

बिड दस्तावेज़ / Bid Document

बिड विवरण / Bid Details	
बिड बंद होने की तारीख/समय / Bid End Date/Time	06-03-2026 19:00:00
बिड खुलने की तारीख/समय / Bid Opening Date/Time	06-03-2026 19:30:00
बिड पेशकश वैधता (बंद होने की तारीख से) / Bid Offer Validity (From End Date)	180 (Days)
मंत्रालय/राज्य का नाम / Ministry/State Name	Uttar Pradesh
विभाग का नाम / Department Name	Home Department Uttar Pradesh
संगठन का नाम / Organisation Name	Uttar Pradesh Police
कार्यालय का नाम / Office Name	Ats
कुल मात्रा / Total Quantity	200
वस्तु श्रेणी / Item Category	4.5 m Rubberised Inflatable Boat (Rescue boats) (Q3)
बिडर का न्यूनतम औसत वार्षिक टर्नओवर (3 वर्षों का) / Minimum Average Annual Turnover of the bidder (For 3 Years)	135 Lakh (s)
मूल उपकरण निर्माता का औसत टर्नओवर (गत 3 वर्षों का) / OEM Average Turnover (Last 3 Years)	135 Lakh (s)
उन्हीं/समान सेवा के लिए अपेक्षित विगत अनुभव के वर्ष / Years of Past Experience Required for same/similar service	3 Year (s)
वर्षों के अनुभव एवं टर्नओवर से एमएसई को छूट प्राप्त है / MSE Relaxation for Years Of Experience and Turnover	Yes Complete
स्टार्टअप के लिए अनुभव के वर्षों और टर्नओवर से छूट प्रदान की गई है / Startup Relaxation for Years Of Experience and Turnover	Yes Complete
विक्रेता से मांगे गए दस्तावेज़ / Document required from seller	Experience Criteria, Past Performance, Bidder Turnover, Certificate (Requested in ATC), OEM Authorization Certificate, OEM Annual Turnover, Compliance of BoQ specification and supporting document *In case any bidder is seeking exemption from Experience / Turnover Criteria, the supporting documents to prove his eligibility for exemption must be uploaded for evaluation by the buyer

बिड विवरण/Bid Details	
क्या आप निविदाकारों द्वारा अपलोड किए गए दस्तावेजों को निविदा में भाग लेने वाले सभी निविदाकारों को दिखाना चाहते हैं? संदर्भ मेनू है/Do you want to show documents uploaded by bidders to all bidders participated in bid?	No
बिड लगाने की समय सीमा स्वतः नहीं बढ़ाने के लिए आवश्यक बिड की संख्या। / Minimum number of bids required to disable automatic bid extension	3
दिनों की संख्या, जिनके लिए बिड लगाने की समय-सीमा बढ़ाई जाएगी। / Number of days for which Bid would be auto-extended	7
ऑटो एक्सटेंशन अधिकतम कितनी बार किया जाना है। / Number of Auto Extension count	1
विगत प्रदर्शन /Past Performance	30 %
बिड से रिवर्स नीलामी सक्रिय किया/Bid to RA enabled	Yes
रिवर्स नीलामी योग्यता नियम/RA Qualification Rule	H1-Highest Priced Bid Elimination
बिड का प्रकार/Type of Bid	Two Packet Bid
तकनीकी मूल्यांकन के दौरान तकनीकी स्पष्टीकरण हेतु अनुमत समय /Time allowed for Technical Clarifications during technical evaluation	2 Days
निरीक्षण आवश्यक (सूचीबद्ध निरीक्षण प्राधिकरण /जेम के साथ पूर्व पंजीकृत एजेंसियों द्वारा)/Inspection Required (By Empanelled Inspection Authority / Agencies pre-registered with GeM)	No
Payment Timelines	Payments shall be made to the Seller within 45 days of issue of consignee receipt-cum-acceptance certificate (CRAC) and on-line submission of bills (This is in supersession of 10 days time as provided in clause 12 of GeM GTC)
मूल्यांकन पद्धति/Evaluation Method	Total value wise evaluation
मध्यस्थता खंड/Arbitration Clause	No
सुलह खंड/Mediation Clause	No

ईएमडी विवरण/EMD Detail

एडवाइजरी बैंक/Advisory Bank	State Bank of India
ईएमडी राशि/EMD Amount	450000

ईपीबीजी विवरण /ePBG Detail

एडवाइजरी बैंक/Advisory Bank	State Bank of India
ईपीबीजी प्रतिशत (%) / ePBG Percentage (%)	5.00
ईपीबीजी की आवश्यक अवधि (माह) / Duration of ePBG required (Months).	26

(a). जेम की शर्तों के अनुसार ईएमडी छूट के इच्छुक बिडर को संबंधित केटेगरी के लिए बिड के साथ वैध समर्थित दस्तावेज़ प्रस्तुत करने है। एमएसई केटेगरी के अंतर्गत केवल वस्तुओं के लिए विनिर्माता तथा सेवाओं के लिए सेवा प्रदाता ईएमडी से छूट के पात्र हैं। व्यापारियों को इस नीति के दायरे से बाहर रखा गया है।/EMD EXEMPTION: The bidder seeking EMD exemption, must submit the valid supporting document for the relevant category as per GeM GTC with the bid. Under MSE category, only manufacturers for goods and Service Providers for Services are eligible for exemption from EMD. Traders are excluded from the purview of this Policy.

(b). ईएमडी और संपादन जमानत राशि, जहां यह लागू होती है, लाभार्थी के पक्ष में होनी चाहिए। / EMD & Performance security should be in favour of Beneficiary, wherever it is applicable.

लाभार्थी /Beneficiary :

SSP STF
STF HQ, TC-33 V-2 VIBHUTI KHAND GOMTI NAGAR LUCKNOW
(Ssp Stf)

बोली विभाजन लागू नहीं किया गया/ Bid splitting not applied.

एमएसई खरीद वरीयता/MSE Purchase Preference

एमएसई खरीद वरीयता/MSE Purchase Preference	No
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एमआईआई खरीद वरीयता/MII Purchase Preference

एमआईआई खरीद वरीयता/MII Purchase Preference	No
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1. If the bidder is a Micro or Small Enterprise as per latest orders issued by Ministry of MSME, the bidder shall be relaxed from the eligibility criteria of "Experience Criteria" as defined above subject to meeting of quality and technical specifications. The bidder seeking Relaxation from Experience Criteria, shall upload the supporting documents to prove his eligibility for Relaxation.
2. If the bidder is a Micro or Small Enterprise (MSE) as per latest orders issued by Ministry of MSME, the bidder shall be relaxed from the eligibility criteria of "Bidder Turnover" as defined above subject to meeting of quality and technical specifications. If the bidder itself is MSE OEM of the offered products, it would be relaxed from the "OEM Average Turnover" criteria also subject to meeting of quality and technical specifications. The bidder seeking Relaxation from Turnover, shall upload the supporting documents to prove his eligibility for Relaxation.
3. If the bidder is a DPIIT registered Startup, the bidder shall be relaxed from the the eligibility criteria of "Experience Criteria" as defined above subject to their meeting of quality and technical specifications. The bidder seeking Relaxation from Experience Criteria, shall upload the supporting documents to prove his eligibility for Relaxation.
4. If the bidder is a DPIIT registered Startup, the bidder shall be relaxed from the the eligibility criteria of "Bidder Turnover" as defined above subject to their meeting of quality and technical specifications. If the bidder is DPIIT Registered OEM of the offered products, it would be relaxed from the "OEM Average Turnover" criteria also subject to meeting of quality and technical specifications. The bidder seeking Relaxation from Turnover shall upload the supporting documents to prove his eligibility for Relaxation.
5. The minimum average annual financial turnover of the bidder during the last three years, ending on 31st March of the previous financial year, should be as indicated above in the bid document. Documentary evidence in the form of certified Audited Balance Sheets of relevant periods or a certificate from the Chartered Accountant / Cost Accountant indicating the turnover details for the relevant period shall be uploaded with the bid. In case the

date of constitution / incorporation of the bidder is less than 3-year-old, the average turnover in respect of the completed financial years after the date of constitution shall be taken into account for this criteria.

6. Experience Criteria: In respect of the filter applied for experience criteria, the Bidder or its OEM of the product offered in the bid {themselves or through reseller(s)} should have regularly, manufactured and supplied same or similar Category Products to any Central / State Govt Organization / PSU for number of Financial years as indicated above in the bid document before the bid opening date. Copies of relevant contracts and delivery acceptance certificates like CRAC to be submitted along with bid in support of having supplied some quantity during each of the Financial year. In case of bunch bids, the category of primary product having highest value should meet this criterion.

7. OEM Turn Over Criteria: The minimum average annual financial turnover of the OEM of the offered product during the last three years, ending on 31st March of the previous financial year, should be as indicated in the bid document. Documentary evidence in the form of certified Audited Balance Sheets of relevant periods or a certificate from the Chartered Accountant / Cost Accountant indicating the turnover details for the relevant period shall be uploaded with the bid. In case the date of constitution / incorporation of the OEM is less than 3 year old, the average turnover in respect of the completed financial years after the date of constitution shall be taken into account for this criteria.

8. Estimated Bid Value indicated above is being declared solely for the purpose of guidance on EMD amount and for determining the Eligibility Criteria related to Turn Over, Past Performance and Project / Past Experience etc. This has no relevance or bearing on the price to be quoted by the bidders and is also not going to have any impact on bid participation. Also this is not going to be used as a criteria in determining reasonableness of quoted prices which would be determined by the buyer based on its own assessment of reasonableness and based on competitive prices received in Bid / RA process.

9. Past Performance: The Bidder or its OEM {themselves or through re-seller(s)} should have supplied same or similar Category Products for 30% of bid quantity, in at least one of the last three Financial years before the bid opening date to any Central / State Govt Organization / PSU. Copies of relevant contracts (proving supply of cumulative order quantity in any one financial year) to be submitted along with bid in support of quantity supplied in the relevant Financial year. In case of bunch bids, the category related to primary product having highest bid value should meet this criterion.

10. Reverse Auction would be conducted amongst all the technically qualified bidders except the Highest quoting bidder. The technically qualified Highest Quoting bidder will not be allowed to participate in RA. However, H-1 will also be allowed to participate in RA in following cases:

- i. If number of technically qualified bidders are only 2 or 3.
- ii. If Buyer has chosen to split the bid amongst N sellers, and H1 bid is coming within N.
- iii. In case Primary product of only one OEM is left in contention for participation in RA on elimination of H-1.
- iv. If L-1 is non-MSE and H-1 is eligible MSE and H-1 price is coming within price band of 15% of Non-MSE L-1
- v. If L-1 is non-MII and H-1 is eligible MII and H-1 price is coming within price band of 20% of Non-MII L-1

4.5 M Rubberised Inflatable Boat (Rescue Boats) (200 pieces)

तकनीकी विशिष्टियाँ / Technical Specifications

[* जेम कैटेगरी विशिष्टि के अनुसार / As per GeM Category Specification](#)

विवरण/Specification	विशिष्टि का नाम /Specification Name	बिड के लिए आवश्यक अनुमत मूल्य /Bid Requirement (Allowed Values)
Constructional	No of Strokes	0
	No of Cylinders	0
	Power (HP)	0.0 (horsepower)
	2 paddle for Emergency Rowing	Yes, NO
Generic	Functions performed	The inflatable boat shall perform the following tasks :- (a) Search & Rescue during floods (b) Transport men and material

Additional Specification Parameters - 4.5 M Rubberised Inflatable Boat (Rescue Boats) (200 pieces)

Specification Parameter Name	Bid Requirement (Allowed Values)
4.5 M Rubberised Inflatable Boat	Attached with ATC document

* Bidders offering must also comply with the additional specification parameters mentioned above.

परेषिती/रिपोर्टिंग अधिकारी तथा मात्रा/Consignees/Reporting Officer and Quantity

क्र.सं./S.N o.	परेषिती/रिपोर्टिंग अधिकारी /Consignee Reporting/Officer	पता/Address	मात्रा /Quantity	डिलीवरी के दिन/Delivery Days
1	Lal Pratap Singh	226010,STF HQ TC-33, V-2 VIBHUTIKHAND GOMTINAGAR LUCKNOW	200	90

क्रेता द्वारा जोड़ी गई बिड की विशेष शर्तें/Buyer Added Bid Specific Terms and Conditions**1. Generic**

OPTION CLAUSE: The Purchaser reserves the right to increase or decrease the quantity to be ordered up to 25 percent of bid quantity at the time of placement of contract. The purchaser also reserves the right to increase the ordered quantity up to 25% of the contracted quantity during the currency of the contract at the contracted rates. The delivery period of quantity shall commence from the last date of original delivery order and in cases where option clause is exercised during the extended delivery period the additional time shall commence from the last date of extended delivery period. The additional delivery time shall be $(\text{Increased quantity} \div \text{Original quantity}) \times \text{Original delivery period (in days)}$, subject to minimum of 30 days. If the original delivery period is less than 30 days, the additional time equals the original delivery period. The Purchaser may extend this calculated delivery duration up to the original delivery period while exercising the option clause. Bidders must comply with these terms.

2. Generic

Bidder financial standing: The bidder should not be under liquidation, court receivership or similar proceedings, should not be bankrupt. Bidder to upload undertaking to this effect with bid.

3. Forms of EMD and PBG

Bidders can also submit the EMD with Fixed Deposit Receipt made out or pledged in the name of A/C

SSP STF

. The bank should certify on it that the deposit can be withdrawn only on the demand or with the sanction of the pledgee. For release of EMD, the FDR will be released in the favour of the bidder by the Buyer after making endorsement on the back of the FDR duly signed and stamped along with covering letter. Bidder has to upload scanned copy/ proof of the FDR along with bid and has to ensure delivery of hardcopy to the Buyer within 5 days of Bid End date/ Bid Opening date

4. Forms of EMD and PBG

Successful Bidder can submit the Performance Security in the form of Fixed Deposit Receipt also (besides PBG which is allowed as per GeM GTC). FDR should be made out or pledged in the name of

SSP STF

A/C (Name of the Seller). The bank should certify on it that the deposit can be withdrawn only on the demand or with the sanction of the pledgee. For release of Security Deposit, the FDR will be released in favour of bidder by the Buyer after making endorsement on the back of the FDR duly signed and stamped along with covering letter. Successful Bidder has to upload scanned copy of the FDR document in place of PBG and has to ensure delivery of hard copy of Original FDR to the Buyer within 15 days of award of contract.

5. **Buyer Added Bid Specific ATC**

Buyer Added text based ATC clauses

Technical Specification
4.5 M RUBBERISED INFLATABLE BOAT

S/No	Parameter	Specification
1	SCOPE	This specification relates to the detailed requirements for the design, construction, tests & trials, documentation and warranty of 4.5m Inflatable Boats, intended for UP POLICE.
2	Functions	The inflatable boat shall perform the following tasks : - (a) Search & Rescue during floods (b) Transport men and material (c) Support boat for body search and diving.
3	Design	i. The boat shall be designed to be seaworthy/River worthy /Stationary water bodies /Stagnated water to carry out functions listed under head function with full complement and at speeds (not less than 10 knots commensurate with a range of 25HP to 40HP OBM). ii. The craft shall be stable and should meet young & stability requirement specified at Serial no. 23 (Swamp & Stability Examination) of this Specification. iii. The boat shall be designed to have good manoeuvrability and throttle response throughout its speed range (using 25HP to 40HP OBM 4 stroke) and particularly when operating at flowing water speed of 10-15 Knots. iv. High-pressure inflatable keel for better performance and handling. v. V-shaped hull for improved stability and handling in rough waters. vi. Minimum 5 air chambers for safety and redundancy.
4	Features	i. Grab lines for easy boarding and disembarking ii. D-rings for attaching equipment and accessories iii. Self-bailing drain valve for easy water evacuation iv. Compatible with OBM range of 25 to 40 HP

5	Principal particulars	<p>(a) Length exterior - Not less than 4500 mm</p> <p>(b) Breadth exterior - Not less than 1960 mm</p> <p>(c) Length interior - min. 3200 mm</p> <p>(d) Breadth Interior - min. 1000 mm</p> <p>(e) Dia of Buoyancy Tube - Not less than 480 mm</p> <p>(f) Carrying Capacity - 10 men (82.5 Kg per person)</p> <p>(g) Weight of the craft - Not more than 90 Kg for boat & Not more than 40 Kg for the floor boat & accessories. (Without OBM)</p>
6	Built	<p>1) The craft shall be built of Buoyancy Tube made of Composite Fabric consisting of Hypalon (outer layers) and Neoprene (inner layers) of 1670 Dtex or equivalent, inspected by IRS as per ISO 15372.</p> <p>2) The bottom floor of the boat shall be made of the same fabric as buoyancy tube.</p> <p>3) Reinforcement of the boat shall be provided using rubberized strips of Hypalon (outer layer) and Neoprene fabric (inner layer).</p> <p>4) The stern of the boat formed by a transom shall be made of Marine Plywood or Foam Core with fiberglass three layers on which OBM can be mounted.</p>
7	Approval And Inspection by Inspection Authority	<p>1) The Craft is to be constructed under the approval of Indian Register of Shipping (IRS) in accordance with ISO 6185, Part 3 (2014) and the minimum requirements specified in this specification.</p> <p>2) Parameters not mentioned in this specification would be in accordance with ISO 6185, Part 3 for inflatable crafts, so as to ensure that the craft meets all functional/material requirement specified in this specification. Class approval shall cover following aspects . -</p> <p>(a) Design vetting</p> <p>(b) Drawing approval</p> <p>(c) Material Inspection</p> <p>(d) In-process Inspections</p> <p>(e) Tests & Trials in flowing water and rescue simulation as per committee.</p>
8	Certification	<p>Indian Register of Shipping (IR Class) of the quoted product to ensure that it meets safety standards.</p>
9	Construction Details	<p>1) Buoyancy Tube : The material used for buoyancy tube shall be of Hypalon (outer layers) and Neoprene (inner layers) composite fabric of 1670 Dtex or equivalent inspected by IRS as per ISO 15372.</p> <p>2) The Buoyancy Tube shall be divided in to a minimum of 05 air tight compartments by means of baffles/bulk heads. Each compartment shall be fitted with a combined inflation/deflation valve.</p> <p>3) The valves shall be made of rubber moulding and plastic nylon material or alternate marine grade material approved by class. The valves should be of reputed make and approved by Classification society for use on inflatable crafts.</p> <p>4) The ends of the tube shall be conical and should terminate in suitably stiffened rubber conical flat ends to take impact loads during coming</p>

alongside/lowering.

5) The two legs of the Buoyancy Tube shall be parallel and the width readings at the transom and at amidship shall not differ by more than 3% .

6) The tube shall be strong enough to sustain the effects of ramming whilst coming alongside at the speed of 05 knots

7) The upper layer shall be strong enough to bear the rubbing impact against rough surfaces. In addition, an emergency repair kit with quick drying adhesive and ready use repair patches shall be provided.

8) The construction of the Buoyancy Tubes should be in accordance with class approved drawings and production processes.

9) The attachment of bulkheads in the buoyancy tube shall be such that each chamber is rendered air tight under specified pressure.

10) The seams in the buoyancy chambers shall have an overlap not less than 3cm width and should be pasted with cold glue vulcanisation process or equivalent Class approved process.

11) An additional strip is to be glued at the edge of each panel junction as well as strip inside all assembled parts in order to ensure a perfect water tight preventing from any leakage.

Inflation/Deflation Valve

1) The Inflation/Deflation valve shall combine a high-pressure air connection with a deflation valve in each air tight chamber and shall be as per ISO 6185-3 (2014).

2) The valve shall be fitted proud of the buoyancy tube on inner side of the buoyancy tube to enable identification/location in darkness.

3) The material of inflation/deflation valve fitted on the buoyancy tube shall be of suitable material for marine application.

4) Alternate design/arrangement for inflation/deflation valves which meet the above functional requirements is subject to the approval of Classification Society.

Floor

1) The floor shall be made of Hypalon (outer layers) and Neoprene (inner layers) composite fabric, of 1670 Dtex or equivalent inspected by IRS as per ISO 15372.

2) The floor shall be bonded to the underside of the buoyancy tube and attached by a floor remaining strip to the transom board.

3) It shall be strengthened on its underside in way of the keelson by a keelson chafing strip of minimum 100mm wide fabric.

4) Chafing strips shall also be bonded to the underside at the after ends of the tubes.

5) Special attention shall be paid to the attachment of the floor to the buoyancy tube to ensure that the resulting joint is water tight.

6) Special care is also to be taken that the floor is perfectly taut and smooth and has no puckers, when the craft is assembled and ready for use.

Self-Bailers/Drain Valves

1) Two self-bailers akin to NRV shall be located on the lowermost part o

f the transom board near the rear end filament of the keel close to the centre line.

2) The same shall be provided with a flexible flap to overcome pressure on the NRV in following seas.

3) The self-bailers shall automatically remove water from the craft at higher speeds.

4) Additional Scupper should also be fitted to Transom.

Transom

1) The transom board shall be fitted and securely bonded to the buoyancy tube and the floor so as to provide a water tight joint.

2) The Transom shall be designed for use with 25 to 40 HP OBM.

3) The transom shall be made of marine plywood or foam core coated with 03 layers of 6 mm FRP/GRP of appropriate thickness and to be suitably fitted out with engine mount made of marine grade Aluminium alloy plate and chafing patch.

4) Hypalon coated fabric shall be pasted on the surface area of the transom to prevent it from damage as well as loosening from the tube body. Separate strip of suitable size shall be provided on the bottom of the transom to minimize chance of damage.

5) Details regarding craft identification No. etc. shall be engraved on a builder's plate fitted on the inner side of the transom on starboard side. Towing rings, cleat and "U" bracket shall be provided as per approved drawing.

6) The Boat's Transom length should be perfectly compatible with the OBM having 20 inch Shaft length.

Floor Boards:

1) The boat is desirable to be without floor boards. Inflatable and other designs promoting speed of in deployment or other benefits will be welcomed.

2) However, if the floor beds are to be made in that case it should be: -

1) The Floor boards shall be made of High Strength Tempered Anodised marine grade Aluminium alloy with a foam mat (non-skid) finish.

3) These boards (Four/Five pieces) shall be interconnected together to form a rigid platform. The forward/ bow piece of floorboard may be made of marine plywood (IS 710) coated with FRP lamination.

Keel

1) The boat shall be provided with inflatable keel of suitable size to provide the rigidity & stability during operation of boat.

Stowage Pockets.

1) Minimum two Stowage pockets shall be attached to the buoyancy tube in the forward in board side.

2) The stowage pockets provided shall be capable of holding dynamic weight of 6 Kgs.

3) Holes are to be provided at the bottom of the pocket to drain water (Size 340 mm x 280mm x 90mm)

Rubbing Strips.

1) Following single piece Rubbing Strips of moulded neoprene rubber of 2" width (where not mentioned) and extending along the entire length shall be attached to the buoyancy tube for the protection of the craft. -

(a) Bow rubbing strip 4".

(b) Outer anti chafing strip 100mm wide on both sides.

(c) Anti-Chafing Strip under Keel of V shape.

(d) Two Beaching Strips 100 mm wide under buoyancy tubes.

(e) Chafing patch for coxswain's position

Carrying Handles.

1) Minimum seven Carrying handles shall be provided, three on each side and one front lifting handle.

2) The handles shall be suitably reinforced to take a weight of 300 kgs all together.

3) The handles shall be of Moulded Neoprene Rubber bonded to the buoyancy tubes.

Towing Fittings and Securing Arrangements.

1) Following Towing fittings shall be provided. Towing fittings shall consist of suitably sized D Shackle of SS AISI 316 (to pass towing rope) securely attached to fabric reinforcing patches bonded to the buoyancy tube.

a. **Towing/Lifting fittings forward** - One on either side of the Craft, below the buoyancy tube at the beginning forward curve in the buoyancy tube.

b. **Towing fittings, aft** - One on either side on the transom, shall be used if craft is employed for towing purposes.

c. **Load Test-** The towing arrangement shall be load tested as per ISO 6185-3.

Oars & Oar Securing Assemblies.

Oars shall be positioned parallel/30° to the vertical when secured inside the inboard side of buoyancy tubes. Adequate securing arrangement shall be provided so that the oars are intact. The buoyancy must have fittings for fixing oars.

Foot Bellow pumps

1) Heavy duty bellow type foot pump (reputed make) of suitable design shall be provided to inflate the craft in approximately 20 minutes.

2) The housing of pump is to be made of a heavy duty yet light weight marine composite.

3) The Bellow to be made of coated reinforced fabric and all metal parts should be of stainless steel.

4) In addition, one heavy duty electric inflation pump of reputed make (12V DC) and one pressure gauge (capable of measuring pressure of tubes) of reputed make to be provided.

		<p><u>Fabric Fittings:-</u></p> <p>Patches, doublers, anchorages, etc. shall be made and positioned as shown on the drawing which indicates finished size. Suitable tape/webbing reinforcement shall be used to distribute stresses adequately.</p> <p><u>Grab line</u></p> <p>There shall be grab line nylon braided (as per IS 4227) of dia. min. 12.0 mm all along the sides for safety to be provided.</p>
10	Material specifications	<p>1) Material Specification for the various items to be used for construction of Inflatable crafts are as follows: -</p> <ol style="list-style-type: none"> a. Tube Fabric: Hypalon or PVC b. Floor (not Hull) Material: Fiberglass or Aluminium, 3-piece detachable plates with single running channel on each side or new design to be submitted if any. c. Transom plate: Fibreglass with Stainless steel plates / OBM SADDLE. d. The Material Specification for buoyancy tube, Inflatable keel composite fabric of 1670 Dtex or equivalent as per ISO 15372 and inspected by I RS. e. The Material Specification for floor system as per recognized national/international standard. f. The material specified shall be strictly adhered to and no deviation is permitted. Materials referred to as approved shall be so approved by the Classification Society in accordance with the requirement specified in this Rule. g. The colour of all exposed surfaces / material shall be highly visible orange color. <p><u>Adhesive</u></p> <ol style="list-style-type: none"> 1) The adhesive shall be Neoprene based contact adhesive of good quality and to be suitable for service in tropical environments as per specification. 2) The adhesive shall consist of a dispersion of polychloroprene in a low boiling point solvent and may have additions of resins to promote building tack. 3) The adhesive shall consist of 2 components. Part 1 and Part 2, Part 1 being the basic neoprene dispersion and part 2, the accelerator (hardener). 4) The adhesive should be approved by Classification Society for use on inflatable and meeting the minimum requirements specified in ISO 6185-3 (2014). 5) Alternate adhesive superior in properties are also acceptable subject to type approval of Classification Society as per ISO 6185-3(2014).

11	Principal components of boat	<p>The principal components of the complete assembly are as follows.-</p> <p>Hull</p> <ol style="list-style-type: none"> 1) Buoyancy tube - Divided in min 05 compartments and complete with rubber conical flat ends. 2) Bulkheads -Dividing the buoyancy tube into min 5 compartments 3) Inflation/deflation valves -one set per chamber. 4) Transom- fitted with engine mount, anti-chaff patch. 5) Floor - in proofed fabric 6) Keelson chafing strip -1 No. 7) Aft chaffing strip -1 No. 8) Inflatable Keel-1 No. <p>Hull Fittings</p> <ol style="list-style-type: none"> 1) Bow Rubbing strip- 1 No. 2) Side Rubbing strip Aft-1 set 3) Carrying Handles (Patch rubber with handle)-4 Nos 4) Grab line -1 set 5) SS to AISI - 316 Hook on transom - 2 Nos 6) SS to AISI - 316"D" rings - 2 Nos 7) Pockets for stowage- 1 Nos (One for wireless set & one for inflation below pump) 8) Oars (Shall be light weight not more than 4 Kg positively buoyant in water) 9) Repair Kit (small) - fabric patches 05, adhesive tube (Dendrite) 500 gm, roughing tool, spanners of required sizes, yamadur (hardener) <p>Valises and Store bags.</p> <ol style="list-style-type: none"> 1) Heavy duty storage bag for Hull -01 No 2) Heavy duty storage bag for Floorboard -01 No 3) Storage bag for oars & other accessories -01 No <p>Additional Spares</p> <ol style="list-style-type: none"> (i) Inflation/Deflation Valves - 10 Nos (ii) Pressure gauge - 01 Nos (iii) Plugs for Water Drain- 04 Nos (iv) NRV for Water Drain - 10 Nos (v) Electric Inflation pump - 01 No (vi) Bellow Inflation Foot Pump - 02 Nos (vii) Patching material with adhesive to repair leak/damage in buoyancy tube. (viii) Scuppers for bailing water from transom.
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12	Accessories	<ul style="list-style-type: none"> i. Inflatable foot pump ii. Repair kit iii. 06 Oars iv. Carry bag or storage cover v. Cordless Blower vi. Puncture Kit vii. Whistle- 02 Nos viii. Life Jacket- min 02 Nos. viii. Life buoy- min 02 Nos. ix. UP POLICE should be written on both sides of boat by reflective tape. x. Mooring rope stowage (caller mounted)- 02 Nos
13	Production	<p>Manufacturing of the craft should be as per the detailed drawings approved by Indian Register of Shipping (IRS) and meeting the requirements mentioned in this specification. The production processes should also be approved and supervised by the IRS.</p> <p><u>Tolerances</u></p> <p>1) General tolerances on all dimensions shall be +/-1.5% unless otherwise specified in this specification or approved by Classification Society. The exceptions to this general limit shall be in respect of stuck-on components length or webbing and cordage, and the overall dimensions of components etc; these items shall be given a sliding scale tolerance which increases in accordance with the magnitude of dimensions.</p> <p>Production Damages</p> <p>1) Any Production damage irrespective of size shall be repaired by complete part / panel replacement only. The replacement is to be undertaken by the contractor free of charge at the consignee place as soon as possible and in any case not later than one month from the date of receipt of intimation.</p> <p>2) No patch repair is permitted on buoyancy tube/ floor. In case of production damages only part/ Panel Replacement shall be permitted.</p> <p>3) Where a part panel replacement is necessary, the following parameters shall apply:</p> <ul style="list-style-type: none"> i. On the buoyancy tubes, not more than one part panel replacement will be permitted on each craft. ii. On the floor not more than one part panel replacement will be permitted on each craft.

14	Records	<p>1) The builder shall develop and maintain records that demonstrate the effective operation of his quality control system and shall make these records available for review by the inspecting agency.</p> <p>2) Inspection records shall include explicit identification of the material, part sub-assembly, equipment, sub-system or system the nature and number of observations made, the number and type of deficiencies found the quantities approved or rejected and the nature of the corrective action taken, as appropriate. Records shall be retained until disposal is directed by the Inspector. The contractor shall furnish a copy of any record to the Inspector, on request.</p>
15	Drawing & documents	<p>1) Within one month of placement of order the builder shall submit the design and manufacturing drawings for the approval of the Classification society.</p> <p>2) Construction of the craft is to commence only after the approval of all drawings by Class.</p> <p>3) Drawing approval should include approval of Classification Society for component level detailed production drawing required for manufacturing the craft.</p> <p>As Fitted Drawings/Documents-</p> <p>On successful completion of all tests/trials and prior to the delivery of the specific boat, the Builder shall supply to consignee two sets each of the following As fitted /as made drawings and documents with the craft.</p> <p>1) Buoyancy tubes</p> <p>2) End cones of buoyancy tube</p> <p>3) Floor and details of joint between floor and buoyancy tubes.</p> <p>4) Transom with details of joint between transom, floor and buoyancy tube.</p> <p>5) Assembly drawings for keelson and floor board</p> <p>6) Fitment details of each of fittings:-</p> <p style="padding-left: 40px;">(a) Inflation/Deflation Valves (b) Self bailers & scuppers (c) Rubbing Strips (d) Carrying Handle (e) Towing fittings, (f) OBM attachment drawings illustrating Engine support. (g) Fuel oil/L.O system with storage provisions</p> <p>7) The builder shall also supply soft copy of all the As Fitted /As Made drawings to the consignee.</p>

16	Inspection.	<p>1) The Inspection authority for the boats will be Indian Register of Shipping (IRS)</p> <p>2) The complete inspection of the craft as mentioned at Serial No 7 of this specification will be undertaken by Classification Society as per approved QAP. Towards this builder will submit the draft QAP for the approval of Classification Society, within one month of placement of order.</p> <p>3) The cost of conducting tests and the material required for the purpose are to be borne by the builder.</p> <p>4) The suitable OBM (25 to 40 HP) and POL for conducting trials shall be provided by the builder at the site of trials.</p> <p>5) In case the builder premises does not have water front, the builder should transport the first craft to suitable location in India (mainland) specified by the order placing authority.</p>
17	User acceptance of first craft of every order	<p>1) On successful completion and clearance post clearance from Classification Society, the first boat of every order will be subjected to extensive user trials covering all functional requirements as well as test & trials brought out in this Specification.</p> <p>2) The trials shall be conducted jointly by Classification Society and Customer nominated team. Deficiencies observed by the trial team w.r.t the requirements stipulated in this specification should be liquidated by the builder at no extra cost.</p> <p>Subsequent crafts of the order shall be cleared by inspecting agency only after liquidation of all deficiencies observed during user acceptance trials of first craft.</p>
18	Warranty clause	<p>1) The inflatable crafts supplied shall bear a warranty of the contractor, against defective material, workmanship and performance for a period of 24 months from the date of receipt of the consignment of the stores.</p> <p>2) During this period if any of the stores supplied found defective the same shall be replaced by the contractor free of charge at the consignee place as soon as possible and in any case not later than one month from date of receipt of intimation by the contractor.</p> <p>3) Delay in replacement /repair beyond one month shall invite penalty @ 0.5% per week or part thereof of the cost of goods/stores/parts/assembly in question.</p> <p>4) In addition Inflatable crafts should have manufacturers/builders warranty for 05 years for the fabric used and 24 months for the adhesion at joints, under normal exploitation</p> <p>5) The supplier/OEM shall also bear a service warranty and spare supports for the Boat for a minimum 10 years</p> <p>6) An undertaking of the same to be furnished by the OEMs</p>
19	Inspection authority	The Inspection authority for the boat will be IRS or equivalent IACS (International Association of Classification Societies) member.
20	Deflation and dismantling	When deflated and dismantled the craft and components shall be stowed in heavy duty top-proofed PVC coated nylon valves fabric as defined in Serial no-11 (Valises and Store bags) above.

21	Stencilling and marking.	<p>1) The following shall be marked on builder's plate fitted on inner side of the transom starboard side: -</p> <p>BOAT GENERAL PURPOSE</p> <p>i. INFLATABLE NO:</p> <p>ii. DATE OF SUPPLY:</p> <p>iii. NAME OF MANUFACTURER: Max. LOAD</p> <p>iv. CARRYING CAPACITY (KG): MAX MOTOR</p> <p>RATING (KW):</p> <p>MAX NO. OF PERSONS:RECOMMENDED</p> <p>WORKING PRESSURE</p> <p>2) The following parts shall have the identification of the craft permanently marked on them: -</p> <p>i. Bottom boards - Stencil marking to be made</p> <p>ii. Oars - -do-</p> <p>iii. Storage bags - -do-</p> <p>iv. Valises- -do-</p> <p>3) The stencilling is to be in black ink, waterproof and of a quality non injurious to the proofed fabric.</p>
22	Packing Instruction	The unit shall be suitably packed to withstand the hazards of rail / road transit and with a view to avoid any damage during transit and safe arrival at consignee's address.
23	Inspection Test and Trials for Prototype Craft.	<p>Physical and Chemical Tests</p> <p>Fabric and cordages are to be of approved type. If considered necessary, following physical and chemical tests on samples of various types of fabric, cordages shall be carried out by Classification Society in order to ensure that these conform to the required designed specifications.</p> <p>Fabrics</p> <p>1) Prior to starting manufacture, the manufacturer shall submit samples of the fabric to the Inspecting Officer as follows:</p> <p>Buoyancy Fabric - 1-meter-long full width</p> <p>Floor Fabric - -do-</p> <p>2) The testing of fabric shall be arranged at appropriate NABL approved laboratories in presence of IRS Surveyor.</p>

Cordages

Test certificates in respect of these items issued by an independent testing authority, where possible or by the manufacturer may be accepted. In case of doubt the purchaser's Inspector may draw samples for testing at the approved Laboratories.

Dimensions

1) The dimensions of the craft shall be measured with the craft inflated and completely rigged.

2) The diameter of the buoyancy chambers shall be taken at 3 points along each parallel side. The width shall be measured at the transom and at a point midship. The internal lengths shall be measured between a pump line from inner one of the buoyancy tubes to the bottom end of transom along the floorboards.

Air Inflation Tests

1) The under mentioned tests shall be carried out of the craft when completed with all fittings. During the tests draughts shall be guarded against and the temperature shall be kept as constant as possible throughout the test.

2) For every 1° Centigrade (1 degree Fahrenheit) rise above the temperature at commencement of the test, 0.004 bar (0.058 PSI) or 1.5 inches of water) is subtracted from the final pressure reading and for every 1° Centigrade (1 degree Fahrenheit) fall in temperature 0.004 bar (0.058 PSI) shall be added to the final pressure reading. If the temperature variation during the period of the test is greater than 3° C the test is invalid and a further test shall be made under more constant temperature conditions. Accurate thermometer readings shall be taken.

Inflation Test

Preliminary Inflation/ Inflation Tests

The whole of the buoyancy tube shall be inflated 1.2 times of nominal pressure defined by manufacturer (Out min. 2 PSI (55 inches of water) to pre-stretch the boat and left for 30 minutes. The pressure at the end of this test shall not be noted, but craft examined for undue stretch or distortion.

Air tightness Pressure Test

The whole of the buoyancy tube shall be inflated to nominal pressure defined by manufacturer (but min. 0.14 Kg/cm² or 2 PSI) and left for 24 hours, the pressure drop after correction for temp. change shall not be greater than 20% in any compartment.

Bulkhead/Overpressure Test

1) Each Chamber of the buoyancy tube shall to be inflated to 1.5 times

of nominal pressure defined by manufacturer (but min. 3 PSI) with all other chambers remaining deflated and left for 30 minutes. No damage or rupture shall occur. Fall in pressure corrected for change in temperature shall not exceed 0.012 Kg/cm² or 4.5 inch of water column.

2) The test stipulated in Floatation Test, Free Board, Assembly/ De-assembly & Deflation below shall be carried out in calm conditions in smooth water. Service Floor Boards with additional 10 Kg weight shall be used for the tests.

Floatation Test

Each craft shall be inflated and assembled complete with keelson and bottom boards. It shall be floated in water. A load of 825 Kg shall be distributed evenly over the floorboards and the craft left floating for 30 minutes. No leakage of water is to occur. Any defects found at the conclusion of this test shall be made good by the builder.

Free Board

The free board of the vessel when floating fully inflated in calm water and loaded with a test load of 825 Kg. shall not be less than 1/6th the diameter of the main buoyancy tube, forming a side of the vessel, such free board being measured at mid length of the vessel.

Assembly/ De-Assembly

It shall be proven that the craft can be assembled and de-assembled as per standard procedures.

Deflation

Deflation tests shall be carried to prove that the craft can be successfully deflated.

Swamp & Stability Examination

Swamp & stability check to be carried out as per ISO 6185-3.

Damage Test

The craft shall be capable of supporting 825 kgs with any two alternate compartments deflated.

Power Trials

Power trials with the outboard engine (25 to 40 HP OBM) shall be conducted under various loads (light load & full load min.) along with turning circle, manoeuvrability trials, crash stop and performance of the boat shall be satisfactory during trials. A specific simulation will be setup by the committee and tested accordingly.

		<p>Towing Tests</p> <p>(a) The boat shall be tested in the manner described below.</p> <p>(b) Embark the maximum number of persons reckoned and position them uniformly within the seated area.</p> <p>(c) Tow the boat by its towing point at a speed of not less than 4 knots, allowing a tow line length of 3 boat length.</p> <p>(d) Carry out maneuvers for not less than 15 min.</p> <p>(e) The boat shall be closely examined at the end of the test period for any structural failure in the form of fracture, tear etc. on any part of the hull or boat component, such as deck or thwarts, and including any boundary interface such as floor/hull.</p> <p>(f) The point of attachment of the tow line shall remain secure during the period of the test.</p> <p>(g) Evidence of any of the referred-to structural failures shall be regarded as failure of the boat.</p> <p>Righting Test</p> <p>The capsized craft shall be capable of being righted by two men with an average weight of 82.5 Kg each. For this test if two men each weighing 82.5 Kg are not available, then 3 men whose total weight does not exceed 250 kgs may be used. During this test, the craft shall be in its light condition with no engine and or other equipment fitted in the craft.</p> <p>Rowing test for Oars</p> <p>It shall be proved that the craft loaded with 825 can be oar propelled. The craft shall be turned, brought alongside etc. The test shall be conducted over a distance of 300 meter in light load & full load condition of attachment to tube shall be examined for any damage.</p>
24	Completion	<p>1) The craft shall be completed in all respects to the satisfaction of the Inspector. All items of equipment to be checked. The craft shall be assembled on the shop floor and a check is to be carried out that the parts fit properly.</p> <p>2) On completion of all tests and examinations the hull and bottom boards, etc. shall be packed into their valises, before dispatch.</p>

6. Buyer Added Bid Specific ATC

Buyer uploaded ATC document [Click here to view the file.](#)

अस्वीकरण/Disclaimer

The additional terms and conditions have been incorporated by the Buyer after approval of the Competent Authority in Buyer Organization, whereby Buyer organization is solely responsible for the impact of these clauses on the bidding process, its outcome, and consequences thereof including any eccentricity / restriction arising in

the bidding process due to these ATCs and due to modification of technical specifications and / or terms and conditions governing the bid. If any clause(s) is / are incorporated by the Buyer regarding following, the bid and resultant contracts shall be treated as null and void and such bids may be cancelled by GeM at any stage of bidding process without any notice:-

1. Definition of Class I and Class II suppliers in the bid not in line with the extant Order / Office Memorandum issued by DPIIT in this regard.
2. Seeking EMD submission from bidder(s), including via Additional Terms & Conditions, in contravention to exemption provided to such sellers under GeM GTC.
3. Publishing Custom / BOQ bids for items for which regular GeM categories are available without any Category item bunched with it.
4. Creating BoQ bid for single item.
5. Mentioning specific Brand or Make or Model or Manufacturer or Dealer name.
6. Mandating submission of documents in physical form as a pre-requisite to qualify bidders.
7. Floating / creation of work contracts as Custom Bids in Services.
8. Seeking sample with bid or approval of samples during bid evaluation process. (However, in bids for [attached categories](#), trials are allowed as per approved procurement policy of the buyer nodal Ministries)
9. Mandating foreign / international certifications even in case of existence of Indian Standards without specifying equivalent Indian Certification / standards.
10. Seeking experience from specific organization / department / institute only or from foreign / export experience.
11. Creating bid for items from irrelevant categories.
12. Incorporating any clause against the MSME policy and Preference to Make in India Policy.
13. Reference of conditions published on any external site or reference to external documents/clauses.
14. Asking for any Tender fee / Bid Participation fee / Auction fee in case of Bids / Forward Auction, as the case may be.
15. Buyer added ATC Clauses which are in contravention of clauses defined by buyer in system generated bid template as indicated above in the Bid Details section, EMD Detail, ePBG Detail and MII and MSE Purchase Preference sections of the bid, unless otherwise allowed by GeM GTC.
16. In a category based bid, adding additional items, through buyer added additional scope of work/ additional terms and conditions/or any other document. If buyer needs more items along with the main item, the same must be added through bunching category based items or by bunching custom catalogs or bunching a BoQ with the main category based item, the same must not be done through ATC or Scope of Work.

Further, if any seller has any objection/grievance against these additional clauses or otherwise on any aspect of this bid, they can raise their representation against the same by using the Representation window provided in the bid details field in Seller dashboard after logging in as a seller within 4 days of bid publication on GeM. Buyer is duty bound to reply to all such representations and would not be allowed to open bids if he fails to reply to such representations.

All GeM Sellers/Service Providers shall ensure full compliance with all applicable labour laws, including the provisions, rules, schemes and guidelines under the four Labour Codes i.e. the Code on Wages, 2019; the Industrial Relations Code, 2020; the Occupational Safety, Health and Working Conditions Code, 2020; and the Code on Social Security, 2020 as and when notified and brought into force by the Government of India.

For all provisions of the Labour Codes that are pending operationalisation through rules, schemes or notifications, the corresponding provisions of the pre-existing labour enactments (such as The Minimum Wages Act, 1948, The Payment of Wages Act, 1936, The Payment of Bonus Act, 1965, The Equal Remuneration Act, 1976, The Payment of Gratuity Act, 1972, etc. and relevant State Rules) shall continue to remain applicable.

The Seller/ Service Providers shall, therefore, be responsible for ensuring compliance under:

- **All notified and enforceable provisions of the new Labour Codes as mentioned hereinabove; and**
- **All operative provisions of the erstwhile Labour Laws until their complete substitution.**

All obligations relating to wages, social security, safety, working conditions, industrial relations etc. and any other statutory requirements shall be strictly met by the Seller/ Service Provider. Any non-compliance shall constitute a breach of the contract and shall entitle the Buyer to take appropriate action in accordance with the contract and applicable law.

[यह बिड सामान्य शर्तों के अंतर्गत भी शासित है /This Bid is also governed by the General Terms and Conditions](#)

जेम की सामान्य शर्तों के खंड 26 के संदर्भ में भारत के साथ भूमि सीमा साझा करने वाले देश के बिडर से खरीद पर प्रतिबंध के संबंध में भारत के साथ भूमि सीमा साझा करने वाले देश का कोई भी बिडर इस निविदा में बिड देने के लिए तभी पात्र होगा जब वह बिड देने वाला सक्षम प्राधिकारी के पास पंजीकृत हो। बिड में भाग लेते समय बिडर को इसका अनुपालन करना होगा और कोई भी गलत घोषणा किए जाने व इसका अनुपालन न करने पर अनुबंध को तत्काल समाप्त करने और कानून के अनुसार आगे की कानूनी कार्रवाई का आधार होगा।/In terms of GeM GTC clause 26 regarding Restrictions on procurement from a bidder of a country which shares a land border with India, any bidder from a country which shares a land border with India will be eligible to bid in this tender only if the bidder is registered with the Competent Authority. While participating in bid, Bidder has to undertake compliance of this and any false declaration and non-compliance of this would be a ground for immediate termination of the contract and further legal action in accordance with the laws.

---धन्यवाद/Thank You---