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

Tender No. NCPOR/MGE/HSS/01

Sl. No.	Tender Specifications/Conditions	Revised Tender Specifications/Conditions
1	**Bid validity:** 120 days from the last date of submission of the bid.	Modified as "Bid Validity: 90 days from the last date of submission of the bid".
2.	**CLAUSE 52** The Charterers option for extension of the same charter party is subject to satisfactory overall performance of the said vessel. All off-hire time may in Charterers discretion be added to the period of Charter. This should be declared 10 (Ten) days prior to expiry of the Charter period.	The same is modified as " The Charterers' option for extension of the same charter party is subject to satisfactory overall performance of the said vessel. All off-hire time may, in the Charterer's discretion, be added to the period of Charter. This should be declared thirty (30) days prior to expiry of the Charter period."
3.	**Notice:** The Charterer to give the Owners not less than ten days' notice at which port and on about which day the Vessel will be re-delivered. Should the Vessel be ordered on a voyage by which the Charter period will be exceeded, the Charterer to have the use of the Vessel and cabins for the Charterer's personnel to enable them to complete the voyage.	The same modified as " The Charterer to give the Owners not less than 30 days' notice at which port and on which day the Vessel will be re-delivered. Should the Vessel be ordered on a voyage by which the Charter period will be exceeded, the Charterer to have the use of the Vessel and cabins for the Charterer's personnel to enable them to complete the voyage."
4	Referring to Payment terms and off-hire terms and Cause 11: In the event that any equipment or machinery becomes non-operational, fails, or is lost, the vessel shall be considered off-hire. However, if the Charterer still opts to proceed with cruises for other purposes, provided these are acceptable to	The same modified as "i. In the event that any equipment or machinery becomes non-operational, fails, or is lost, the vessel shall be considered off-hire. However, if the Charterer still opts to proceed with cruises for other purposes, provided

the Charterer, the Owners shall ensure that the faulty or missing equipment/machinery is repaired or replaced at the earliest opportunity. During the period of unavailability of such equipment or machinery, appropriate deductions shall be applied in accordance with the daily deduction rates specified below.

Equipment/facility Deductions (Per day of charter hire)

-Sl No.	Equipment/ Facility	Percentage
1.	ROV and USBL	50%
2.	Sound velocity Profiler	10%
3.	CTD (and/or Incl. Rosette & bottles)	25%
4.	Gravity Corer	5%
5.	Rock Dredge	5%
6.	Spade corer (Box corer)	5%
7.	Sediment Grab	5%
8.	Deepsea Winch	20%
9.	SVP Winch	10%
10.	Pinger	10%
11.	Any Lab Facility	15%
12.	CTD winch (Conductor type)	25%
13.	ADCP	20%
14.	A Frame	20%
15.	Hydraulic Telescopic crane at the Aft	20%
16.	Mili Q for ultrapure	5%

these are acceptable to the Charterer, the Owners shall ensure that the faulty or missing equipment/machinery is repaired or replaced at the earliest opportunity. During the period of unavailability of such equipment or machinery, appropriate deductions shall be applied in accordance with the daily deduction rates specified below.

ii. In the event of specialised operations, such as ROV activities, if any technical failure occurs with the ROV/HiPAP/USBL, or their associated systems, the vessel shall be considered fully off-hire.

iii. In the case of AUV operations, if a technical failure occurs in the HiPAP/USBL systems, the vessel shall be considered either fully off-hire or, at the Charterer's option, may be utilised for other scientific operations within the scope of work, with applicable deductions, in accordance with the contract terms.

Equipment / Facility / Machinery Deductions (Percentage of Per-Day Charter Hire)

Sl No.	Equipment/ Facility	Percentage
1	USBL/HiPAP	15%
2	Sound velocity Profiler	10%
3	CTD (and/or Incl. Rosette & bottles)	25%
4	Gravity Corer	5%
5	Rock Dredge	5%

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<tr><td></td><td>water supply</td><td></td></tr>
<tr><td>17.</td><td>Hot air oven</td><td>5%</td></tr>
<tr><td>18.</td><td>Laminar flow (clean bench)</td><td>10%</td></tr>
<tr><td>19.</td><td>Incubators</td><td>15%</td></tr>
<tr><td>20.</td><td>Single Beam Echosounder</td><td>10 %</td></tr>
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<tr><td>6</td><td>Spade corer (Box corer)</td><td>5%</td></tr>
<tr><td>7</td><td>Sediment Grab</td><td>5%</td></tr>
<tr><td>8</td><td>Deepsea Winch</td><td>20%</td></tr>
<tr><td>9</td><td>Pinger</td><td>5 %</td></tr>
<tr><td>10</td><td>Any Lab Facility</td><td>15%</td></tr>
<tr><td>11</td><td>CTD winch (Conductor type)</td><td>25%</td></tr>
<tr><td>12</td><td>ADCP</td><td>20%</td></tr>
<tr><td>13</td><td>A Frame</td><td>20%</td></tr>
<tr><td>14</td><td>Hydraulic Telescopic crane at the Aft</td><td>20%</td></tr>
<tr><td>15</td><td>Mili Q for ultrapure water supply</td><td>5%</td></tr>
<tr><td>16</td><td>Hot air oven</td><td>5%</td></tr>
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<td>Table 2. Technical Requirements (Essential requirements during the full chartering period to be provided by the OWNER)

Deep sea winch with rope of 10000m, typically 14-20 mm diameter cable, with a minimum capacity of 5T load. The winch should be capable of operating 6m gravity corer to collect sediment core samples/rock dredge/ benthic sledge etc.</td>
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<td>The same modified as “ Deep sea winch with rope of 8000m, typically 14-20 mm diameter cable, with a minimum capacity of 5T load. The winch should be capable of operating a 6m gravity corer to collect sediment core samples/rock dredge/ benthic sledge, etc.”</td>
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<td>Last date and time & place for submitting tender:</td>
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<td>The same modified as “Last date and time & place for submitting tender: 23/01/2026 1600 hours IST at NCPOR,</td>
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	14/01/2026 1600 hours IST at NCPOR, Headland Sada, Vasco-Da-Gama, Goa-403 804 INDIA.	Headland Sada, Vasco-Da-Gama, Goa-403 804 INDIA."
7	**SEAWORTHINESS OF THE VESSEL** The vessel should be sea-worthy in all respects and suitably equipped with all the necessary facilities/utilities/spares for the voyages and scientific operations. All the statutory certified certificates, including but not limited to the following, should be enclosed (English language / Translated to English language duly certified) i) Classification Certificate ii) International load line certificate iii) Safety Radio Certificate iv) Compliance Certificate to carry Hazardous cargo v) SM Safety Management Certificate vi) International Oil Pollution Prevention Certificate vii) Compliance Certificate of Sewage Pollution Prevention viii) International Tonnage Certificate The vessel should hold all mandatory valid certificates required for operation in the Antarctic waters at the time of presenting it, in sea-worthy condition to CHARTERERS at the Port of delivery. Validity of certificates should be up to 31st August 2026 and to be provided at least 20 days before the delivery date. Adequate documents to substantiate this clause should be enclosed as Appendix III.	The same modified as "SEAWORTHINESS OF THE VESSEL The vessel should be sea-worthy in all respects and suitably equipped with all the necessary facilities/utilities/spares for the voyages and scientific operations. All the statutory certified certificates, including but not limited to the following, should be enclosed (English language / Translated to English language duly certified) i) Classification Certificate ii) International load line certificate iii) Safety Radio Certificate iv) Compliance Certificate to carry Hazardous cargo v) SM Safety Management Certificate vi) International Oil Pollution Prevention Certificate vii) Compliance Certificate of Sewage Pollution Prevention viii) International Tonnage Certificate Certificates that are time-bound and subject to periodic renewal may be submitted either as valid at the time of bid submission or together with a declaration confirming that they will be valid at the time of vessel mobilisation. The vessel shall hold all mandatory valid certificates required for operation in the area of operations at the time it is presented to the Charterer, in a seaworthy condition, at the port of delivery. Adequate documents to substantiate this clause should be enclosed as Appendix III."
8	Accommodation Cabins with washrooms attached: All cabins should be with air-conditioning and heating as per the	The same, modified as " All cabins should be equipped with air-conditioning as per the weather

	weather conditions (Polar conditions)	conditions."
9	**Liquidated Damages (LD):** 1. LD will be calculated based on the total value for 300 days of charter hire, excluding duties and taxes, where such duties/taxes have been shown separately in the contract, if any. 2. The owners should mobilize and deploy the required vessel, manpower, and complete set of equipment to commence the services as specified by NCPOR. 3. Any delay on the part of the owners in mobilisation / commencement / handing over of deliverables within the specified period shall attract LD charges. If the owner is unable to mobilize/deploy and commence the services within the period specified, it may request NCPOR for an extension of the time with unconditionally agreeing to levy and recover LD. Upon receipt of such a request, NCPOR may, at its discretion, extend the period of mobilization and shall recover from the owner. The LD charges shall be levied as a sum equivalent to 0.5 % of the total value (i.e., 300 days of charter hire value), for each week of delay or part thereof, or at pro-rata basis (more than 6 hours to be considered as full day and more than three days to be considered as a full week), subject to a maximum of 5 % of the total value. 4. The parties agree that the sum specified above is not a penalty but a genuine pre-estimate of the loss/damage which will be suffered by NCPOR on account of delay on the part of the owners and the said amount will be payable without proof of actual	The same modified as "**Liquidated Damages (LD):** 1. LD will be calculated based on the total value for 300 days of charter hire, excluding duties and taxes, where such duties/taxes have been shown separately in the contract, if any. 2. The owners should mobilize and deploy the required vessel, manpower, and complete set of equipment to commence the services as specified by NCPOR. 3. Any delay on the part of the owners in mobilisation / commencement / handing over of deliverables within the specified period shall attract LD charges. If the owner is unable to mobilize/deploy and commence the services within the period specified, it may request NCPOR for an extension of the time, provided they unconditionally agree to levy and recover LD. Upon receipt of such a request, NCPOR may, at its discretion, extend the period of mobilization and shall recover from the owner. The LD charges shall be levied as a sum equivalent to 0.5 % of the total value (i.e., 300 days of charter hire value), for each week of delay or part thereof, or at pro-rata basis (more than 6 hours to be considered as full day and more than three days to be considered as a full week), subject to a maximum of 10 % of the total value. 4. The parties agree that the sum specified above is not a penalty but a genuine pre-estimate of the

	loss or damage caused by such delay. 5. In case of inordinate delays, the maximum limit of liquidated damages will be 10% (ten percent) of the total contract value.”	loss/damage which will be suffered by NCPOR on account of delay on the part of the owners, and the said amount will be payable without proof of actual loss or damage caused by such delay 5. In case of inordinate delays, the maximum limit of liquidated damages will be 10% (ten percent) of the total contract value.”
10	**Table 3**, Point 16: High-Temperature probe; Up to 600° C	Same modified as “High-Temperature probe; Up to 500° C”
11	**Financial Bid Format, Sl. No. 10:** ROV idling charges during non-operational downtime days or fraction of days	Same modified as “ROV idling charges during transit and vessel downtime per day or fraction of days”. The modified financial bid format is attached (Corrigenmdum-Financial-Bid-08012026.pdf).
12	**Section G: Model Charter Party Agreement** Point 3. Time of delivery The vessel is to be delivered during January / February 2026 in Port Louis, Mauritius. The Owner to keep the Charterer updated as accurately as possible on the vessel’s expected delivery dates.	The same modified as “The vessel is to be delivered by mid-February 2026; however, not later than mid-April 2026 in Port Louis, Mauritius. The Owner to keep the Charterer updated as accurately as possible on the vessel’s expected delivery dates.”
13	**Section G: Model Charter Party Agreement** Point 23. CANCELLING If the Vessel is not delivered on or before 15th February 2026, the Charterers shall have the option to cancel the Charter. If the Vessel(s) cannot be delivered by the cancelling date, the Charterers, if required, to declare within 3 working days after receiving notice thereof whether they cancel or will take delivery of the Vessel.	The same modified as “If the Vessel is not delivered on or before mid-April 2026, the Charterers shall have the option to cancel the Charter. If the Vessel(s) cannot be delivered by the cancelling date, the Charterers, if required, to declare within 3 working days after receiving notice thereof whether they cancel or will take delivery of the Vessel.”