acknowledge receipt of the “Notification of Award” or “Letter of Acceptance [LOA]”, (ii) to furnish “Performance Guarantee”, in accordance with “Annexure-8”
E	Bid validity	The bid validity period shall be 180 days from final 'Due Date of submission'.
F	DCI account details for online payment	Name of beneficiary : DREDGING CORPORATION OF INDIA LIMITED Account No.: 35833070000014 IFSC Code: CNRB0013583 Account Type: CURRENT ACCOUNT Name of the Bank: CANARA BANK Branch address: DCIL Branch, Ground Floor, Dredge House, H.B. Colony Main Road, Seethammadhara, Visakhapatnam, Andhra Pradesh- 530022 MICR code: 530015032 SWIFT Code: SYNBINBB032 Bidders shall obtain confirmation for receipt of bid document FEE / EMD from treasury@dcil.co.in(with CC to hodmktg@dcil.co.in) and a copy of transaction details shall be submitted alongwith the bid.
G	Place of obtaining bid documents	The bid documents can be downloaded from the below mentioned websites: www.dredge-india.com , www.eprocure.gov.in
H	Bid issue date	From 24.09.2026 to 15.10.2026 upto 1430 hours
I	Pre Bid Meeting	Pre-bid meeting will be held at 1500 Hrs on 01.10.2026 at DCI Head Office, Visakhapatnam through webex link https://dcil21.webex.com/meet/hodmktg. Pre Bid Queries shall be sent to the below mail ids one day before the pre-bid meeting. DCI will make efforts to issue the clarifications as soon as practicable online through websites at Sl. No. G or by mail. However, DCI reserves the right, at their sole discretion, not to respond to any

		questions raised or provide clarifications sought, if considered inappropriate or prejudicial to do so. Queries can be sent to the following email id: hodmktg@dcil.co.in
J	Due date of submission	Upto 1500 hours on 15.10.2026
K	Address to which hard copy of Technical Bid documents should be sent	General Manager (Business Development) Dredging Corporation of India Ltd. Dredge House, H. B. Colony Main Road, Seethammadhara, Visakhapatnam -530022, India. Email : hodmktg@dcil.co.in
L	Date & Time of opening of Technical bids	@ 1530 hours on 15.10.2026
M	Date & Time of opening of Price bids	Will be informed later to technically qualified bidder(s).

5. This IFB is being issued with no financial commitment and the Owner (i.e. DCI) reserves the right to change or vary any part thereof at any stage. Owner's also reserve the right to withdraw the IFB, should it become necessary at any stage.
6. DCI reserves the right to terminate or alter the process at any stage, without prior notice or assigning any reasons thereof, and without incurring any liability in respect thereof.
7. **Brief description of Bidding Process:**
 - i. The bidding process involves qualification of interested parties who make an application in accordance with the provisions of this IFB (the "Applicant/Bidder").
 - ii. DCI will initially scrutinise the technical bid as per the eligibility criteria and other conditions of the bid document. Thereafter, the successful bidders in the technical evaluation stage will be qualified for the price bid stage and accordingly the respective parties' price bid will be opened. The bidder who has quoted the highest rate without any deviations or counter conditions to the bid document will be considered as successful bidder. The successful bidder will be entering into a Charter Agreement with DCI as per Annexure-7.
 - iii. Any request for further information or clarification on the bid document may be submitted in writing through email **one day before the pre-bid meeting**

to the General Manager (Business Development), Dredging Corporation of India Limited, at the above email id. DCI may respond to the queries raised/ clarifications sought to the best of its ability and same shall be notified only through www.dredge-india.com and www.eprocure.gov.in. Interested parties are advised to check the website regularly for corrigenda/ addenda if any, which will be published only in the website. However, no extension of the time or date of bid submittal may be accepted on the ground that DCI has not responded to any query/ clarification raised by any party.

- iv. DCI at its discretion may extend the due date for submission of bids and the decision of DCI in this respect would be final & binding on the respondents. In the event of changes in the time schedule, Dredging Corporation of India Limited shall notify the same only through www.eprocure.gov.in and www.dredge-india.com. Interested parties are advised to check the websites regularly for corrigenda/ addenda if any, which will be published only in the website.
- v. No oral modification or interpretation of any provisions of this IFB shall be valid. Written communication shall be issued by DCI when changes, clarifications or amendment to the bid document is deemed necessary by DCI at its sole discretion.
- vi. Bid submittals should be in English. Duly authorized representative shall sign on each page of the documents. Bids should be prepared in such a way so as to provide a straight forward, concise description of Applicants and capabilities to satisfy the requirements of this IFB.
- vii. If at any time during the evaluation of bids, DCI requires any clarification on the documents submitted by the prospective parties, it reserves the right to request a clarification so as to complete the evaluation.
- viii. Bid which is found to be incomplete in content and/or attachments and/or authentication etc. is liable to be rejected.

8. Eligibility Criteria:

The bidder must meet the following eligibility criteria to qualify for participating in the bidding:

- a. The firm may be in the business of Dredging/ Marine/ Port operations/ Agent/ Marine Infrastructure and combination thereof for at least 3 years.**
- b. The firm should be a single entity and JV/consortiums are not allowed.**
- c. Turnover:**
The firm should have minimum average annual turnover for the preceding three financial years as below:

Dredger	Turnover for the option of fuel, lubes & freshwater on Charterer's Account	Turnover for the option of fuel, lubes & freshwater on Owner's Account
12,000 Cum TSHD (DR-Godavari)	Rs. 7,313.67 Lakh	Rs. 11,074.14 Lakh
7,400 Cum TSHD (DR-XV / XVI / XVII)	Rs. 2,655.00 Lakh	Rs. 4,995.00 Lakh
Both 12,000 Cum & 7,400 Cum TSHDs	Rs. 9,968.67 Lakh	Rs. 16,069.14 Lakh

d. Net worth of the bidder for any three years over a period of seven years preceding FY 2026-27 should be positive.

e. The bidder must have Minimum Working Capital of at least 20% of the above qualified turnover as per last audited annual financial statement.

Bidders have to submit all relevant supporting documents in the technical bid to satisfy above requirements. Turnover, Net worth and working capital should be certified by the Chartered Accountant. Failing to submit the relevant documents will lead to rejection of that particular bid.

9. Interested firms are requested to go through and fill up the bid documents enclosed. The Bid documents shall be enclosed with relevant supporting documents/ information and shall provide complete details of the intended bidder. The documents should be strictly as per the bid document and no editing, addition, deletion or modification of bid document as hosted on website is permitted. If such action is observed at any stage, such bid will not be considered and will be summarily rejected.
10. The bidding process shall be governed by, and construed in accordance with, the laws of India and the Courts at Visakhapatnam shall have exclusive jurisdiction overall disputes arising under, pursuant to and/ or in connection with the bidding process.
11. **Nature of proposed Charter and Areas of operations:**
 - a. The charterer should agree to take the DCI TSHD(s) on charter as per the general terms and conditions of charter hire agreement at Annexure-7, wherein the responsibilities of Owners and Charterers are clearly defined.
 - b. The dredgers shall be deployed for legal operations in the waters of India only.

12. Inspection of Dredgers:

The Dredgers are available for Inspection from the date of hosting the tender till the day before submission of bid/ extended date of submission of bid. The interested party/firm can visit the dredger before submitting the bid at his own cost. The present location and contact details are provided below. The prospective bidders who wish to visit the dredger(s) may contact at the following address:

Dredger	Present Location & Status of Dredger	Contact Details
DCI Dredge Godavari	Under Construction. Cochin Shipyard, Kerala	Project In Charge, Shipbuilding CSL Dredging Corporation of India Limited Inside Cochin Shipyard Premises, Perumanoor, Kochi, Ernakulum, Kerala, 682015 Mobile: (+) 91- 7893547744
DCI Dredge XVII	In Working condition Deendayal Port Authority, Gujarat	Chief Project Manager Dredging Corporation of India Ltd., Kochi 1 st Floor, Plot C-46, NU-10/B, Gayatri Madnir Road, Shaktinagar, Ganghidham, Kutch, Gujarat-370201 Mobile: (+) 91-9989334796
DCI Dredge XV	In Working condition Cochin Port	Project In Charge Dredging Corporation of India Ltd., 2 nd Floor, Chachalackal Building, K P Vallon Road, Kadavanthra, Ernakulam-682020 Mobile: (+) 91-93913 53478
DCI Dredge XVI	In Drydock Cochin Shipyard, Kochi	Attending Superintendent Dredging Corporation of India Limited Inside Cochin Shipyard Premises, Perumanoor, Kochi, Ernakulum, Kerala, 682015 Mobile: (+) 91- 99597 45557

Above place of dredgers are bound to change, Charterer/ Bidder has to confirm with DCIL the same before proceeding for inspection.

13. Right to accept or reject any or all Applications:

- Notwithstanding anything contained in this IFB, DCI reserves the right to accept or reject any Application and to annul the bidding Process and reject all Applications, at any time without any liability or any obligation for such acceptance, rejection or annulment, and without assigning any reasons therefore.
- DCI reserves the right to disqualify any Applicant during or after completion of bidding process, if it is found there was a material misrepresentation by any such Applicant or the Applicant fails to provide, within the specified time, supplemental information sought by DCI or suppression/non-disclosure of material facts by the party.

- c. DCI reserves the right to verify all statements, information and documents submitted by the Applicant in response to the IFB. Any such verification or lack of such verification by DCI shall not relieve the Applicant of his obligations or liabilities hereunder nor will it affect any rights of DCI.

14. Documents to be submitted with Bid:

- a. Document fee and EMD
- b. Annexure-1 duly filled & signed alongwith information required as per annexure and supporting documents thereof.
- c. Profile of the company, copy of Articles & Memorandum of Association or partnership deed.
- d. Annexure-2 Letter of application duly filled & signed
- e. Annexure-3 Financial information (Copies of Applicant's duly audited balance sheets and profit & loss statements for the preceding three years& other relevant documents as per eligibility criteria).
- f. Annexure-4 Integrity Pact
- g. The complete bid document duly signed & stamped from bidder
- h. Documentary Proof of turnover and similar work experience.
- i. Any other relevant data like details of floating crafts (dredgers, tugs, barges, etc.) owned, details of past completed similar charter agreements, if any, etc.
- j. Power of Attorney

The firm who submits the above documents and after evaluation qualifies under the Eligibility criteria; shall be considered for further evaluation i.e. for opening of Cover-2 Price bid i.e. Charter hire proposal.

15. Integrity Pact (IP)

Integrity Pact shall cover this tender throughout its various phases, and IP would be deemed as a part of the contract though an appropriate provision. The bidders should sign and submit an "Integrity Pact" to be executed between the bidder and Dredging Corporation of India Limited before due date and time of the tender. Bids not accompanied by a duly signed "Integrity Pact" shall be liable for rejection. IP would be implemented through either of the following Independent External Monitors (IEM) for this tender.

- 1) Shri Prahlad Kumar Sinha,
A303 SanskritiVihar, 10th Avenue,
Gaur city 2, Greater Noida West,
GautamBudh Nagar, UP – 201318
Mobile – 9432677066
Email: pekay66@gmail.com
- 2) Shri Aditya Kumar Mittal,
Flat C-2/10 (3102), Vanashree CHS,

Plot 1 & 2, Sector 58A,
Palm Beach Road, Near Seawood Estates,
Nerul (West), Navi Mumbai-400706,
Mobile: 9560527000
Email: adityakumarmittal@gmail.com

For full details of the scheme of IP, you may visit the website of Central Vigilance Commission, New Delhi.

Signatories to the Integrity Pact with regard to this contract can represent a matter with regard to the contract to the Independent External Monitors (IEMs) under the Integrity Pact Provisions. Firms signing the Integrity Pact shall not approach for Negotiation/ Conciliation/ Arbitration/ Adjudication while representing matters to the IEMs and the firm will await their decision in the matter.

16. CONFIDENTIALITY

Each of the Parties hereby warrants and undertakes, except with the consent of the other Party, not to use or disclose any information obtained by either Party under this IFB unless and until such information becomes generally available to the public.

17. NOTICES

All notices and communications shall be sent to the authorized representatives identified by each party for the purpose.

18. DISCLAIMER

The information contained in this bid document (the "IFB") or subsequently provided to Applicant(s), whether verbally or in documentary or any other form, by or on behalf of DCI or any of its employees or advisors, is provided to Applicant(s) on the terms and conditions set out in this IFB and such other terms and conditions subject to which such information is provided.

This IFB is not an agreement and is neither an offer nor invitation by DCI to the prospective Applicants or any other person. The purpose of this IFB is to provide interested parties with information that may be useful to them in the formulation of their application for qualification pursuant to this IFB.

DCI also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused arising from reliance of any Applicant upon the statements contained in this IFB.

The issue of this IFB does not imply that DCI is bound to select and shortlist Applicants for next stage or to enter FORMAL CHARTERING agreements with shortlisted Applicants.

Application form

1	(a) Name of the Firm (b) Full address. (c) Tele/fax Number(s): (d) Telephone Number(s): (e) E-mail Address:	
2	Year and date of establishment of Business & Experience	
3	Nature of Business	
4	Whether Proprietorship/Private/ Partnership/Public Ltd Company/ Joint Venture/ Special Purpose Vehicle (Please furnish copy of Partnership Deed/Articles of Association/ Relevant documents showing establishment of Joint Venture/ SPV and Organizational Chart)	
5	Whether your firm is listed with any stock exchange. If Yes, details there of:	
6	Names of Proprietors / Partners / Directors and their other business (if any):	
7	Names of your Bankers and their address: (Please attach a certificate from your bankers about your financial status and credit facility available to you.)	
8	Please state whether Proprietors / Partners / Directors have any relation with any PSU in India or with other Shipping lines. If so, kindly furnish details:	
9	List of floating crafts available with the applicant duly providing the details	
10	Names and addresses of your clients, from whom you have taken vessels on charter in the past, duly providing the details.	

11	Whether your firm has been disqualified by any Government/Shipping Company / client, at anytime in the past. If yes, state reasons:	
12	Please give details of office infrastructure in India/ Abroad: a. Head / Registered office b. Number of offices owned by the firm and their location each c. Number of employees and Master-Mariners with break-up office location wise	

Letter of Application

(To be submitted on the letter head of the party submitting the bid)

To,
General Manager (Business Development)
Dredging Corporation of India Ltd.
Dredge House, H.B. Colony Main Road,
Seethammadhara, Visakhapatnam-530022

Subject: INVITATION FOR BIDS FOR CHARTERING OF DCI TRAILER SUCTION
HOPPER DREDGERS

With reference to your notice for IFB dated _____ we have examined the IFB terms and conditions, specifications of the TSHD(s), proposed charter agreement and understood its contents. We are interested in hiring the TSHD of _____ Cum hopper capacity on charter and hereby submit our bid for chartering.

- a) We hereby certify that all the statements made and information supplied in the enclosed forms and accompanying statements are true and correct. We have furnished all information and details necessary for bidding and have no further pertinent information to supply.
- b) We confirm to make available to DCI, within the stipulated time, any additional information it may find necessary or require to supplement or authenticate the pre-qualification statement.
- c) We also allow, in case required by DCIL, General Manager (Business Development), Dredging Corporation of India Limited or his authorized representative to approach individuals, employers and entities to verify our competence and general reputation.
- d) We agree and undertake to abide by all the terms and conditions of the bid document.

In witness thereof, I/we submit this application under and in accordance with the terms of the bid document.

Yours faithfully,

(Signature, name and designation of the Authorised Signatory)

(Name and seal of the Applicant)

Date:

Place:

Annexure-3**Financial Information***(This form to be duly certified by a Chartered Accountant)***Average turnover**

Financial year	Turnover in Indian rupees
2025-26	
2024-25	
2023-24	
Average	

Net worth (in INR)

Year	Cash accruals	Net worth	Working Capital
2025-26			
2024-25			-
2023-24			-
2022-23			-
2021-22			-
2020-21			-
2019-20			-

Instructions:

- The Applicant shall attach copies of the balance sheets, profit & loss, financial statements and Annual Reports for 3 (three) years preceding the Application Due Date. The financial statements shall:
 - Reflect the financial situation of the Applicant;
 - Have been audited by a statutory auditor;
 - Be complete, including all notes to the financial statements; and
 - Correspond to accounting periods already completed and audited.
- Net Cash Accruals shall mean Profit After Tax + Depreciation.
- Net worth shall mean (Subscribed and Paid-up Equity + Reserves)less (Revaluation reserves + miscellaneous expenditure not written off +reserves not available for distribution to equity shareholders).

4. The Applicant shall provide an Auditor's Certificate (with UDIN) specifying the Networth of the Applicant and also specifying the methodology adopted for calculating such Net worth.
5. Information on credit facility available with the bidder.

INTEGRITY PACT

(Before award of contract: To be submitted on company letter head with duly signed & stamped)

(After award of contract: To be executed on Rs.100/- non-judicial stamp paper in two sets)

Dredging Corporation of India Limited (DCIL) hereinafter referred to as "The Principal".

And

_____ (Indicate firm name) hereinafter referred to as 'The Bidder/ Contractor'

Preamble:

The Principal intends to award, under laid down organizational procedures, contract/s for _____ (**Name of the work**). The Principal values full compliance with all relevant laws of the land, rules, regulations, economic use of resources and of fairness/ transparency in its relations with its Bidder(s) and /or Contractor(s).

In order to achieve these goals, the Principal will appoint an Independent External Monitor (IEM), who will monitor the tender process and the execution of the contract for compliance with the principles mentioned above.

Section 1 - Commitments of the Principal

1. The Principal commits itself to take all measures necessary to prevent corruption and to observe the following principles:

a. No employee of the Principal, personally or through family members, will in connection with the tender for, or the execution of a contract, demand, take a promise for or accept, for self or third person, any material or immaterial benefit which the person is not legally entitled to.

b. The Principal will during the tender process treat all Bidder(s) with equity and reason. The Principal will in particular, before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential/ additional information through which the Bidder(s) could obtain an advantage in relation to the process or the contract execution.

c. The Principal will exclude from the process all known prejudiced persons.

2. If the Principal obtains information on the conduct of any of its employees which is a criminal offence under the IPC/PC Act, or if there be a substantive suspicion in this

regard, the Principal will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions.

Section 2 - Commitments of the Bidder(s)/ Contractor(s)

1. The Bidder(s)/Contractor(s) commit himself to take all measures necessary to prevent corruption. He commits himself to observe the following principles during his participation in the tender process and during the contract execution.

a. The Bidder(s)/ contractor(s) will not, directly or through any other persons or firm, offer promise or give to any of the Principals employees involved in the tender process or the execution of the contract or to any third person any material or other benefit which he/ she is not legally entitled to, in order to obtain in exchange any advantage or during the execution of the contract.

b. The Bidder(s)/ Contractor(s) will not enter with other Bidders into any undisclosed agreement or understanding, whether formal or informal.

This applies in particular to prices, specifications, certifications, subsidiary contracts, submission or non-submission of bids or any other actions to restrict competitiveness or to introduce cartelization in the bidding process.

c. The Bidder(s) / Contractor(s) will not commit any offence under the relevant IPC/ PC Act; further the Bidder(s)/ Contractors will not use improperly, for purposes of competition or personal gain, or passion to others, any information or document provided by the Principal as part of the business relationship, regarding plans, technical proposals and business details, including information contained or transmitted electronically.

d. The Bidder(s)/ Contractor(s) of foreign origin shall disclose the name and address of the Agents/ representatives in India, if any. Similarly, the bidder(s)/ contractor(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any. Further details as mentioned in the "Guidelines on Indian Agents of Foreign Suppliers" shall be disclosed by the Bidder(s)/ Contractor(s). Further, as mentioned in the Guidelines all the payments made to the Indian agent/ representative have to be in Indian Rupees only. *Copy of the "Guidelines on Indian Agents of Foreign Suppliers" as annexed and marked as Annexure-A.*

e. The Bidder(s)/Contractor(s) will, when presenting his bid, disclose any and all payments he has made, is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of the contract.

2. The Bidder(s)/Contractor(s) will not instigate third persons to commit offences outlined above or be an accessory to such offences.

Section 3: Disqualification from tender process and exclusion from future contracts

If the Bidder(s)/ Contractor(s), before award or during execution has committed a transgression through a violation of Section 2, above or in any other form such as to put his reliability or credibility in question, the Principal is entitled to disqualify the Bidder(s)/ Contractor(s) from the tender process.

Section 4: Compensation for Damages

1. If the Principal has disqualified the Bidder(s) from the tender process prior to the award according to Section 3, the Principal is entitled to demand and recover the damages equivalent to Earnest Money Deposit/ Bid Security.

2. If the Principal has terminated the contract according to Section 3, or if the Principal is entitled to terminate the contract according to Section 3, the Principal shall be entitled to demand and recover from the Contractor liquidated damages of the Contract value or the amount equivalent to Performance Bank Guarantee.

Section 5: Previous Transgression

1. The Bidder declares that no previous transgressions occurred in the last three years with any other company in any country conforming to the anti-corruption approach or with any other public sector enterprise in India that could justify his exclusion from the tender process.

2. If the bidder makes incorrect statement on this subject, he can be disqualified from the tender process for action can be taken.

Section 6: Equal treatment to all Bidders/Contractors/Subcontractors.

1. The Bidder(s)/ Contractor(s) undertake(s) to demand from all subcontractors a commitment in conformity with this Integrity Pact, and to submit it to the Principal before contract signing.

2. The Principal will enter into agreements with identical conditions as this one with all bidders, contractors and subcontractors.

3. The Principal will disqualify from the tender process all bidders who do not sign this Pact or violate its provisions.

Section 7: Criminal charges against violation Bidder(s)/ Contractor(s)/ Subcontractor(s).

If the Principal obtains knowledge of conduct of a Bidder, Contractor or Subcontractor, or of an employee or a representative or an associate of a Bidder, Contractor or Subcontractor which constitutes corruption, or if the Principal has

substantive suspicion in this regard, the Principal will inform the same to the Chief Vigilance Officer (CVO).

Section 8: Independent External Monitor/ Monitors

1. The Principal appoints competent and credible Independent External Monitors (IEMs) for this Pact. The task of the Monitor is to review independently and objectively, whether and to what extent the parties comply with the obligations under this agreement.
2. The Monitor is not subject to instructions by the representatives of the parties and performs his functions neutrally and independently. He reports to the Chairman, DCIL.
3. The Bidder(s)/ Contractor(s) accepts that the Monitor has the right to access without restriction to all project documentation of the Principal including that provided by the Contractor. The Contractor will also grant the Monitor, upon his request and demonstration of a valid interest, unrestricted and unconditional access to his project documentation. The same is applicable to Subcontractors. The Monitor is under contractual obligation to treat the information and documents of the Bidder(s)/ Contractor(s)/ Subcontractor(s) with confidentiality.
4. The Principal will provide to the Monitor sufficient information about all meetings among the parties related to the Project provided such meetings could have an impact on the contractual relations between the Principal and the Contractor. The parties Offer to the Monitor the option to participate in such meetings.
5. As soon as the Monitor notices, or believes to notice, a violation of this agreement, he will so inform the Management of the Principal and request the Management to discontinue or take corrective action, or to take other relevant action. The monitor can in this regard submit non-binding recommendations. Beyond this, the Monitor has no right to demand from the parties that they act in a specific manner, refrain from action or tolerate action.
6. The Monitor will submit a written report to the Chairman, DCIL within 8 to 10 weeks from the date of reference or intimation to him by the Principal and, should the occasion arise, submit Proposals for correcting problematic situations.
7. Monitor shall be entitled to compensation on the same terms as being extended to/ provided to Independent Directors on the DCIL Board.
8. If the Monitor has reported to the Chairman DCIL, a substantiated suspicion of an offence under relevant IPC/ PC Act, and the Chairman DCIL has not, within the reasonable time taken visible action to proceed against such offence or reported it to the Chief Vigilance Officer, the Monitor may also transmit this information directly to the Central Vigilance Commissioner.

9. The word 'Monitor' would include both singular and plural.

10. Integrity Pact would be implemented through the Independent External Monitor (IEM) for this IFB. The addresses of the same are:

- 1) Shri Prahlad Kumar Sinha,
A303 Sanskriti Vihar, 10th Avenue,
Gaur city 2, Greater Noida West,
Gautam Budh Nagar, UP – 201318
Mobile – 9432677066
Email: pekay66@gmail.com
- 2) Shri Aditya Kumar Mittal,
Flat C-2/10 (3102), Vanashree CHS,
Plot 1 & 2, Sector 58A,
Palm Beach Road, Near Seawood Estates,
Nerul (West), Navi Mumbai–400706,
Mobile: 9560527000
Email: adityakumarmittal@gmail.com

Section 9 - Pact Duration

This pact begins when both parties have legally signed it. It expires for the Contractor 08 months after the last payment under the contract, and for all other Bidders 08months from the date of signing the Charter Agreement(s).

If any claim is made /lodged during this time, the same shall be binding and continue to be valid despite the lapse of this pact as specified above, unless it is discharged/ determined by Chairman of DCIL.

Section 10 - Other provisions

1. This agreement is subject to Indian Law, Place of performance and jurisdiction is the Registered Office of the Principal, i.e. New Delhi.
2. Changes and supplements as well as termination notices need to be made in writing. Side agreements have not been made.
3. If the Contractor is a partnership or a consortium, this agreement must be signed by all partners or consortium members.
4. Should one or several provisions of this agreement turnout to be invalid, the remainder of this agreement remains valid. In this case, the parties will strive to come to an agreement to their original intentions.
5. Issues like warranty/ Guarantee etc. shall be outside the purview of Monitors.
6. In the event of any contradiction between the Integrity Pact and its Annexure, the clause in the Integrity Pact will prevail.

(For & on behalf of the Principal)

(For & On behalf of Bidder/Contractor)

(Office Seal)

(Office Seal)

Place _____

Date _____

Witness 1:
(Name & Address)

Witness 1:
(Name & Address)

Witness2:
(Name & Address)

Witness2:
(Name & Address)

GUIDELINES FOR INDIAN AGENTS OF FOREIGN SUPPLIERS

1.1 There shall be compulsory registration of Indian agents of foreign suppliers for all Tenders. An agent who is not registered with DCI shall apply for registration in the prescribed Application Form.

1.2 Registered agents will file an authenticated Photostat copy (duly attested by a Notary Public) / Original certificate of the principal confirming the agency agreement and giving the status being enjoyed by the agent and the commission / remuneration / salary / retainership being paid by the principal to the agent before the placement of order by DCI.

1.3 Wherever the Indian representatives have communicated on behalf of their principals and foreign parties have stated that they are not paying any commission to the Indian agents and the Indian representative is working on the basis of salary or as retainer, a written declaration to this effect should be submitted by the party (i.e. Principal) before finalizing the order.

1.4 DISCLOSURE OF PARTICULARS OF AGENTS / REPRESENTATIVES IN INDIA, IF ANY.

2.1 Bidders of Foreign nationality shall furnish the following details in their offer:

2.1.1 The name and address of the agents / representatives in India, if any and the extent of authorization and authority given to commit the Principals. In case the agent / representative be a foreign Company, it is to be confirmed whether it is real substantial Company and details of the same shall be furnished.

2.1.2 The amount of commission / remuneration included in the quoted price(s) for such agents / representatives in India.

2.1.3 Confirmation of the Bidder that the commission / remuneration if any, payable to his agents / representatives in India, is to be paid by DCI in Indian Rupees only.

2.2 Bidders of Indian Nationality shall furnish the following details in their offers:

2.2.1 The name and address of the foreign principals indicating their nationality as well as their status, i.e. whether manufacturer or agent of manufacturer holding the Letter of Authority of the Principal specifically authorizing the agent to make an offer in India in response to tender either directly or through the agents / representatives.

2.2.2 The amount of commission / remuneration included in the price (s) quoted by the bidder for himself.

2.2.3 Confirmation of the foreign principals of the Bidder that the commission / remuneration, if any, reserved for the Bidder in the quoted price (s), is paid by DCI in India in equivalent Indian Rupees.

2.3 In either case, the event of contract materializing, the terms of payment will provide for payment of the commission / remuneration, if any payable to the agents / representatives in India in Indian Rupees on expiry of 90 days after the discharge of the obligations under the contract.

2.4 Failure to furnish correct and detailed information as called for in paragraph – 2.1 above will render the concerned tender liable for rejection or in the event of a contract materializing, the same liable to termination by DCI. Besides this there would be a penalty of banning business dealings with DCI or damage or payment of a named sum.

TENTATIVE TECHNICAL SPECIFICATIONS OF DCI DREDGE GODAVARI

Sl. No.	PARTICULARS	
1	NAME OF THE EQUIPMENT	DCI DREDGE GODAVARI
2	OWNERS	DREDGING CORPORATION OF INDIA LTD
3	FLAG	INDIAN
4	BUILDER	COCHIN SHIPYARD LIMITED
5	YEAR OF BUILD	2026
6	HOPPER CAPACITY	12,000 m ³
7	OFFICIAL NO.	5001
8	REGISTERING AUTHORITY	MMD, VISAKHAPATNAM
9	GRT	12810
10	LOA	127m
11	BEAM	28.4m
12	DEPTH	10.4m
13	DRAFT (BOTH LIGHT & LOADED)	8/9
14	MAXIMUM DREDGING DEPTH	36m
15	MAIN ENGINE (NOS, MAKE, BHP, RPM ETC. EACH)	2 X5400KW/750 MAN
16	ENDURANCE (FULL POWER)	30 Days
17	DREDGE PUMP ENGINE (NOS, MAKE, BHP, RPM ETC. EACH)	2X1548KW/1000 MAN
18	GENERATOR ENGINE (NOS, MAKE, BHP ETC. EACH)	PARKINSON 500KW
19	NAVIGATIONAL EQUIPMENT	Magnetic Compass –CASSENS & PLATH; DGPS – JRC; RADAR (X-Band) – JRC (JMA 5312); RADAR (S-Band) – JRC (JMA 5330); AIS – JRC (JHS 182); VHF – SAILOR RT 5022 – 2nos; MFHF – SAILOR 5000; INMARSAT-C – SAILOR TT3000E Mini C; NAVTEX – JRC NCR333;
20	TYPE OF DRAGHEAD, WEIGHT OF EACH DRAGHEAD INCLUDING NUMBER OF DRAGHEADS AVAILABLE, JET PRESSURE OF EACH DRAGHEAD& TYPE OF TEETH FITTED ON THE DRAGHEAD. (Only for dredger)	MIGHTY DRAGON(Type-4D)– 02nos. Max. Weight – 25 Tons Each Jet Pressure at Draghead – 15 bar
21	DATE OF LAST DRY-DOCKING	---
22	NEXT DRY-DOCKING DUE ON (TO MAINTAIN VALIDITY OF CLASS & STATUTORY CERTIFICATES)	---
23	DREDGE PUMP (MAKE, CAPACITY, DISCHARGE RATE,	Make: IHC–Single walled centrifugal pump with Curve Technology

	TIME TO FILL UP HOPPER ETC.) (Only for dredger)	
24	CREW (INCLUDING MASTER)	34
25	DRAFT LOAD MONITOR (DLM) - MAKE, CALIBRATION CERTIFICATE INDICATING AUTHORITY & DATE OF CALIBRATION.	IHC
26	PARTICULARS OF BOW THRUSTER, IF FITTED WITH	2X485KWX1500RPM
27	SPEED IN LOADED CONDITION	15 knots (Designed)
28	NUMBER OF RUDDER	2
29	NUMBER OF PROPELLER	2
30	MAIN FUEL	VLSFO (Marine fuel 0.5% (FO))

TECHNICAL SPECIFICATIONS OF DCI DREDGE XV

1.	NAME OF DREDGER	DCI DREDGE XV
2.	OWNER'S NAME	DREDGING CORPORATION OF INDIA LTD.
3.	TYPE	TRAILER SUCTION HOPPER DREDGER
4.	BUILDER	IHC, HOLLAND
5.	YEAR OF BUILT	1999
6.	LENGTH OVERALL	122.00 MTRS
7.	BREADTH MOULDED	20.30 MTRS
8.	DEPTH MOULDED	10.10 MTRS
9.	MAXIMUM DRAFT AT SUMMER LOAD LINE	7.55 MTRS
10.	LOADING CAPACITY AT 8.5 MTRS DRAUGHT (WITH 650 TONS OF FUEL, 140 TONS OF FRESHWATER AND 110 TONS OF SPARES)	11,200 TONS
11.	DEAD WEIGHT "ALL TOLD" AT 8.50 MTRS DRAUGHT	12,130 TONS
12.	HOPPER CAPACITY	7400 CUM
13.	MAXIMUM DREDGING DRAFT	8.50 MTRS
14.	MAXIMUM DREDGING DEPTH	25 MTRS
15.	SPEED IN LIGHT CONDITION	14.0 KNOTS
16.	SPEED IN LOADED CONDITION	13.0 KNOTS
17.	NO. OF DREDGE PIPES	2
18.	TYPE OF DRAG HEADS	CALIFORNIA TYPE WITH WATER JETS (2NOS) NEW GENERATION WITH WATER JETS (2 NOS) STATIONARY DRAGHEADS (2 NOS)
19.	SUCTION PIPE DIA	800 MM
20.	MODE OF DUMPING	11 PAIRS OF BOTTOM DOORS
21.	MAIN ENGINES	TWO TURBO CHARGED, AFTER COOLED, FOUR STROKE L ENGINES ONE CLOCKWISE & ONE ANTI-CLOCKWISE ROTATION MAKE -- MAN TYPE -- 7L 40/45 OUTPUT MCR -- 3800 KW SPEED -- 600 RPM BORE -- 400 MM STROKE -- 450 MM NO. OF CYLINDERS -- 7 IN LINE
22.	PROPULSION	CONTROLLABLE PITCH PROPELLER OF CAPACITY 1250 KW (EACH) IS DRIVEN THROUGH A HORIZONTAL OFFSET REDUCTION GEAR BOX.
23.	DREDGE PUMPS (TWO NOS.)	EACH DREDGE PUMP OF CAPACITY 1150 KW IS DRIVEN THROUGH A VERTICALLY OFFSET MANUAL OPERATED TWO SPEED BOX.
24.	BOW THRUSTERS	MAKE – MARELLIMOTORI, ITALY

		TYPE -- F3M400LH4 OUT PUT – 650 KW VOLTAGE – 3 x 415 VOLTS FREQUENCY – 50 HZ SPEED (APPX) – 1490 RPM
25.	JET PUMPS	TWO JET PUMPS ARE INSTALLED EACH DRIVEN BY AN AC SQUIRREL CAGE MOTOR WITH THE FOLLOWING SPECIFICATIONS: MAKE – NIJHUIS POMPEN TYPE -- HCT I – 300.650 MAX POWER – 550 KW SPEED -- 1480 RPM VOLTAGE – 3X415 VOLTS FREQUENCY – 50 HZ CAPACITY -- 1500 Cu.M/h
26.	AUXILIARY GENERATORS	3 AC DIESEL AUXILIARY DIESEL GENERATORS FOR ELECTRIC POWER SUPPLY. MAKE -- MAN TYPE -- D 2842 LE SPEED -- 1500 RPM POWER -- 380 KW
27.	EMERGENCY GENERATOR	1 AC DIESEL GENERATOR SET FOR EMERGENCY/ HARBOUR SERVICE WITH A GENERATOR OUT PUT OF 100 KW
28.	DRAFT HEAD POSITION INDICATOR	SUCTION TUBE POSITION INDICATOR (WORKING ON PNEUMATIC PRINCIPLE), MAKE: M/S NMES MARINE. IT INDICATES THE SUCTION PIPE DEPTH AND POSITION DURING DREDGING BY MEANS OF SUCTION PIPE MODEL
29.	DRAFT AND LOAD INDICATOR	DLM & HVLM SYSTEM INTEGRATED WITH PRESSURE & LEVEL TRANSDUCERS. DESIGNED AND MANUFACTURED BY M/s IHC WITH FACILITY FOR PRINTOUTS
30.	ECHO SOUNDER WITH GRAPHIC RECORDER UNIT AND DIGITAL DISPLAY	MAKE: SKIPPER, TYPE GDS 101 WITH DIGITAL DISPLAY. FITTED WITH TRANSDUCER OPERATING AT FREQUENCY 200 KHZ.
31.	PRODUCTION CALCULATOR WITH VIDEO DISPLAY UNIT	DENSITY, VELOCITY, YIELD AND PRODUCTION MEASURING SYSTEM DESIGNED AND MANUFACTURED BY IHC SYSTEMS, HOLLAND
32	MAIN FUEL	LS-HFHSD

TECHNICAL SPECIFICATIONS OF DCI DREDGE XVI

1.	NAME OF DREDGER	DCI DREDGE XVI
2.	OWNER'S NAME	DREDGING CORPORATION OF INDIA LTD.
3.	TYPE	TRAILER SUCTION HOPPER DREDGER
4.	BUILDER	IHC, HOLLAND
5.	YEAR OF BUILT	2000
6.	LENGTH OVERALL	122.5 MTRS
7.	BREADTH MOULDED	20.30 MTRS
8.	DEPTH MOULDED	10.10 MTRS
9.	MAXIMUM DRAFT AT SUMMER LOAD LINE	7.55 MTRS
10.	LOADING CAPACITY AT 8.5 MTRS DRAUGHT (WITH 650 TONS OF FUEL, 140 TONS OF FRESHWATER AND 110 TONS OF SPARES)	11,200 TONS
11.	DEAD WEIGHT "ALL TOLD" AT 8.50 MTRS DRAUGHT	12,130 TONS
12.	HOPPER CAPACITY	7400 Cum
13.	MAXIMUM DREDGING DRAFT	8.50 MTRS
14.	MAXIMUM DREDGING DEPTH	25 MTRS
15.	SPEED IN LIGHT CONDITION	14.0 KNOTS
16.	SPEED IN LOADED CONDITION	13.0 KNOTS
17.	NO. OF DREDGE PIPES	2
18.	TYPE OF DRAG HEADS	CALIFORNIA TYPE WITH WATER JETS (2 NOS) NEW GENERATION WITH WATER JETS (2 NOS) STATIONARY DRAGHEADS (2 NOS)
19.	SUCTION PIPE DIA	800 MM
20.	MODE OF DUMPING	11 PAIRS OF CONICL BOTTOM DOORS
21.	MAIN ENGINES	TWO TURBO CHARGED, AFTER COOLED, FOUR STROKE DIESEL ENGINES ONE CLOCKWISE & ONE ANTI-CLOCKWISE ROTATION MAKE - MAN TYPE - 6L 40/54 OUTPUT MCR - 3900 KW SPEED - 550 RPM BORE - 400 MM STROKE - 540 MM NO. OF CYLINDERS - 6 IN LINE FUEL CONSUMPTION AT FULL LOAD - 186 g/kwh
22.	PROPULSION	EACH CONTROLLABLE PITCH PROPELLER IS DRIVEN THROUGH A HORIZONTAL OFFSET REDUCTION GEAR BOX WITH THE FOLLOWING SPECIFICATION: INPUT GEAR BOX - 3900 KW OUTPUT PROPELLER SHAFT - 3820 KW OUT PUT PTO SHAFT - 1325 KW

		SPEED, PRIMARY – 550 RPM SPEED, SECONDARY – 148 RPM SECONDARY (PTO) – 1500 RPM EACH PROPELLER SHAFT IS PROVIDED WITH A HAND OPERATED PROPELLER SHAFT LOCKING DEVICE.
23.	DREDGE PUMPS (TWO NOS.)	EACH DREDGE PUMP IS DRIVEN THROUGH A VERTICALLY OFFSET MANUAL OPERATED TWO SPEED BOX WITH THE FOLLOWING SPECIFICATION: MAIN ENGINE NON- DRIVE END THROUGH COUPLING INPUT – 3000 KW OUTPUT (SPEED 1) – 1150 KW OUTPUT (SPEED 2) – 2900 KW PUMP OUTPUT -- 5250 Cum / Hr Each Pump SPEED PRIMARY – 550 RPM SPEED SECONDARY – 1 – 196 RPM SPEED SECONDARY – 2– 331 RPM Ka FACTOR ACCORDING NIEMANN(1983) – 2
24.	BOW THRUSTERS	TWO 650 KW ELECTRICALLY DRIVEN BOW THRUSTERS WITH FIXED PITCH PROPELLER ARE PROVIDED. THE UNITS ARE OF THE WELL MOUNTED TYPE WHICH ALLOW TO RETRACT THE THRUSTER UNITS WITHOUT DRY DOCKING. IN THAT CASE THE HOPPER IS OPEN TO SEA AND STORES ARE LOCATED IN THE MOST AFT POSITION. BOW THRUSTER MOTORS: MAKE – ANSALDO OR EQUAL OUT PUT – 650 KW POWER FACTOR – 0.8 AT FULL LOAD VOLTAGE – 3X415 VOLTS FREQUENCY – 50 HZ SPEED (APPX) – 1470 RPM ENCLOSURE – AIR INLET IP 44R WITH BUILTUP AIR FILTER & AIR OUTLET IP 23 WITHOUT DRIP COVER COOLING – IC 01 BY MEANS OF SHAFT FAN BEARINGS – BALL BEARINGS TEMPERATURE SENSORS – 2X3 PT 100 BUILT IN STATOR WINDINGS
25.	JET PUMPS	TWO JET PUMPS ARE INSTALLED EACH DRIVEN BY AN AC SQUIRREL CAGE MOTOR WITH THE FOLLOWING SPECIFICATIONS : MAKE –ANSALDO OR EQUAL OUT PUT – 500 KW POWER FACTOR – 0.8 AT FULL LOAD

		VOLTAGE – 3X415 VOLTS FREQUENCY – 50 HZ SPEED (APPX) – 1470 RPM ENCLOSURE – IP 44 R COOLING – IC 01 BY MEANS OF SHAFT FAN WITH FILTER ON AIR INLET AND DRIP COVER ON AIR OUTLET BEARINGS – BALL BEARINGS TEMPERATURE SENSORS – 2X3 PT 100 BUILT IN STATOR WINDINGS THE MOTOR DRAWS COOLING AIR FROM THE ENGINE ROOM AND DISCHARGES THE COOLING AIR IN TO THE ENGINE ROOM.
26.	AUXILIARY GENERATORS	4 AC DIESEL AUXILIARY DIESEL GENERATOR SETS FOR ELECTRIC POWER SUPPLY EACH WITH A GENERATOR OUT PUT OF 300 KW
27.	EMERGENCY GENERATOR	1 AC DIESEL GENERATOR SET FOR EMERGENCY/ HARBOUR SERVICE WITH A GENERATOR OUT PUT OF 100 KW
28.	DRAG HEAD POSITION INDICATOR	SUCTION TUBE POSITION INDICATOR (WORKING ON PNEUMATIC PRINCIPLE), MAKE: M/S NMES MARINE. IT INDICATES THE SUCTION PIPE DEPTH AND POSITION DURING DREDGING BY MEANS OF SUCTION PIPE MODEL
29.	DRAFT AND LOAD INDICATOR	DLM & HVLM SYSTEM INTEGRATED WITH PRESSURE & LEVEL TRANSDUCERS. DESIGNED AND MANUFACTURED BY M/s IHC WITH FACILITY FOR PRINTOUTS
30.	ECHO SOUNDER WITH GRAPHIC RECORDER UNIT AND DIGITAL DISPLAY	MAKE: SKIPPER, TYPE GDS 101 WITH DIGITAL DISPLAY. FITTED WITH TRANSDUCER OPERATING AT FREQUENCY 200 KHZ.
31.	PRODUCTION CALCULATOR WITH VIDEO DISPLAY UNIT	DENSITY, VELOCITY, YIELD AND PRODUCTION MEASURING SYSTEM DESIGNED AND MANUFACTURED BY IHC SYSTEMS, HOLLAND
32.	POSITION FIXING SYSTEM AND TRACK RECORDER	DGPS. MAKE: TRIMBLE, MODEL: SPS and MAKE: JRC, MODEL: JLR 7700 MKII
33.	CALL SIGN	2875 VWXU
34.	ACCOMMODATION	FOR A TOTAL COMPLIMENT OF 52 PERSONS OF ALL CADRES
35.	MAIN FUEL	LS-HFHSD

TECHNICAL SPECIFICATIONS OF DCI DREDGE XVII

1.	NAME OF DREDGER	DCI DREDGE XVII
2.	OWNER'S NAME	DREDGING CORPORATION OF INDIA LTD.
3.	TYPE	TRAILER SUCTION HOPPER DREDGER
4.	BUILDER	IHC, HOLLAND
5.	YEAR OF BUILT	2001
6.	LENGTH OVERALL	122.5 MTRS
7.	BREADTH MOULDED	20.30 MTRS
8.	DEPTH MOULDED	10.10 MTRS
9.	MAXIMUM DRAFT AT SUMMER LOAD LINE	7.55 MTRS
10.	LOADING CAPACITY AT 8.5 MTRS DRAUGHT (WITH 650 TONS OF FUEL, 140 TONS OF FRESHWATER AND 110 TONS OF SPARES)	11,200 TONS
11.	DEAD WEIGHT "ALL TOLD" AT 8.50 MTRS DRAUGHT	12,130 TONS
12.	HOPPER CAPACITY	7400 Cum
13.	MAXIMUM DREDGING DRAFT	8.50 MTRS
14.	MAXIMUM DREDGING DEPTH	25 MTRS
15.	SPEED IN LIGHT CONDITION	14.0 KNOTS
16.	SPEED IN LOADED CONDITION	13.0 KNOTS
17.	NO. OF DREDGE PIPES	2
18.	TYPE OF DRAG HEADS	CALIFORNIA TYPE WITH WATER JETS (2 NOS) NEW GENERATION WITH WATER JETS (2 NOS) STATIONARY DRAGHEADS (2 NOS)
19.	SUCTION PIPE DIA	800 MM
20.	MODE OF DUMPING	11 PAIRS OF CONICL BOTTOM DOORS
21.	MAIN ENGINES	TWO TURBO CHARGED, AFTER COOLED, FOUR STROKE DIESEL ENGINES ONE CLOCKWISE & ONE ANTI-CLOCKWISE ROTATION MAKE - MAN TYPE - 6L 40/54 OUTPUT MCR - 3900 KW SPEED - 550 RPM BORE - 400 MM STROKE - 540 MM NO. OF CYLINDERS - 6 IN LINE FUEL CONSUMPTION AT FULL LOAD - 186 g/kwh
22.	PROPULSION	EACH CONTROLLABLE PITCH PROPELLER IS DRIVEN THROUGH A HORIZONTAL OFFSET REDUCTION GEAR BOX WITH THE FOLLOWING SPECIFICATION: INPUT GEAR BOX - 3900 KW OUTPUT PROPELLER SHAFT - 3820 KW OUTPUT PTO SHAFT - 1325 KW

		SPEED, PRIMARY – 550 RPM SPEED, SECONDARY – 148 RPM SPEED SECONDARY (PTO) – 1500 RPM EACH PROPELLER SHAFT IS PROVIDED WITH A HAND OPERATED PROPELLER SHAFTLOCKING DEVICE.
23.	DREDGE PUMPS (TWO NOS.)	EACH DREDGE PUMP IS DRIVEN THROUGH A VERTICALLY OFFSET MANUAL OPERATED TWO SPEED BOX WITH THE FOLLOWING SPECIFICATION: INPUT – 3000 KW OUT PUT (SPEED 1) – 1150 KW OUT PUT (SPEED 2) – 2900 KW SPEED PRIMARY – 550 RPM SPEED SECONDARY – 1 – 196 RPM SPEED SECONDARY – 2 – 331 RPM Ka FACTOR ACCORDING NIEMANN(1983) – 2
24.	BOW THRUSTERS	TWO 650 KW ELECTRICALLY DRIVEN BOW THRUSTERS WITH FIXED PITCH PROPELLER ARE PROVIDED. THE UNITS ARE OF THE WELL MOUNTED TYPE WHICH ALLOW TO RETRACT THE THRUSTER UNITS WITHOUT DRY DOCKING. IN THAT CASE THE HOPPER IS OPEN TO SEA AND STORES ARE LOCATED IN THE MOST AFT POSITION. BOW THRUSTER MOTORS: MAKE – ANSALDO OR EQUAL OUT PUT – 650 KW POWER FACTOR – 0.8 AT FULL LOAD VOLTAGE – 3X415 VOLTS FREQUENCY – 50 HZ SPEED (APPX) – 1470 RPM ENCLOSURE – AIR INLET IP 44R WITH BUILTUP AIR FILTER & AIR OUTLET IP 23 DRIP COVER COOLING – IC 01 BY MEANS OF SHAFT FAN BEARINGS – BALL BEARINGS TEMPERATURE SENSORS – 2X3 PT 100 BUILT IN STATOR WINDINGS
25.	JET PUMPS	TWO JET PUMPS ARE INSTALLED EACH DRIVEN BY AN AC SQUIRREL CAGE MOTOR WITH THE FOLLOWING SPECIFICATIONS : MAKE – ANSALDO OR EQUAL OUT PUT – 500 KW POWER FACTOR – 0.8 AT FULL LOAD VOLTAGE – 3X415 VOLTS FREQUENCY – 50 HZ

		SPEED (APPX) – 1470 RPM ENCLOSURE – IP 44 R COOLING – IC 01 BY MEANS OF SHAFT FAN WITH FILTER ON AIR INLET AND DRIP COVER ON AIR OUTLET BEARINGS – BALL BEARINGS TEMPERATURE SENSORS – 2X3 PT 100 BUILT IN STATOR WINDINGS THE MOTOR DRAWS COOLING AIR FROM THE ENGINE ROOM AND DISCHARGES THE COOLING AIR IN TO THE ENGINE ROOM.
26.	AUXILIARY GENERATORS	4 AC DIESEL AUXILIARY DIESEL GENERATOR SETS FOR ELECTRIC POWER SUPPLY EACH WITH A GENERATOR OUT PUT OF 300 KW
27.	EMERGENCY GENERATOR	1 AC DIESEL GENERATOR SET FOR EMERGENCY/ HARBOUR SERVICE WITH A GENERATOR OUT PUT OF 100 KW
28.	DRAFT HEAD POSITION INDICATOR	SUCTION TUBE POSITION INDICATOR (WORKING ON PNEUMATIC PRINCIPLE), MAKE: M/S NMES MARINE. IT INDICATES THE SUCTION PIPE DEPTH AND POSITION DURING DREDGING BY MEANS OF SUCTION PIPE MODEL
29.	DRAFT AND LOAD INDICATOR	DLM & HVLM SYSTEM INTEGRATED WITH PRESSURE & LEVEL TRANSDUCERS. DESIGNED AND MANUFACTURED BY M/s IHC WITH FACILITY FOR PRINTOUTS
30.	ECHO SOUNDER WITH GRAPHIC RECORDER UNIT AND DIGITAL DISPLAY	MAKE: SKIPPER, TYPE GDS 101 WITH DIGITAL DISPLAY. FITTED WITH TRANSDUCER OPERATING AT FREQUENCY 200 KHZ.
31.	PRODUCTION CALCULATOR WITH VIDEO DISPLAY UNIT	DENSITY, VELOCITY, YIELD AND PRODUCTION MEASURING SYSTEM DESIGNED AND MANUFACTURED BY IHC SYSTEMS, HOLLAND
32.	POSITION FIXING SYSTEM AND TRACK RECORDER	DGPS. MAKE: TRIMBLE, MODEL: SPS and MAKE: JRC, MODEL: JLR 7700 MKII
33.	CALL SIGN	2876 WWYA
34.	ACCOMMODATION	FOR A TOTAL COMPLIMENT OF 52 PERSONS OF ALL CADRES
35.	MAIN FUEL	LS-HFHSD

PROFORMA OF "BANK GUARANTEE"FOR "EARNEST MONEY / BID SECURITY"

(To be stamped in accordance with the Stamp Act)

Ref:

Bank Guarantee No:

Date :

To,

M/s Dredging Corporation of India Limited

Dredge House, H. B. Colony Main Road,
Seethammadhara, Visakhapatnam-530022,
Andhra Pradesh, India

SUB:

Invitation For Bids (IFB) No.:

Dear Sir(s),

In accordance with Letter Inviting bids under your reference No _____ dated _____, M/s. _____ having their Registered / Head Office at _____ (hereinafter called the Applicant/Bidder), wish to participate in the said IFB for _____.

As an irrevocable Bank Guarantee against Earnest Money for the amount of **INR** _____ **(in words- Indian Rupees only)** is required to be submitted by the Applicant/Bidder as a condition precedent for participation in the said IFB which amount is liable to be forfeited on the happening of any contingencies mentioned in the Bid Document.

We, the _____ Bank at _____ having our Head Office _____ (Local Address) guarantee and undertake to pay immediately on demand without any recourse to the Applicant/Bidder by Dredging Corporation of India Limited (DCI), the amount _____ without any reservation, protest, demur and recourse. Any such demand made by DCI, shall be conclusive and binding on us irrespective of any dispute or difference raised by the Applicant/Bidder.

This guarantee shall be irrevocable and shall remain valid up to _____ *[this date should be two (02) months beyond the validity of the bid]*. If any further extension of this guarantee is required, the same shall be extended to such required period on receiving instructions from M/s. _____ whose behalf this guarantee is issued.

In witness whereof the Bank, through its authorized officer, has set its hand and stamp on this _____ day of _____ 20xx at _____.

WITNESS:

(SIGNATURE)
(NAME)

(SIGNATURE)
(NAME)
Designation with Bank Stamp

**A. PROFORMA OF CHARTER HIRE AGREEMENT FOR THE OPTION OF FUEL,
LUBES & FRESHWATER ON CHARTERER'S ACCOUNT**

1	This contract is entered into	1	Date:
By and between			
2	Owner (hereafter called Owner)	2	
3	Charterer	3	
Particulars of Vessel			
4	Vessel	4	Name: DCI DREDGE GODAVARI (12,000 Cu.m.) / DCI DREDGE XV / XVI /XVII (7400 Cu.M.) / Class: Call Sign: Flag:
5	Insurance	5	No additional Insurance is applicable except Protection & Indemnity cover and Hull & Machinery cover
Particulars of Agreement			
6	Daily / Charter Hire	6	a) Day Hire Rate: Rs. _____ (Rupees _____ only) per day of 24 hours or pro-rata (excluding GST & other applicable taxes, if any, and cost of bunkers [operational & non-operational fuel], Lubes and fresh water). Cost of fuel, lubes and fresh water is on Charterer's account. b) While carrying out dredging, Charterer has to arrange Fuel, Lubes as well as fresh water at Charterer's cost alongwith all logistics. c) Currency: Indian Rupees Taxes: Payable extra as applicable

			Charter hire will start from the date and time of delivery of TSHD and will end on the date and time of redelivery except for off hire periods.
7	Period of Hire	7	01 (One) Calendar Year from date of Delivery. The period of hire can be Extended or Curtailed as per the requirement of Owner / Charterer by giving 15 days' notice.
8	Extension	8	At Owner's Option, if requested by Charterer
9	Charter Hire Payment	9	a) Charterer shall pay 60 days charter hire as per Box No. 6 plus GST as advance on the day of signing of the agreement by way of RTGS. Advance shall be adjusted in the final bill without any interest. b) Owner will raise monthly bills (during the charter hire period including extension of charter period, if any) for hire charges under the charter. Charterer shall approve the bill and shall make payment within 7 days from the date of issue of Invoice (excluding day of issue of invoice).
10	Place, date and time of delivery	10	Place: _____. All costs / required permissions / agency & logistic support services, to sail the dredger from the above location (outward formalities) to the port of deployment for commencement of dredging (inward formalities) shall be on the account of charterer. Vessel shall be treated as 'On hire' as soon as the delivery note is signed by both the parties. Above location of dredger is bound to change at the time of signing the agreement. Dredgers will be available in any of the Port in India at the time of signing the agreement. Dredger shall be delivered at that Port accordingly. Charterer has to make all arrangement of outward formalities, sailing the dredger to the next Port of his requirement, inward formalities at that port at his cost. While delivering the vessel at the particular Port, dredger shall be treated as 'On hire' for

			all the time including sailing from Port to Port. Date and Time: Within Ten (10) days after date as per Box 1.
11	Cancellation Date	11	Date: Seven (7) Calendar days after date as per Box 10.
12	Area of Operations	12	Area: _____. Country: _____
13	Mobilization Charges	13	Not Applicable (considered as on hire period)
14	Demobilization Charges	14	Demobilization charges shall be paid at an amount equal to "day hire charges multiplied with actual voyage time taken for mobilization of the vessel i.e. voyage time from the port of delivery to the area of operations"(till notice of vessel arrival at area of operations). Demobilization charges shall be paid notwithstanding demobilisation of dredgers to any other port by the owner as per its requirement. Charterer to provide Fuel required for demobilization (from port of redelivery) at his cost prior to sailing of vessel @ actual mobilization days x quantity of fuel incurred per day during mobilization.
15	Place, Date, and Time of re-delivery	15	Place: After completion of Charter period, vessel shall be redelivered at Area of Operations. All costs / required permissions / agency & logistic support services at Port of deployment for sailing of dredger to next Port (outward formalities) shall be on the account of Charterer. Vessel shall be treated as off hire Upon completion of 'Out survey' / completion of all outward formalities and sailing permissions to the next Port whichever is later.
16	Applicable Law	16	Indian Law Jurisdiction: Courts of Visakhapatnam
17	Number of additional	17	As per General and Special Conditions

	Clauses		enclosed
18	Signed on	18	
On Behalf of OWNER		On Behalf of CHARTERER	
Name:		Name:	
Designation:		Designation:	
Signature:		Signature:	

GENERAL CONDITIONS OF CONTRACT

Unless the special conditions stipulate otherwise, the following clauses shall apply;

1. Delivery

The Owner hires to the Charterer and the Charterer accepts the Vessel, in good working condition as indicated in Box 4 together with the entire equipment outfit, appliances and spare parts.

The Vessel shall be delivered by the Owner and accepted by the Charterer at the place and time indicated in Box 10. The Owner shall before and at the time of delivery shall exercise due diligence to make the Vessel sea-worthy and in every respect ready in hull, machinery and equipment for the intended service under this Charter Agreement (hereafter referred to as Charter). The Vessel shall be properly documented at the time of delivery (Box 10) as required by Class/ Flag.

Charterer requires to provide survey data soon after delivery of the vessel.

2. Cancellation

1. Should the Vessel not be delivered at the latest by the cancellation date indicated in Box 11, the Charterer shall have the option of cancellation of this Charter by giving seven (7) days' notice to the Owner.
2. If it appears that the Vessel will be delayed beyond cancellation date, the Owner shall as soon as there is reasonable certainty as to the day on which the Vessel should be ready, give notice thereof to Charterer, in which case Charterer shall have seven (7) days from the receipt of this notice to exercise this option. If Charterer does not exercise this option of cancellation, the seventh day after the readiness date stated in Owner's Notice shall be regarded as a new cancellation date for the purpose of this clause.

3. Redelivery

The Vessel shall be re-delivered by the Charterer to the Owner at the place and time as indicated in Box 15.

4. Area of Operations

The Vessel shall not be deployed in any other area or country other than stated in Box 12. Charterer hereby warrants that they shall at all times deploy the Vessel in lawful trade and between safe ports, safe berths, safe anchorages and safe places with regard to sea state.

Deployment of Vessel on other Contracts in India, other than the one stated in Box 12 is subject to Owner's prior written approval, which is at Owner's discretion.

5. In and Out Survey

The Owner and Charterer mutually shall appoint surveyor for the purpose of determining and agreeing in writing the quantity of bunkers, lubes & fresh water available onboard the Vessel at the time of delivery and redelivery. The Owner shall bear all expenses of the In-Survey including loss of time, if any, and the Charterers shall bear all expenses of the Out-Survey including loss of time, if any, at the daily equivalent to the rate of hire or pro rata thereof. Whereas logistic arrangement such as providing boat from jetty to dredger and back to the jetty for Surveyor for in and out survey shall be on account of Charterer.

The Charterer and the Owner, respectively, shall at the time of delivery and redelivery take over and adjust for all bunkers, lubes and fresh water in the said Vessel at the respective prevailing market prices at the time of delivery and redelivery. Charterer has to make arrangement of supply of fuel, lubes & fresh water from authorized suppliers to the dredger alongwith all statutory permissions by paying cost of fuel, lubes & fresh water directly to the supplier with all associated costs at Charterer's account. Any delay during this transaction from either of the party i.e., Charterer or Supplier shall be on account of Charterer and such delay of supplying fuel, lubes and fresh water to the dredger shall be treated as on hire.

6. Inspection

Owner shall have the right to require the Vessel to be dry-docked as per her normal classification intervals or in accordance with the directions of the classification society or flag state in the case of a casualty or otherwise, the costs thereof shall be borne by the Owner. The time taken for inspection and survey or repair shall not count as time on-hire and shall not form part of the charter period. The Owner shall forthwith inform the Charterer the time required and the place where the Vessel shall be dry-docked, as above.

7. Maintenance and Operations:

Following are the responsibilities and on hire / off hire conditions during the charter period:

Sl. No.	Description	Responsibility	On Account of	On hire / Off hire
I.	Inward & Outward formalities	Charterer	Charterer	-
II.	Agency services, Pilotage & Port dues - Arranging pilot for shifting of the dredger from dredging ground to anchorage / berth for maintenance, breakdown repairs, fuel, lubes and freshwater including agency services and payment of port dues.	Charterer	Charterer	-
III.	Delay while making above arrangements, when vessel is in operational condition.	-	Charterer	On hire
IV.	Arranging local transport for workshops/ project staff and logistic support.	Owner	Owner	-
V.	Passage to and fro (if the dredger is taken to anchorage/ berth as per Owner's requirement).	-	-	Off hire
VI.	Routine boat assistance from shore to vessel and back as and when required, port clearances and statutory authority permissions for operation, maintenance, breakdown repairs, bunkering, supply of lubes & freshwater and inspection including arrangement of passes for crew, owner's personnel & workshops, sign-on sign-off of crew members.	Charterer	Charterer	-
VII.	Arranging stores/ spares, workshop charges, repair & maintenance costs, berth hire and anchorage charges during breakdown and maintenance.	Owner	Owner	-
VIII.	Maintenance, Breakdown repairs, Statutory inspections and other reasons attributable to Owner.	-	Owner	Off hire
IX.	Passage to and fro for	-	-	On hire

Sl. No.	Description	Responsibility	On Account of	On hire / Off hire
	bunkering/ lubes/ fresh water.			
X.	Supply of bunkers, lubes and freshwater (operational & non-operational (maintenance / breakdown / vessel kept idle/ statutory body inspection)). In case the non-operational time due to maintenance/ breakdown in a single instance is exceeding 14 days, non-dredging fuel which shall be consumed beyond the initial 14 days shall be on Owner account and such cumulative non-dredging fuel expenditure on Owner account till 'Out survey' shall be adjusted during Out survey.	Charterer	Charterer	-
XI.	Idling of vessel for bunkers/ lubes/ freshwater	-	Charterer	On hire
XII.	Land & Hydrographic surveys	Charterer	Charterer	-
XIII.	Working hours, idle time and standby hours, time towards supply of bunkers, lubes & freshwater and other reasons attributable to Charterer	-	Charterer	On hire

1. The Owner shall maintain the Vessel, her machinery, appurtenances and spare parts in a good state of repair, in efficient operating condition and in accordance with good maintenance practice and shall keep the Vessel with unexpired classification of its class and with other required certificates in force at all time.
2. During the Currency of the Charter, the Vessel shall retain her present name and flag as indicated in Box 4. The Charterer will make no structural changes to the Vessel.
3. The Vessel shall be delivered by the Owner to the Charterer with full complement of officers and crew; salary costs thereof shall be included in the rate as indicated in Box 6. All other costs, such as but not limited to, lodging and travel expenses shall be on the account of the Owner. The Owner shall

ensure posting of adequate manning at his cost for round the clock operations of the vessel and on all the days including Sundays and holidays. At least one operator or the Engineer should be able to understand and communicate in English.

4. In case, sign-on & sign-off facility is not available in the Port where the dredger is deployed, Owner shall take the dredger to the nearby Port, where the said facility is available, tentatively once in a month. To and fro voyage and all logistic arrangement like inward/ outward formalities, payment of Port dues, berth charges, Pilotage and stay of the vessel shall be on Charterer's account and vessel shall be treated as 'On hire'. In case, in any instance, stay of the vessel at berth is exceeding more than 24 hrs for any of the reason, for the period so, it will be treated as 'Off hire'. Non-operational fuel, lubes & freshwater, port dues, berth charges and pilotage for such Off hire period upto 14 days shall be on Charterer's account and in case such off hire period is exceeding 14 days, then beyond the initial 14 days the non-operational fuel, lubes & freshwater, port dues, berth charges and pilotage shall be paid by Charterer/ arranged by Charterer and same shall be adjusted from Running Account Bills raised by Owners (except fuel & lubes which shall be adjusted during Out survey).
5. Since, Owner is not sure about the pattern & quantum of siltation and the nature of bed material, Owner cannot guarantee for attaining any specified depths or quantity. However, Charterer may deploy the dredger as per their priority depending on requirement. Vessel will execute work as per directions of the Charterer, while ensuring safe operations. Owner will make necessary arrangement of food and accommodation for one officer (Charterer's representative) onboard the dredger for monitoring purpose. As per requirement of client, Owner will keep samplers onboard for collecting soil samples for testing. Charterer shall discuss with Master and provide required no. of sample bottles, transporting to laboratory and necessary testing charges as per the requirement, if any shall be at the cost of Charterer.
6. The Owner shall maintain the record of daily/ weekly and monthly working hours, idle time, standby hours and other reasons, same need to be entered in the log sheets in the prescribed format duly signed by Owner's and Charterer's representatives and shall form the basis for payment of charter hire charges.
7. The Owner shall be liable for any or all acts or omissions of all Officers and Crew members on board the Vessel. The Owner shall comply with the regulations regarding Officers and Crew in force in the country of the Vessel's Registry, the country or area of operations as indicated in Box 12.

8. Mobilisation, Charter Hire and Demobilisation

- a. Mobilization: Not Applicable
- b. Charterer shall pay 60 days charter hire as per Box No. 6 plus GST as advance on the day of signing of the agreement by way of RTGS. Advance shall be adjusted in the final bill without any interest.
- c. Owner will raise monthly bills (during the charter hire period including extension of charter period, if any) for hire charges under the charter. Charterer shall approve the bill and shall make payment within 7 days from the date of issue of Invoice (excluding day of issue of invoice).
- d. De-mobilization: As specified at Box No. 14
- e. Charter hire agreement can be terminated by either party by giving 15 days prior notice, if desired to do so.
- f. Charter rate as per Box No. 6 shall not be adjusted to any variation or escalation of any form.
- g. Charter hire is payable for the dredger from the time of delivery to re-delivery except for the period the Vessel is not available in operating condition. The hire / off hire shall be calculated for the duration or pro-rata to the minimum least count of 15 minutes.
- h. If the dredger is forced to work with one dredging tube only, which defect is attributable to the dredger, Owner shall make efforts to rectify the defect within 5 days and in any instance if the single tube operation is exceeding 5 days continuously, then beyond the initial 5 days one third of the actual dredging time for each load (i.e., tube down to tube up) rounded off to the nearest minute will be deducted from the charter hire on pro-rata basis.
- i. In case of requirement of the dredger at other ports or for other assignments during the original charter period, Owner shall withdraw the dredger and the dredger shall be redeployed upon completion of the dredging work of that port or substituted with other dredger of equivalent hopper capacity, subject to availability. The period for which dredger is not available with Charterer for dredging shall not be counted in above charter period. In case during above period, Owner has de-mobilized the dredger and re-mobilized the same in multiple times or provided substitute dredger, de-mobilization and re-mobilization shall be on Owner's account.
- j. During the charter period including extension, if any, if Charterer is terminating the contract as per provision in the agreement, Charterer has to pay demobilization charges as specified at Box No. 14.

- k. During the original charter period, if Owner is terminating the contract as per provision in the agreement, Charterer has to redeliver the vessel at the Port of operation (Area of Operations). Charter hire is applicable till the time vessel is redelivered and de-mobilization charges are not applicable. Charter hire agreement stands terminated accordingly.
- l. In the event the Charterer disputes any amounts in any payment to be made to the Owner, the Charterer shall nonetheless pay any undisputed portion when due, and shall forthwith notify the Owner of its reasons in connection with disputed amount.
- m. If full payment has not been received by the Owner within the date it has become due, all amounts still outstanding excluding amount in dispute after expiry of said period of 07 days shall bear interest at the rate of SBI 3 months MCLR + 2% per annum or pro-rata.
- n. Owner shall be responsible only for payment of Income Tax @ 2% (or applicable rate) as TDS. Any other taxes like Works Contract Tax/ GST or any other new taxes or duties imposed by Central / State Governments shall be paid extra as the same are not included in the rates Indicated at Box 6.

9. Liabilities and Indemnities:

- a. The Charterer shall notwithstanding any negligent act of commission/omission on its or its servant's/agents' part not be responsible for loss of or damage to the property of the Owner or of its (sub-) contractors including the Vessel or for personal injury or death of the employees of the Owner or of its (sub-) contractors, arising out of or in any way connected with the performance of this Charter party.
- b. The Owner shall notwithstanding any negligent act of commission/omission on its or its servant's/agents' part not be responsible for loss of or damage to the property of the Charterer or of its (sub-) contractors, including any equipment of the Charterer or personal injury or death of employees of the Charterer or its (sub-) contractors; arising out of or anyway connected with the performance of this charter party.
- c. Neither party shall be liable to the other for any consequential damages whatsoever arising out of or in connection with the (non-) performance of this charter party.
- d. *Himalaya Clause.*
 - i. All exceptions, exemptions, defenses, immunities, limitations of liability, indemnities, privileges and conditions granted or provided by this Charter

Party or by any applicable statute, rule or regulation for the benefit of the Charterer shall also apply to and be for the benefit of the Charterer's parent, affiliated, related and subsidiary companies and property in the ownership/beneficial ownership, and property in the ownership/beneficial ownership employees and their respective underwriters.

- ii. All exceptions, exemptions, defenses, immunities, limitations of liability, indemnities, privileges and conditions granted or provided by this Charter Party or by any applicable statute, rule or regulation for the benefit of the Owner shall also apply to and be for the benefit of the Owner's parent, affiliated, related and subsidiary companies, the Vessel, its Master, Officers and Crew, and its registered owner, operator, their respective employees and their respective underwriters.
- iii. The Owner or the Charterer shall be deemed to be acting as agent trustee of and for the benefit of all such persons and parties set forth above, but only for the limited purpose of contracting for the extension of such benefits to such persons and parties.

10. Oil Pollution:

The Owner shall be liable for Oil Pollution in so far the liability is covered under the Protection and Indemnity Cover of the Owner.

11. Insurance:

- a. During the charter period the Vessel shall be kept insured by the Owner at its expense against Marine and War risks under the form of policy or policies attached hereto.
- b. During the charter period, the owner shall keep the vessel covered under Protection and Indemnity cover and Hull and Machinery cover.
- c. Without prejudice to clause 7 here above, in the event that any action or non-action or negligence of the Charterer shall to any extent vitiate any of the insurance herein provided, the Charterer shall pay to the Owner all losses including the "applicable deductible" under the insurances as mentioned in Box 5 and indemnify the Owner against all claims and demands which would otherwise have been covered by such insurance.
- d. Should any additional insurance be necessary during the charter period, Charterer has to take such insurances at his own cost on the name of Owner.
- e. Any and all insurance payments shall be paid to the Owner, who shall distribute the moneys between himself and Charterer according to their respective interest. If the Vessel became an actual total loss or as

constructive total loss, this charter agreement shall terminate as of the date of the event giving rise to such a loss.

- f. War risk insurance for the Vessel is to be taken by the Owner at its expenses. In case the war risk insurance cover would be cancelled or limited by the Insurer due to increased war risk, the charter agreement shall be automatically terminated, without damages of any kind to be paid by the Owner to the Charterer.
- g. Notwithstanding anything stated above, all the insurances shall be obtained in the name of Owner only.

12. Non-lien Assignment:

The Charterer will not suffer nor permit to be constituted any Lien or encumbrance incurred by them or their agents which might have priority over title and interest of the Owner in the Vessel.

The Charterer further agrees to fasten to the Vessel in a conspicuous place and to keep so fastened during the period of Charter Party, a notice reading as follows:

“This vessel is the property of Dredging Corporation of India Limited (OWNER), It is under charter to _____ *Name of the Charterer* (CHARTERER) and by the terms of the charter party, the Charterer does not have any right, power or authority to create, incur, or permit to be imposed on the vessel any lien or claim whatsoever.”

The Charterer will indemnify and hold Owner harmless against any lien of whatsoever nature arising upon the vessel during the charter period. Should the Vessel be arrested by reasons of claims, or liens arising out of her operation, the charterer shall at its own expense take all necessary steps to secure release of the Vessel.

13. Assignment and Sub-charterer

The Charterer will not assign this charter party nor sub-charter the Vessel without the prior written approval from the Owner, which is at Owner's discretion.

14. Substitute Vessel

Subject to requirement of Owner / Charterer and as per availability of other vessel of equivalent hopper capacity, the chartered vessel can be substituted or redeployed.

15. General Average Clause

Not Used

16. Both-To-Blame Collision Clause

Not used

17. Taxes

- a. Each party shall pay taxes due on its own profit, income and personnel.
- b. Owner shall be responsible only for payment of Income Tax @ 2% or as applicable as TDS, and the same be deducted from the Owner's invoice at the time of releasing payment.
- c. Charterer shall pay all other taxes and dues of whatsoever nature and imposed by any Government arising out of the operation or use of the dredger during the charter period as well as any registration costs and stamp duties pertaining to this charter party.
- d. The Owner shall pay for custom duties, all permits, import duties (including cost involved in establishing temporary or permanent importation bonds) and clearing expenses, both for entry and exit of Vessel into and from India, if deemed applicable. (Import duty on vessel not applicable as the vessel is India Flag vessel)

18. Off Hire

In the event of loss of time from deficiency and/or strike of Officers and Crew and/or the breakdown or damage to hull machinery or equipment or due to bad weather as decided by Master of the vessel (in this case Master of vessel decision is final) preventing the working of Vessel, the payment of hire shall cease for the period of such deficiency. If any damages caused to the dredger during charter period, due to no fault of owner, such as damage due to underwater obstructions, etc., reasons not attributable to Owner and necessitating suspension of dredging, the period of suspension shall treated as "on hire" and will have to be paid as stated at Box no.6 and the cost of repairs necessitated, by such damages will be reimbursed by Charterer to the extent the underwriters do not reimburse.

19. Under performance

Not used

20. Salvage Wreck / Removal

- a. All salvage and towage under whatsoever circumstances undertaken by Owner shall be for the Owner's benefit and the cost of repairing damage occasioned thereby shall also be borne by the Owner.
- b. If the Vessel becomes a wreck or obstruction to navigation, the Owner shall raise/remove the wreck or the Vessel and shall be liable for any or all expenses in connection with the raising, removal, destruction, lighting or

marking of the wreck without any recourse whatsoever against the Charterer unless such wreckage, stranding or sinking is a result of the following of Charterer's Orders related to available navigational depths.

21. Health and Safety

The Owner shall comply with and adhere to all applicable, national and local regulations pertaining to health and safety and to such Charterer instructions as may be appended hereto.

22. Force majeure

Neither the Owner nor the Charterer shall be liable for any loss, damages or delay or failure in performance hereunder resulting from any force majeure event, including but not limited to Acts of God, Fire, action of the elements, epidemics, pandemics, war (declared or undeclared), war like actions, insurrections, revolution or civil strife, piracy, civil war or hostile action, strikes, or differences with workmen (except for disputes relating solely to Owner or the Charterer employees), Act of the Public enemy, federal or State Laws, Rules and Regulations of any governmental authorities having or asserting jurisdiction or of any other group, organization or informal association (whether or not formally recognized as a Government), and any other cause beyond the reasonable control of either party which makes continuance of operations impossible. In case of force majeure, each party may terminate the charter hire agreement without being liable to pay damages to the other party.

23. Confidentiality

All information or data obtained by the owner in the performance of this Charter Party shall be the property of the Charterer and is confidential and shall not be disclosed without the prior written consent of the Charterer. The Owner shall use its best efforts to ensure that the Owner, any of their sub-contractors, and employees and agents thereof shall not disclose any such information or data.

24. Law and Arbitration:

All disputes arising out or under this agreement will be subject to the exclusive jurisdiction of the Courts **at Visakhapatnam** only.

Any dispute of whatever nature arising out of or in connection with this agreement including any question regarding its existence, validity or termination shall be first resolved amicably by both parties. Notice of any dispute between the parties must be communicated in writing.

In the event of any dispute or difference of any kind or whatsoever that shall arise between the Owner and Charterer in connection directly or indirectly arising out of the agreement, the parties shall make every effort to resolve amicably such dispute or difference by mutual consultation between the executives or authorized representatives.

If, after thirty (30) days, the parties have failed to resolve their dispute or difference by such mutual consultation, then either Owner or Charterer may give notice to the other party of its intention to commence arbitration/ mediation, as hereinafter provided, as to the matter in dispute, and no arbitration in respect of this matter may be commenced unless such notice is given and the disputes herein shall be settled by arbitration or mediation under the provisions of Indian Arbitration and Conciliation Act-1996. Parties may also exercise an option for mediation that shall be effective and efficient prior invoking the arbitration clause.

Any dispute or difference in respect of which a notice of intention to commence arbitration has been given in accordance with this Clause shall be finally settled by arbitration. Arbitration may be commenced prior to providing of the services or after providing the services under the Agreement.

Notwithstanding any reference to arbitration herein,

- a. The parties shall continue to perform their respective obligations under the agreement unless they otherwise agree; and
- b. Charterer shall pay the Owner any monies due under the agreement.

Signatories of this charter party can represent a matter with regard to the charter party to the Independent External Monitors (IEMs) under the Integrity Pact Provisions. Firms signing the Integrity Pact shall not approach for Negotiation/ Conciliation/ Arbitration/ Adjudication while representing matters to the IEMs and the firm will await their decision in the matter.

25. Entire Agreement:

This is the entire agreement of the parties, which supersedes all previous written or oral understandings and which may not be modified except by a written amendment signed by both parties.

26. Severability Clause:

If any portion of this Charter Party is held to be invalid or unenforceable for any reason by a court or governmental authority of competent jurisdiction, or arbitral tribunal, then such portion will be deemed to be stricken and the remainder of this Charter Party shall continue in full force and effect.

27. Demise:

Nothing herein contained shall be construed as creating a demise of the Vessel to the Charterer.

ANNEXURE-I

TECHNICAL SPECIFICATIONS OF THE DREDGER(S)

B. CHARTER HIRE AGREEMENT FOR THE OPTION OF FUEL, LUBES & FRESHWATER ON OWNER'S ACCOUNT

1	This contract is entered into	1	Date:
By and between			
2	Owner (hereafter called Owner)	2	
3	Charterer	3	
Particulars of Vessel			
4	Vessel	4	Name: DCI dredge Godavari (12,000 Cu.M.)/ DCI Dredge XVI/ XVI / XVII (7,400 Cu.M.) Class: Call Sign: Flag:
5	Insurance	5	No additional Insurance is applicable except Protection & Indemnity cover and Hull & Machinery cover
Particulars of Agreement			
6	Daily / Charter Hire	6	a) Day Hire Rate: Rs. _____ (Rupees only) per day of 24 hours or pro-rata (excluding GST & other applicable taxes, if any). Cost of fuel, lubes and fresh water is on Owner's account. b) Also refer Price variation clause at 8 f c) Currency: Indian Rupees d) Taxes: Payable extra as applicable Charter hire will start from the date and time of delivery of TSHD and will end on the date and time of redelivery except for off hire periods.
7	Period of Hire	7	01 (One) Calendar Year from date of Delivery. The period of hire can be Extended or Curtailed as per the requirement of Owner / Charterer by giving 15 days' notice.
8	Extension	8	At Owner's Option, if requested by Charterer

9	Charter Hire Payment	9	a) Charterer shall pay 60 days charter hire as per Box No. 6 plus GST as advance on the day of signing of the agreement by way of RTGS. Advance shall be adjusted in the final bill without any interest. b) Owner will raise monthly bills (during the charter hire period including extension of charter period, if any) for hire charges under the charter. Charterer shall approve the bill and shall make payment within 7 days from the date of issue of Invoice (excluding day of issue of invoice).
10	Place, date and time of delivery	10	Place: _____. All costs / required permissions / agency & logistic support services, to sail the dredger from the above location (outward formalities) to the port of deployment for commencement of dredging (inward formalities) shall be on the account of charterer. Vessel shall be treated as 'On hire' as soon as the delivery note is signed by both the parties. Above locations of dredgers are bound to change at the time of signing the agreement. Dredgers will be available in any of the Port in India at the time of signing the agreement. Dredger shall be delivered at that Port accordingly. Charterer has to make all arrangement of outward formalities, sailing the dredger to the next Port of his requirement, inward formalities at that port at his cost. While delivering the vessel at the particular Port, dredger shall be treated as 'On hire' for all the time including sailing from Port to Port. Date and Time: Within Ten (10) days after date as per Box 1.
11	Cancellation Date	11	Date: Seven (7) Calendar days after date as per Box 10.
12	Area of Operations	12	Area: _____. Country: _____
13	Mobilization Charges	13	Not Applicable

14	Demobilization Charges	14	Demobilization charges shall be paid at an amount equal to “day hire charges multiplied with actual voyage time taken for mobilization of the vessel i.e. voyage time from the port of delivery to the area of operations”(till notice of vessel arrival at area of operations). De-mobilization charges shall be paid notwithstanding demobilisation of dredgers to any other port by the owner as per its requirement.
15	Place, Date, and Time of re-delivery	15	Place: After completion of Charter period, vessel shall be redelivered at Area of Operations. All costs / required permissions / agency & logistic support services at Port of deployment for sailing of dredger to next Port (outward formalities) shall be on the account of charterer. Upon completion of ‘Out survey’ vessel shall be treated as Off hire, in case all outward formalities and sailing permissions to the next Port are obtained by Charterer before completion of ‘Out survey’. Or otherwise vessel will be treated as ‘On hire’ till completion of all above formalities.
16	Applicable Law	16	Indian Law Jurisdiction: Courts of Visakhapatnam
17	Number of additional Clauses	17	As per General and Special Conditions enclosed
18	Signed on	18	
On Behalf of OWNER Name: Designation: Signature:		On Behalf of CHARTERER Name: Designation: Signature:	

GENERAL CONDITIONS OF CONTRACT

Unless the special conditions stipulate otherwise, the following clauses shall apply;

1. Delivery

The Owner hires to the Charterer and the Charterer accepts the Vessel, in good working condition as indicated in Box 4 together with the entire equipment outfit, appliances and spare parts.

The Vessel shall be delivered by the Owner and accepted by the Charterer at the place and time indicated in Box 10. The Owner shall before and at the time of delivery shall exercise due diligence to make the Vessel sea-worthy and in every respect ready in hull, machinery and equipment for the intended service under this Charter Agreement (hereafter referred to as Charter). The Vessel shall be properly documented at the time of delivery (Box 10) as required by Class/ Flag.

Charterer requires to provide survey data soon after delivery of the vessel.

2. Cancellation

3. Should the Vessel not be delivered at the latest by the cancellation date indicated in Box 11, the Charterer shall have the option of cancellation of this Charter by giving seven (7) days' notice to the Owner.
4. If it appears that the Vessel will be delayed beyond cancellation date, the Owner shall as soon as there is reasonable certainty as to the day on which the Vessel should be ready, give notice thereof to Charterer, in which case Charterer shall have seven (7) days from the receipt of this notice to exercise this option. If Charterer does not exercise this option of cancellation, the seventh day after the readiness date stated in Owner's Notice shall be regarded as a new cancellation date for the purpose of this clause.

3. Redelivery

The Vessel shall be re-delivered by the Charterer to the Owner at the place and time as indicated in Box 15.

4. Area of Operations

The Vessel shall not be deployed in any other area or country other than stated in Box 12. Charterer hereby warrants that they shall at all times deploy the Vessel in lawful trade and between safe ports, safe berths, safe anchorages and safe places with regard to sea state.

Deployment of Vessel on other Contracts in India, other than the one stated in Box 12 is subject to Owner's prior written approval, which is at Owner's discretion.

5. In and Out Survey

Not used

6. Inspection

Owner shall have the right to require the Vessel to be dry-docked as per her normal classification intervals or in accordance with the directions of the classification society or flag state in the case of a casualty or otherwise, the costs thereof shall be borne by the Owner. The time taken for inspection and survey or repair shall not count as time on-hire and shall not form part of the charter period. The Owner shall forthwith inform the Charterer the time required and the place where the Vessel shall be dry-docked, as above.

7. Maintenance and Operations:

Following are the responsibilities and on hire / off hire conditions during the charter period:

Sl. No.	Description	Responsibility	On Account of	On hire / Off hire
I.	Inward & Outward formalities	Charterer	Charterer	-
II.	Agency services, Pilotage & Port dues - Arranging pilot for shifting of the dredger from dredging ground to anchorage / berth for maintenance, breakdown repairs, fuel, lubes and freshwater including agency services and payment of port dues.	Charterer	Charterer	-
III.	Delay while making above arrangements, when vessel is in operational condition.	-	Charterer	On hire
IV.	Arranging local transport for workshops/ project staff and logistic support.	Owner	Owner	-
V.	Passage to and fro (if the dredger is taken to anchorage/ berth as per Owner's requirement).	-	-	Off hire
VI.	Routine boat assistance from shore to vessel and back as and when required, port clearances and statutory authority permissions for operation, maintenance, breakdown repairs, bunkering, supply of lubes & freshwater and inspection including arrangement of passes for crew, owner's personnel & workshops, sign-on sign-	Charterer	Charterer	-

Sl. No.	Description	Responsibility	On Account of	On hire / Off hire
	off of crew members.			
VII.	Arranging stores/ spares, workshop charges, repair & maintenance costs, berth hire and anchorage charges during breakdown and maintenance.	Owner	Owner	-
VIII.	Maintenance, Breakdown repairs, Bunkering, lubes & freshwater supply, Statutory inspections and other reasons attributable to Owner.	-	Owner	Off hire
IX.	Passage to and fro for bunkering/ lubes/ fresh water.	-	-	On hire
X.	Supply of bunkers, lubes and freshwater (operational & non-operational) and time taken for completing the same.	Owner	Owner	Off hire
XI.	Idling of vessel for bunkers/ lubes/ freshwater	-	Owner	Off hire
XII.	Land & Hydrographic surveys.	Charterer	Charterer	-
XIII.	Working hours, idle time and standby hours and other reasons attributable to Charterer.	-	Charterer	On hire

1. The Owner shall maintain the Vessel, her machinery, appurtenances and spare parts in a good state of repair, in efficient operating condition and in accordance with good maintenance practice and shall keep the Vessel with unexpired classification of its class and with other required certificates in force at all time.
2. During the Currency of the Charter, the Vessel shall retain her present name and flag as indicated in Box 4. The Charterer will make no structural changes to the Vessel.
3. The Vessel shall be delivered by the Owner to the Charterer with full complement of officers and crew; salary costs thereof shall be included in the rate as indicated in Box 6. All other costs, such as but not limited to, lodging and travel expenses shall be on the account of the Owner. The Owner shall ensure posting of adequate manning at his cost for round the clock operations of the vessel and on all the days including Sundays and holidays. At least one operator or the Engineer should be able to understand and communicate in English.

4. In case, sign-on & sign-off facility is not available in the Port where the dredger is deployed, Owner shall take the dredger to the nearby Port, where the said facility is available, tentatively once in a month. To and fro voyage and all logistic arrangement like inward/ outward formalities, payment of Port dues, berth charges, Pilotage and stay of the vessel shall be on Charterer's account and vessel shall be treated as 'On hire'. In case, stay of the vessel at berth is exceeding more than 24 hrs for any of the reason, for the period so, it will be treated as 'Off hire'. However, port dues, berth charges and pilotage for such period shall also be on Charterer's account.
5. Since, Owner is not sure about the pattern & quantum of siltation and the nature of bed material, Owner cannot guarantee for attaining any specified depths or quantity. However, Charterer may deploy the dredger as per their priority depending on requirement. Vessel will execute work as per directions of the Charterer, while ensuring safe operations. Owner will make necessary arrangement of food and accommodation for one officer (Charterer's representative) onboard the dredger for monitoring purpose. As per requirement of client, Owner will keep samplers onboard for collecting soil samples for testing. Charterer shall discuss with Master and provide required no. of sample bottles, transporting to laboratory and necessary testing charges as per the requirement, if any shall be at the cost of Charterer.
6. The Owner shall maintain the record of daily/ weekly and monthly working hours, idle time, standby hours and other reasons, same need to be entered in the log sheets in the prescribed format duly signed by Owner's and Charterer's representatives and shall form the basis for payment of charter hire charges.
7. The Owner shall be liable for any or all acts or omissions of all Officers and Crew members on board the Vessel. The Owner shall comply with the regulations regarding Officers and Crew in force in the country of the Vessel's Registry, the country or area of operations as indicated in Box 12.

8. Mobilisation, Charter Hire and Demobilisation

- a. Mobilization: Not Applicable
- b. Charterer shall pay 30 days charter hire as per Box No. 6 plus GST as advance on the day of signing of the agreement by way of RTGS. Advance shall be adjusted in the final bill without any interest.
- c. Owner will raise monthly bills (during the charter hire period including extension of charter period, if any) for hire charges under the charter. Charterer shall approve the bill and shall make payment within 7 days from the date of issue of Invoice (excluding day of issue of invoice).
- d. De-mobilization: As specified at Box No. 14

- e. Charter hire agreement can be terminated by either party by giving 15 days prior notice, if desired to do so.
- f. Charter rate as per Box No. 6 shall be adjusted to variation only on account of fuel prices as per the below formula:

$$V = 0.30 \times R \times (P - P_o) / P_o$$

where,

- V = Amount payable as per fuel variation
- P_o = Price of Main fuel (LS-HFHSD/VLSFO) inclusive of all taxes, duties, levies, transportation and OT, etc. considered as Rs. 90,000 per MT for VLSFO & Rs. 1,15,000 per KL LS-HFHSD.
- P = Average Price of Main fuel (LS-HFHSD/VLSFO) for the month under consideration inclusive of all taxes, duties, levies, Transportation, and OT, etc. as per circular for the supplies made to the dredger at Port of Operation.
- R = Value of monthly bill.

Official fuel circular of IOCL/ BPCL/ HPCL/ other authorized fuel supply company shall be used for calculation of P_o and P in the above Price variation formula. The bill in terms of this clause shall be raised on monthly basis and the amount shall be paid by the Charterer within 7 days of submission of bill. The price variation is applicable for the entire charter period including extended period, if any.

- g. Charter hire is payable for the dredger from the time of delivery to re-delivery except for the period the Vessel is not available in operating condition. The hire / off hire shall be calculated for the duration or pro-rata to the minimum least count of 15 minutes.
- h. If the dredger is forced to work with one dredging tube only, which defect is attributable to the dredger, Owner shall make efforts to rectify the defect within 5 days and in any one instance if the single tube operation is exceeding 5 days, then beyond the initial 5 days one third of the actual dredging time for each load (i.e., tube down to tube up) rounded off to the nearest minute will be deducted from the charter hire on pro-rata basis.
- i. In case of requirement of the dredger at other ports or for other assignments during the original charter period, Owner shall withdraw the dredger and the dredger shall be redeployed upon completion of the dredging work of that port or substituted with other dredger of equivalent hopper capacity, subject to availability. The period for which dredger is not available with Charterer for dredging shall not be counted in above charter period. In case during above period, Owner has de-mobilized the dredger and re-mobilized the same in multiple times or provided substitute dredger, de-mobilization and re-mobilization shall be on Owner's account.

- j. During the charter period including extension, if any, if Charterer is terminating the contract as per provision in the agreement, Charterer has to pay demobilization charges as specified at Box No. 14.
- k. During the original charter period, if Owner is terminating the contract as per provision in the agreement, Charterer has to redeliver the vessel at the Port of operation (Area of Operations). Charter hire is applicable till the time vessel is redelivered and de-mobilization charges are not applicable. Charter hire agreement stands terminated accordingly.
- l. In the event the Charterer disputes any amounts in any payment to be made to the Owner, the Charterer shall nonetheless pay any undisputed portion when due, and shall forthwith notify the Owner of its reasons in connection with disputed amount.
- m. If full payment has not been received by the Owner within the date it has become due, all amounts still outstanding excluding amount in dispute after expiry of said period of 07 days shall bear interest at the rate of SBI 3 months MCLR + 2% per annum or pro-rata.
- n. Owner shall be responsible only for payment of Income Tax @ 2% (or applicable rate) as TDS. Any other taxes like Works Contract Tax/ GST or any other new taxes or duties imposed by Central / State Governments shall be paid extra as the same are not included in the rates Indicated at Box 6.

9. Liabilities and Indemnities:

- a. The Charterer shall notwithstanding any negligent act of commission/omission on its or its servant's/agents' part not be responsible for loss of or damage to the property of the Owner or of its (sub-) contractors including the Vessel or for personal injury or death of the employees of the Owner or of its (sub-) contractors, arising out of or in any way connected with the performance of this Charter party.
- b. The Owner shall notwithstanding any negligent act of commission/omission on its or its servant's/agents' part not be responsible for loss of or damage to the property of the Charterer or of its (sub-) contractors, including any equipment of the Charterer or personal injury or death of employees of the Charterer or its (sub-) contractors; arising out of or anyway connected with the performance of this charter party.
- c. Neither party shall be liable to the other for any consequential damages whatsoever arising out of or in connection with the (non-) performance of this charter party.

d. *Himalaya Clause.*

- i. All exceptions, exemptions, defenses, immunities, limitations of liability, indemnities, privileges and conditions granted or provided by this Charter Party or by any applicable statute, rule or regulation for the benefit of the Charterer shall also apply to and be for the benefit of the Charterer's parent, affiliated, related and subsidiary companies and property in the ownership/beneficial ownership, and property in the ownership/beneficial ownership employees and their respective underwriters.
- ii. All exceptions, exemptions, defenses, immunities, limitations of liability, indemnities, privileges and conditions granted or provided by this Charter Party or by any applicable statute, rule or regulation for the benefit of the Owner shall also apply to and be for the benefit of the Owner's parent, affiliated, related and subsidiary companies, the Vessel, its Master, Officers and Crew, and its registered owner, operator, their respective employees and their respective underwriters.
- iii. The Owner or the Charterer shall be deemed to be acting as agent trustee of and for the benefit of all such persons and parties set forth above, but only for the limited purpose of contracting for the extension of such benefits to such persons and parties.

10. Oil Pollution:

The Owner shall be liable for Oil Pollution in so far the liability is covered under the Protection and Indemnity Cover of the Owner.

11. Insurance:

- a. During the charter period the Vessel shall be kept insured by the Owner at its expense against Marine and War risks under the form of policy or policies attached hereto.
- b. During the charter period, the owner shall keep the vessel covered under Protection and Indemnity cover and Hull and Machinery cover.
- c. Without prejudice to clause 7 here above, in the event that any action or non-action or negligence of the Charterer shall to any extent vitiate any of the insurance herein provided, the Charterer shall pay to the Owner all losses including the "applicable deductible" under the insurances as mentioned in Box 5 and indemnify the Owner against all claims and demands which would otherwise have been covered by such insurance.
- d. Should any additional insurance be necessary during the charter period, Charterer has to take such insurances at his own cost on the name of Owner.

- e. Any and all insurance payments shall be paid to the Owner, who shall distribute the moneys between himself and Charterer according to their respective interest. If the Vessel became an actual total loss or as constructive total loss, this charter agreement shall terminate as of the date of the event giving rise to such a loss.
- f. War risk insurance for the Vessel is to be taken by the Owner at its expenses. In case the war risk insurance cover would be cancelled or limited by the Insurer due to increased war risk, the charter agreement shall be automatically terminated, without damages of any kind to be paid by the Owner to the Charterer.
- g. Notwithstanding anything stated above, all the insurances shall be obtained in the name of Owner only.

12. Non-lien Assignment:

The Charterer will not suffer nor permit to be constituted any Lien or encumbrance incurred by them or their agents which might have priority over title and interest of the Owner in the Vessel.

The Charterer further agrees to fasten to the Vessel in a conspicuous place and to keep so fastened during the period of Charter Party, a notice reading as follows:

“This vessel is the property of Dredging Corporation of India Limited (OWNER), It is under charter to _____ *Name of the Charterer* (CHARTERER) and by the terms of the charter party, the Charterer does not have any right, power or authority to create, incur, or permit to be imposed on the vessel any lien or claim whatsoever.”

The Charterer will indemnify and hold Owner harmless against any lien of whatsoever nature arising upon the vessel during the charter period. Should the Vessel be arrested by reasons of claims, or liens arising out of her operation, the charterer shall at its own expense take all necessary steps to secure release of the Vessel.

13. Assignment and Sub-charterer

The Charterer will not assign this charter party nor sub-charter the Vessel without the prior written approval from the Owner, which is at Owner's discretion.

14. Substitute Vessel

Subject to requirement of Owner / Charterer and as per availability of other vessel of equivalent hopper capacity, the chartered vessel can be substituted or redeployed.

15. General Average Clause

Not Used

16. Both-To-Blame Collision Clause

Not used

17. Taxes

- a. Each party shall pay taxes due on its own profit, income and personnel.
- b. Owner shall be responsible only for payment of Income Tax @ 2% or as applicable as TDS, and the same be deducted from the Owner's invoice at the time of releasing payment.
- c. Charterer shall pay all other taxes and dues of whatsoever nature and imposed by any Government arising out of the operation or use of the dredger during the charter period as well as any registration costs and stamp duties pertaining to this charter party.
- d. The Owner shall pay for custom duties, all permits, import duties (including cost involved in establishing temporary or permanent importation bonds) and clearing expenses, both for entry and exit of Vessel into and from India, if deemed applicable. (Import duty on vessel not applicable as the vessel is India Flag vessel)

18. Off Hire

In the event of loss of time from deficiency and/or strike of Officers and Crew and/or the breakdown or damage to hull machinery or equipment or due to bad weather as decided by Master of the vessel (in this case Master of vessel decision is final) preventing the working of Vessel, the payment of hire shall cease for the period of such deficiency. If any damages caused to the dredger during charter period, due to no fault of owner, such as damage due to underwater obstructions, etc., reasons not attributable to Owner and necessitating suspension of dredging, the period of suspension shall treated as "on hire" and will have to be paid as stated at Box no.6 and the cost of repairs necessitated, by such damages will be reimbursed by Charterer to the extent the underwriters do not reimburse.

19. Under performance

Not used

20. Salvage Wreck / Removal

- a. All salvage and towage under whatsoever circumstances undertaken by Owner shall be for the Owner's benefit and the cost of repairing damage occasioned thereby shall also be borne by the Owner.
- b. If the Vessel becomes a wreck or obstruction to navigation, the Owner shall raise/remove the wreck or the Vessel and shall be liable for any or all expenses in connection with the raising, removal, destruction, lighting or marking of the wreck without any recourse whatsoever against the Charterer unless such

wreckage, stranding or sinking is a result of the following of Charterer's Orders related to available navigational depths.

21. Health and Safety

The Owner shall comply with and adhere to all applicable, national and local regulations pertaining to health and safety and to such Charterer instructions as may be appended hereto.

22. Force majeure

Neither the Owner nor the Charterer shall be liable for any loss, damages or delay or failure in performance hereunder resulting from any force majeure event, including but not limited to Acts of God, Fire, action of the elements, epidemics, pandemics, war (declared or undeclared), war like actions, insurrections, revolution or civil strife, piracy, civil war or hostile action, strikes, or differences with workmen (except for disputes relating solely to Owner or the Charterer employees), Act of the Public enemy, federal or State Laws, Rules and Regulations of any governmental authorities having or asserting jurisdiction or of any other group, organization or informal association (whether or not formally recognized as a Government), and any other cause beyond the reasonable control of either party which makes continuance of operations impossible. In case of force majeure, each party may terminate the charter hire agreement without being liable to pay damages to the other party.

23. Confidentiality

All information or data obtained by the owner in the performance of this Charter Party shall be the property of the Charterer and is confidential and shall not be disclosed without the prior written consent of the Charterer. The Owner shall use its best efforts to ensure that the Owner, any of their sub-contractors, and employees and agents thereof shall not disclose any such information or data.

24. Law and Arbitration:

All disputes arising out or under this agreement will be subject to the exclusive jurisdiction of the Courts **at Visakhapatnam** only.

Any dispute of whatever nature arising out of or in connection with this agreement including any question regarding its existence, validity or termination shall be first resolved amicably by both parties. Notice of any dispute between the parties must be communicated in writing.

In the event of any dispute or difference of any kind or whatsoever that shall arise between the Owner and Charterer in connection directly or indirectly arising out of the agreement, the parties shall make every effort to resolve amicably such dispute or difference by mutual consultation between the executives or authorized representatives.

If, after thirty (30) days, the parties have failed to resolve their dispute or difference by such mutual consultation, then either Owner or Charterer may give

notice to the other party of its intention to commence arbitration/ mediation, as hereinafter provided, as to the matter in dispute, and no arbitration in respect of this matter may be commenced unless such notice is given and the disputes herein shall be settled by arbitration or mediation under the provisions of Indian Arbitration and Conciliation Act-1996. Parties may also exercise an option for mediation that shall be effective and efficient prior invoking the arbitration clause.

Any dispute or difference in respect of which a notice of intention to commence arbitration has been given in accordance with this Clause shall be finally settled by arbitration. Arbitration may be commenced prior to providing of the services or after providing the services under the Agreement.

Notwithstanding any reference to arbitration herein,

- a. The parties shall continue to perform their respective obligations under the agreement unless they otherwise agree; and
- b. Charterer shall pay the Owner any monies due under the agreement.

Signatories of this charter party can represent a matter with regard to the charter party to the Independent External Monitors (IEMs) under the Integrity Pact Provisions. Firms signing the Integrity Pact shall not approach for Negotiation/ Conciliation/ Arbitration/ Adjudication while representing matters to the IEMs and the firm will await their decision in the matter.

25. Entire Agreement:

This is the entire agreement of the parties, which supersedes all previous written or oral understandings and which may not be modified except by a written amendment signed by both parties.

26. Severability Clause:

If any portion of this Charter Party is held to be invalid or unenforceable for any reason by a court or governmental authority of competent jurisdiction, or arbitral tribunal, then such portion will be deemed to be stricken and the remainder of this Charter Party shall continue in full force and effect.

27. Demise:

Nothing herein contained shall be construed as creating a demise of the Vessel to the Charterer.

BILL OF QUANTITIES

PREAMBLE

1. The bidder can quote the charter hire rate for any dredger 12,000 Cum TSHD / 7400 Cum TSHD / Both the dredgers with any option, i.e., with fuel, lubes & freshwater either on Charterer's or on Owner's Account.
2. Quoted Charter hire Rate(s) shall be exclusive of GST and other taxes. The Taxes, levies, duties, etc. shall be paid extra on the bill amount.
3. Mobilization from the port of delivery to port of deployment shall be considered as 'On hire' and hence no additional mobilization charges are applicable.
4. Demobilization charges shall be paid at an amount equal to "day hire charges multiplied with actual voyage time taken for mobilization of the vessel i.e. voyage time from the port of delivery to the area of operations". De-mobilization charges shall be paid notwithstanding demobilisation of dredgers to any other port by the owner as per its requirement.
5. Mobilization and De-mobilization charges are based on day hire charges and as such no separate BOQ item is incorporated, however, Mob & De-Mob charges are payable as per relevant clauses of charter hire agreements.
6. Rate against BOQ Items, which are not opted by the bidder shall be filled with 'zero'.
7. Financial Evaluation shall be carried out separately for each Category and each Dredger and H1 Bidder for each dredger will be decided accordingly.
8. DCIL reserves the right to offer/ charter any dredger to any firm based on the Highest Rates.
9. DCIL at their discretion, in case the rates quoted by the bidders are seems to be on lower side, may call H1 bidder(s) for price negotiation to increase the rate.

BILL OF QUANTITIES

Sl. No.	Description	Quoted Rate per day of 24 Hrs in INR (excluding Taxes)
1	With Fuel, lubes and freshwater on Charterer's Account:	
1.1	Charter hire rate for 12,000 Cum TSHD	
1.2	Charter hire rate for 7,400 Cum TSHD	
2	With Fuel, lubes and freshwater on Owner's Account:	
2.1	Charter hire rate for 12,000 Cum TSHD	
2.2	Charter hire rate for 7,400 Cum TSHD	