**DREDGING CORPORATION OF INDIA LIMITED**
**"Dredge House" HB COLONY MAIN ROAD**
**VISAKHAPATNAM-530 022 (INDIA)**

NIT REF: DCI/TECH/SL-II/DD/2026-27 DT: 04-11-2026

## NOTICE INVITING e-TENDER

1. DCI invites online tender on Website: http://www.gem.gov.in, from reputed Indian / Foreign Shipyards for attending Drydock repairs of DCI SURVEY LAUNCH-II. The vessel requires to be dry-docked at Kochi for an estimated period of approx.30 days at Immediate Opportunity.

| DESCRIPTION OF WORK | EMD COST (Rs.) | TENDER DOCUMENT COST (Rs.) |
|---|---|---|
| DRY DOCK REPAIRS OF DCI SURVEY LAUNCH-II (Registered with IWT Kerala) | **INR 1,50,000/-** (Rupees One Lakh Fifty Thousand only) | **INR 1,500/-** (Rupees One Thousand Five Hundred only) plus GST |

2. Time Schedule

| SL.NO. | PARTICULARS | DATE | TIME |
|---|---|---|---|
| 1 | Tender e-Publication | 04-11-2026 | 15:00Hrs |
| 2 | Document Download Start | 04-11-2026 | 15:00Hrs |
| 3 | Document Download End | 25-11-2026 | 11:00Hrs |
| 4 | Bid Submission Start | 04-11-2026 | 15:30Hrs |
| 5 | Bid Submission End | 25-11-2026 | 15:00Hrs |
| 6 | Clarification Start | 11-11-2026 | 10:00Hrs |
| 7 | Clarification End | 18-11-2026 | 17:00Hrs |
| 8 | Bid Opening | 25-11-2026 | 15:30Hrs |

**3. Repair jobs to be attended are given below:**

Drydock Repair Package (BOQ) enclosed that chiefly include

- Docking & wharfage
- Surface Preparation & Painting of Hull & wheel house,
- Renewal survey requirements as per IV Act 2022,
- Steel & Pipeline renewals,
- overhaul (D-Check) of ME & DG,
- Wheel house repairs
- Electrical repairs
- Installation & Commissioning of New Multibeam Echosounder
- Supply, installation & commissioning of AIS (Type-B), GPS Navigator, ALDIS Lamp, etc.,

4. Interested Indian ship repair Yard can download the tender documents from the website: www.gem.gov.in, http://www.dredge-india.com

5. The eligible bidders should have the digital signature certificate (DSC) issued from any agency authorized by controller of certifying authority (CCA), a Govt. of India.

6. Tender document can be downloaded from the website: http://www.gem.gov.in, http://www.dredge-india.com and those who wish to participate online bidding should remit the amount of cost of tender documents and EMD through RTGS/NEFT and receipt for the same should be scanned and uploaded in GeM Portal at the time of bid submission, without which Tenders will be rejected.



Signature of Tenderer & Seal

7.

i. Tenderer has to mention the No.of days required for carryout the indicated scope on Covering Letter (in PDF Format) and submit alongwith BOQ / Finance section.

ii. The sum of total price for "All items indicated under BOQ" will be considered as "Repair cost quoted by the yard" for evaluation purpose.

iii. System generated L-1 will not be considered as Final L-1 firm. However, L-1 will be arrived strictly as per "Method of evaluation" mentioned at SCH-I, GTC, Clause No. 07.

iv. Agency charges as per Annexure-III to be filled and attach in Additional Document/Tender document (in PDF Format) along with the BOQ/price bid in Finance section only.

8. Tender documents consisting of the following schedules are to be downloaded from our website/GeM portal for submission of your most competitive time and cost offer in two bid system in GeM portal:

- Schedule – I: General Conditions
- Schedule – II: Special Conditions
- Schedule – III: Vessel Particulars
- Schedule – V: List of Deviations if any.
- Schedule – VI: Guidelines
- Schedule – VII: Details of the yard
- Schedule – VIII: Check List for Tenderers.
- Schedule – IV: Work Package
- Annexure to Schedule –IV
- Undertaking of Shipyard- Annexure-I
- Format for comfort letter from Bank.- Annexure-II
- Format of Work Done Certificate (WDC)-Annexure-IV
- Integrity Pact – Annexure-V
- Annexure to finance bid

9. The Tenderer shall deposit /remit cost of tender documents of **INR 1,500/-** (Indian Rupees One Thousand Five Hundred only) plus GST into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam.

10. Earnest Money Deposit (EMD): The Tenderer shall deposit / remit Earnest Money deposit of **Rs.1,50,000.00** into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam.

11. Last date & time for online submission of the bid & tender opening date is as per GeM portal.

12. Further instructions are given in the tender documents.

13. Bidders should have their own drydock / leased dry dock with full repair infrastructure and relevant experiences in Ships / Dredger repairs and confirm the availability of dock space to positively dry dock the vessel at Immediate Opportunity**.**

14. The corporation reserves the right to accept or decline the tender to any party/tenderer at its sole discretion and no correspondence will be entertained in this respect.

**HOD (TECH)**



Signature of Tenderer & Seal

# DREDGING CORPORATION OF INDIA LIMITED

**'DREDGE HOUSE', HB COLONY MAIN ROAD,**
**VISAKHAPATNAM – 530 022**

**TENDER NO. DCI/TECH/SL-2/DD/2026-27, DT: 04-11-2026**

## DRY DOCK REPAIRS OF DCI SURVEY LAUNCH-II (AT KOCHI)



Signature of Tenderer & Seal

# DREDGING CORPORATION OF INDIA LIMITED
# VISAKHAPATNAM

INDEX


| Sl.No. | Description |
|---|---|
| | |
| 1 | Schedule – I: General Conditions |
| 2 | Schedule – II: Special Conditions |
| 3 | Schedule – III: Vessel Particulars |
| 4 | Schedule – V: List of Deviations if any. |
| 5 | Schedule – VI: Guidelines |
| 6 | Schedule – VII: Details of the yard |
| 7 | Schedule – VIII: Check List for Tenderers. |
| 8 | Schedule – IV: Work Package |
| 9 | Annexure to Schedule -IV |
| 10 | Undertaking of Shipyard |
| 11 | Shipyard Qualification Template (Part-I) and Technical Qualification template (Part-II)- Annexure-I |
| 12 | Format for comfort letter from Bank.- Annexure-II |
| 13 | Format of Work Done Certificate (WDC)-Annexure-IV |
| 14 | Integrity Pact – Annexure-V |
| 15 | Annexure to finance bid |

**SCHEDULE-I**
**GENERAL TENDER CONDITIONS**

**01. METHOD OF PREPARATION OF QUOTATION:**

Kindly ensure compliance with the following points, while preparing the price bid:

**(a)** Please quote all works as it is specified in our specification without any exclusion, deviation or qualifying remarks.

**(b)** Please do not assume anything on your own as assumption can differ from Yard to Yard, making proper comparison difficult. In case of any doubt of any additional clarification are required, please contact us before submitting your quotation.

**(c)** Yard shall consider all the notings specified under the "Annexure to Finance Bid"

**(d)** Grand total price of the quotation, along with total repair time should be indicated in the beginning of the quotation.

**(e)** Quotations for each item should include access to work, if any, cost of staging, temporary lighting, cleaning materials and ventilation for carrying out work where ever required.

**(f)** The second copy of the Tender provided, shall be utilized for submission of quotations by the Yard.

**(g)** **The tenderer to strictly quote for all items in the document as provided on the website only. If the tenderer fails to quote for any item and such action is observed at any stage, such tender will not be considered and will be rejected.**

**02. TENDER RATES:**

Rates should be quoted against each item. If there is a discrepancy between the unit price and the total price that is obtained by multiplying the unit price and quantity, the unit price shall prevail and the total price shall be corrected. The Group wise total should be indicated both in figures and words. If there is discrepancy between words and figures, the amounts in words will prevail. The rates are to be quoted strictly as per the format and no deviations from the tender terms and conditions shall be accepted.

**03. CORRECTIONS IN TENDER:**

Any corrections in the tender documents shall be supported by signature of the Tenderer and total corrections made should be indicated. Fax / E-mail offers will not be considered and shall be rejected. The language used for all correspondence in the tender documents shall be English.

**04. PERFORMANCE FACTOR:**

The Performance Factor for any yard will be considered as 1.0.

**05. COUNTER CONDITIONS:**

Tenders with counter conditions shall be summarily rejected. However, cost quoted against any item or part of item stated to be additional work scope (which is beyond DCI work scope) if quoted by the yard, shall not be considered as counter conditions. Cost quoted against items of work scope shall be considered and will be taken while evaluation of tenders.

**06. REJECTION OF TENDERS:**

DCI reserves the right to reject any or all the tenders without assigning any reason. DCI shall reserve the right of accepting any quotation lowest or otherwise for whatsoever reason and its decision in this regard will be final.

**07. METHOD OF EVALUATION OF TENDER:**

The total evaluated cost (Sl. No. (e)) will be considered for arriving at the Lowest Tenderer ( L-1) as per details below:

| Sl. No. | Item | | Value |
|---|---|---|---|
| (a) | Basic Repair Cost | | xxx.xx |
| (b) | DCI estimated days | | 30 |
| (c) | No. of days quoted by the yard | | ---- |
| (d) | Item (c) - Item (b) | | xxx.xx |
| (e) | Item (d) X Rs. 45,000.00 | | xxx.xx |
| (f) | Total Evaluated Cost: (a + e) | : | xxx.xx |

I. If any item or part of item is not quoted by the yard, the highest price quoted by the other yard and in the absence of same DCI estimated price shall be considered.

II. The Survey Launch-II is positioned Kochi port and after Drydock repairs, vessel will be tested at Kochi and thereafter mobilized to Mangalore.



Signature of Tenderer & Seal

**08. PROCEDURE FOR AWARDING WORKS:**

The repair jobs will be awarded by the Deck In-Charge/ Engine In-Charge/ Attending Superintendent of the Corporation on a Defect List Cum Work Order (DL cum WO). In the circumstances requiring urgent repairs, even letter/telex/fax communication in lieu of DL-cum-WO will be issued followed by confirmatory work order duly sanctioned by the Competent Authority. The repair bill duly supported by a copy of the Defect List – cum – Work Order and Work Done Certificate signed by Deck In-Charge (or) Engine In-Charge (or) Attending Superintendent, be submitted to DCI Project Office along with a guarantee certificate wherever required.

**09. ADDITIONAL WORKS:**

a) Any additional works entrusted by the Owner, shall be carried out by the tenderer, subject to the variation clause. In respect of such works where rates are not available in the tender, the rates payable shall be on "Cost Plus" basis for which details of material used and manpower employed shall be indicated in the Work Done Certificate.
b) For quoted items of work, if the quantum is actually different from that indicated in the specification, the cost would be calculated on pro-rata basis.
c) Additional quotations (which are not covered in original scope of work package/NIT) of yard will be considered against the additional jobs, which are must be approved and awarded by attending superintendent (AS), for settlement of claims by DCI.
d) DCI Attending Superintendent will sanction additional jobs as required. Work Done Certificate (WDC) will be certified by Master/ Chief Engineer Officer of the vessel along with Attending Superintendent. Yard has to submit additional quotes against additional jobs and get approved by Attending Superintendent.

**10. OWNER APPROVED SUB-CONTRACTORS:**

Owner's approved OEM Service personnel are to be allowed to work onboard the Vessel during the repair period on the mutual understanding that they would comply with Yard's procedures and requirements.

**11. REPAIRS INVOLVING CLASS:**

Wherever the repairs involving classification Surveys are to be carried out, same will be done under the Supervision and as per the recommendations of the IRS. Surveyor fees for repairs will be paid by DCI.

**12. AREAS FOR BLASTING:**

The areas indicated for grit blasting and grit sweeping, are only estimated areas which are subject to increase or decrease after actual inspection by the Owner's representative.

**13. SUPPLY OF PAINTS:**

a) All paints (Tin free) shall be supplied by the Ship repair firm and are to be applied by airless spray. Airless spray machines shall be capable of generating sufficient pressure to fully atomize heavy coatings.
b) All paints are to be applied only on clean and dry surfaces.
c) Care should be taken with regard to allowable temperature and humidity condition which are to be strictly observed.
d) All coatings are to be smoothly applied free from sags and runs.
e) For paint coatings, the specified minimum thicknesses are to be strictly adhered to.
f) Deficiencies in film thinness are to be made up prior to the application of final coat in order to avoid patched appearance.
g) Painting job of hull, underwater shell are to be undertaken as per the guidance of paint Manufacturer and their Service Engineer.
h) 3 years paint guarantee and tin free certificate from the paint manufacturers to be submitted along with WDC.

**14. STEEL RENEWAL:**

All steel renewals as per the Surveyor's recommendation and as per ultrasonic thickness (UTG) readings are to be countersigned by the Surveyors before and after repairs. The relevant reports are to be submitted to the ship's staff in three copies. (Consider specific Weight of steel 7.85 gms/Cu.Cm only)

**15. ULTRASONIC GAUGING:**

As soon as the vessel enters dock, the ultrasonic thickness gauging (UTG) of the ship's hull, decks, tank tops, suction tubes etc., is to be taken, readings to be plotted as per respective drawings and submitted to Class Surveyor, Attending Superintendent and Ship staff for record and reference.

**16. REPAIRS TO FIRE MAIN LINE:**

When repairs are undertaken to the fire main line, Yard is to ensure that section of the pipe line under repairs is

isolated from ship's fire main line. Period required for isolating the line, when no water pressure will be available in the fire main, is to be kept to the minimum and the duty officers/ duty Engineer is informed when this work is undertaken. During this period of repairs to fire main line, alternative fire fighting arrangements should be made for the area where water has been cutoff.

**17. REMOVAL OF DEBRIS:**
Yard shall arrange removal of debris and dirt form the vessel, arising out of repairs, at regular intervals during the repair. This will be on Yard's account and no separate payment will be made for this.

**18. SPARES AND SCRAP:**
For certain items it has been indicated in the Schedule-IV that the rates are for Renewals with ship's supply of spares. In such cases where supply of spares could not be arranged by the ship, the same shall be supplied by the repairer and the actual cost plus overhead i.e., 10 % mark-up will be paid and reasonable supply time will be allowed by the Corporation. All Steel/ Ferrous metallic scrap generated during repair shall be cleared and disposed off by the firm at their risk & cost. Further, an equivalent amount towards ferrous scrap is to be reimbursed to DCI (The same to be quoted in Group-C on Kg/LOT basis). In case, DCI requires any of the scrap items generated out of the repairs, will have the right to take back for its use. Yard will not have any claim on such items. Non-Ferrous metallic scrap generated out of the repairs shall be the property of DCI and will be cleared within 90 days from the date of delivery of DCI.

**19. FUEL, LUB OIL AND SLUDGE:**
Emptying the fuel/ lube oil tanks and gas free inspection are to be carried out by the Shipyard. Wherever sludge is removed from the oil tank/ ballast, the quantity of mud/ sludge removed, should be witnessed by the ship's officers and quantity assessed to be got approved from the Master / C.E.O. The sludge is to be disposed off to the shore by the Yard for which DCI will pay as per quoted rate.

**20. DOUBLE BANKING:**
In case the vessel is double banked, Yard has to make sure that adequate crane facilities are available so that the work is not hampered.

**21. FIRE WATCH:**
Fire watchmen should wear distinctive uniform which should be made known to the ship's officers on arrival. Fire watchmen are to report to Chief Officer and Chief Engineer Officer at least once every day. The Fire Watchmen should follow procedures as per ISM Standards.

**22. TIME REQUIRED FOR COMPLETION OF REPAIR WORKS:**
Total repair time quoted by the Yard should be in continuous running days, including work on Saturdays, Sundays and Local & National holidays, that would be required for completing the work, from the day the Vessel arrives at the repair Yard.

**a)** In case of any statutory holidays when the Yard cannot undertake repair work, also shall be reckoned in the total time quoted. Yard should also take into account the prevailing weather conditions, for assessing the total repair period.

**b)** While quoting, time required to complete repairs, should be given as follows:

Total time required for Repairs : _____ Days comprising of
i) In Dry Dock : _____ Days
ii) At Repair Berth (Wharf) : _____ Days

**23. DRY-DOCKING PERIOD:**

a) Dry docking period shall be reckoned from the date of arrival of the Vessel at the repair place till the date of sailing of the Vessel from the repair place, after satisfactory completion of repairs and machinery trials.

b) Arrangement is to be made to dry dock the Vessel on arrival and no allowance will be given for keeping the Vessel idle before dry docking and after completion of repairs.

**24. BAR CHART:**
A detailed Bar Chart / Gantt Chart (Level-III) for dry dock repairs shall be submitted along with technical bid. Revised bar charts if any are to be submitted by the yard from time to time to evaluate the progress of work.

**25. PERIODIC REVIEW:**
The progress of all the works will be reviewed and discussed periodically according to the bar chart in presence of

OIC/EIC of the Vessel and Attending Superintendent. The minutes of meeting are to be recorded.

**26. UNSATISFACTORY PROGRESS OF WORK:**

If it is noticed by the authorized officer of the Corporation that either the work is not being executed or the progress is not satisfactory, the Corporation reserves the right to entrust the balance work to some other party at the sole risk and cost of the Tenderer. This is in addition to the L.D. clause provided under Clause No. 9 of the Special Conditions of the tender at Schedule-II.

**27. TRIALS:**

All items in the specifications, repaired by the Yard, should be tested to the satisfaction of ship's staff. Cost & Time towards Calibration, Pressure Testing, purging, hose testing Dye penetrate test, Megger test, lowering tubes, gantries, cylinders etc. are generally included in the Yards quotations. However, on completion of all repairs, trials of equipment & systems are to be conducted in dock basin, then to offer satisfactory dredging trials.

**28. REPAIR GUARANTEE:**

The Tenderer should strictly adhere to the time schedule, quality and stand guarantee for all dry dock repairs carried out onboard the Multiutility Craft for a period of 90 days. Any repair required within this period shall be rectified by the tenderer at their own risk and cost.

**29. SAFETY PRECAUTIONS:**

It shall be the responsibility of the Yard that when the sub-contractors are working onboard our Multiutility Craft/ship, necessary safety precautions against accident/ fire/ damage to ship's property/ personnel must be followed and to avoid such incident. DCI shall not be anyway responsible for such incidents (if any) and Yard will only be fully responsible. The yards are required to follow ISM and ISPS procedures and continue the repair work.

**30. SPECIAL TERMS:**

All Yards are required to strictly adhere to the following. No deviations or counter offers to these special conditions will be accepted and offers not confirming to these special conditions shall be rejected.

- **a)** The work package indicated in our repair specifications are likely to increase by **30%** for the same or similar defect list per every item quoted and also shall be carried out in the same quoted time. No time over run will be allowed for this. However, vessel shall indicate all the additional jobs immediately on her arrival at the yard / after opening the equipment / on receipt of UTG reports.
- **b)** Obtaining Gas-free Certificates, Man entry Certificates, Painting & Welding permission and any other statutory certificates required for carrying out work onboard will be the responsibility of the Yard.
- **c)** Because of the very nature of work, the Multiutility Craft is likely to arrive at the Yard with bare minimum fuel/lubes, mud and with stern tube leakages. Such conditions are to be accepted by the Yard and no penalty will be levied to DCI. Precautions with regard to oil leakage through Stern Tube Seals and pollution of the environment must be taken by the Shipyard and as per the statutory requirements, rules and regulations of the Territory where the Yard is located. DCI will not accept any liability whatsoever in this regard.
- **d)** The Attending Superintendent reserves the right to cancel any scope of work.

**31. QUALITY ASSURANCE:**

Since quality of workmanship is of utmost importance the yard should strive to achieve the same by following a formalized Quality Assurance Plan (QAP). A two-tier inspection plan shall be followed as a part of QAP. Each equipment, system or fitting is required to be inspected by appropriate personnel of the yard first before presenting the same for inspection of vessel staff. After inspection, the yard shall submit to vessel staff in writing the parameters checked and results thereof. A list of equipments, systems and fittings and format thereof for which written QAP is required to be submitted by yard is to be finalized in consultation with Master/ Chief Engineer/ Attending Superintendent within one week of the Vessel's arrival at the yard.

**32. FORCE MAJEURE:**

Force Majeure Condition would mean an event beyond the control of the Contractor and not involving the Contractor's fault or negligence and not foreseeable. Such events may include, but not restricted to,

i) Gale & Heavy Rain,

ii) Acts of God,

iii) Any circumstances arising out of war, threatened act of war or warlike operations, acts of terrorists or the consequences thereof,

iv) Riots, civil commotions, blockades or embargoes,

v) Epidemics and quarantine restrictions,

vi) Earthquakes, landslides, floods or other extraordinary weather conditions,
vii) Fire, accident, explosion (whether in the Contractors' Yard or elsewhere) except where caused by the proven negligence of the Contractors and/or the Sub-contractors as certified by the Attending Superintendent. Contractor has to submit documentary evidence against Force Majeure Conditions.

If a Force Majeure situation arises, the Contractor shall promptly notify DCI in writing of such conditions and the cause thereof and if it is agreed by DCI as a Force Majeure situation, this clause shall become applicable. Unless otherwise directed by the DCI in writing, the Contractor shall continue to perform its obligations under the Contract as far as is reasonably practical and shall seek all reasonable alternative means for performance not prevented by the Force Majeure event.

**33. SECURITY CLAUSE:**

While evaluating the tenders, due regard would be paid to national Defence and security considerations. The yards are required to follow ISPS Procedures during the period of Stay / Repair / Wharfage.

**34. APPLICABILITY OF GENERAL AND SPECIAL TERMS AND CONDITIONS:**

All the General Tender and Special Conditions reflected in the Tender Notice shall also form part of this contract.

**35. LODGING AND BOARDING:**

Suitable Executive accommodation (i.e. Lodging and Boarding facility of good standard) for Attending Superintendent / Officials is to be provided by the Yard at Yard's expenses, preferably in a 3/4 star hotel. Vehicle to be arranged by the Yard to the Attending supdt. for to and fro from Hotel to dry dock, vice versa and for other local conveyance.

**36. PREQUALIFICATION CRITERIA:**

**a)** Tenderer should have full repair infrastructure and relevant experience in Ship / Survey vessels / Tug repairs.

**b)** The tenderer should have experience in dry dock repairing at least two in number small craft vessels / TUGs / Multi utility vessels / ships of similar size. capacity and above during the last 5 years (Necessary Proof to be enclosed along with Technical bid).

**c)** Dock slot to be provided as per DCI requirement.

**d)** The bidding repair firm should have positive net worth during the immediate preceding financial year.

**e)** In case bidder does not have positive net worth as required during the immediate preceding financial year, it should provide a Letter of Comfort from Scheduled Banks / reputed lending institutions indicating to provide necessary financial support (at least 50% of the value of the contract) to execute the project as per format prescribed in **Annexure-II.**

**f)** Average Annual financial turnover during the last 3 years, ending 31st March of the previous financial year, should be at least **INR 45.00 Lakhs** excluding tax.

**g)** Similar works means – Experience in dry docking repairs of dredgers.

**h)** Experience of having successfully completed similar works during last 7 years ending last day of month previous to the one in which applications are invited should be either of the following: -

i. Three similar completed works costing not less than the amount equal to **INR 30.0 Lakhs** excluding tax.
or
ii. Two similar completed works costing not less than the amount equal to **INR 37.50 Lakhs** excluding tax.
or
iii. One similar completed work costing not less than the amount equal to **INR 60.0 Lakhs** excluding tax.

**i)** Confirmation by the contractor for acceptance of DCI tender terms & conditions and there are no counter conditions.

**j)** Undertaking by the contractor has to be enclosed along with tender documents.

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Signature of Tenderer & Seal

## SCHEDULE –II

## SPECIAL CONDITIONS

**01. TENDER DOCUMENT COST:**

The Tenderer shall deposit cost of tender documents of **INR 1,500/- (Indian Rupees One Thousand Five Hundred only) plus GST** into DCI account No: 35833070000014, IFSC code:CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam and to enclose evidence of receipt along with Technical Bid documents, without which Tenders will be rejected.

**02. EARNEST MONEY DEPOSIT (EMD):**

**a)** The tenderer shall deposit Earnest Money deposit of **Rs.1,50,000.00** into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam and to enclose evidence of receipt along with Technical Bid documents, without which Tenders will be rejected.

**b)** Unsuccessful Tenderers EMD will be discharged or returned as promptly as possible, but not later than after the expiration of the period of Tender validity as prescribed by DCI**.**

**c)** The successful Tenderers EMD will be discharged up on the placement of work order and furnishing the Performance security.

**d)** The earnest money deposit may be forfeited:

I. If a Tenderer:
   a) Withdraws its tender during the period of tender validity specified by the tenderer in the tender.
   b) Does not accept the correction of errors

II. In the case of a successful tenderer, if the tenderer fails:
   a) To sign the work order
   b) To furnish performance security

**03. PERFORMANCE SECURITY:**

Within 7 days after receipt of the Work order of award of the Dry dock repairs, the tenderer shall furnish Performance Security to DCI. The proceeds of the Performance Security shall be payable to the DCI as compensation for any loss resulting from the Bidders failure to complete its obligations under the contract. A sum equal to 10% of the accepted value of works shall be deposited by the tenderer by demand draft or by way of irrevocable, unconditional bank guarantee from Scheduled / Nationalized Indian bank as performance security deposit in favor of Dredging Corporation of India Ltd, payable at Visakhapatnam. Alternatively, EMD shall be converted as part of Performance security deposit and balance amount shall be with held while settling the yards invoice. Performance security deposit will not carry any interest. The performance security will be discharged by DCI and returned to the tenderer not later than 60 days following the date of completion of the tenderer's performance obligations including any warranty obligations.

**04. TAXES AND DUTIES:**

**a)** All taxes, duties, levies etc., of any kind levied by any Authority (exclusive of GST), shall be borne by the Tenderer and the tendered rates will be deemed to be inclusive of all such liabilities.

**b)** Indian Yards shall quote their tendered rates, excluding GST. GST will be reimbursed to Indian Yards, at actuals, on submission of proof of payment by them.

**c)** While evaluating the tenders to arrive at Lowest Tenderer (L-1), the basic repair cost quoted by Indian Yards, excluding GST shall be considered.

**05. DISCOUNTS:**

Kindly ensure compliance with the following points when the revised / final bids are being offered.

**a)** No discount should be mentioned in the Technical Bid.

**b)** Any discount offered must be specified as a percentage to the quoted rate and not as a lump sum and should be mentioned in the Price Bid only.

**c)** Similar discount should be applicable on all additional items (up to 30%) originating from quoted items or otherwise.

**d)** Percentage of discount should not be changed irrespective of amount of work done out of quoted items.

**06. VALIDITY OF QUOTATION:**

The Tenderer should keep open the validity of the tender for 90 days from the date of Price Bid opening. The Tenderer shall also keep the validity open for another 30 days in case a request in writing by DCI is made before expiry of initial validity period.



Signature of Tenderer & Seal

**07. SUBMISSION OF REPAIR BILL:**

It should be ensured that the repair bill (hard copy in triplicate + One soft copy) complete in all respects (Yard invoice, Work done certificate, DL cum WO and all supporting documents of claims) is submitted within 30 days after completion of repairs by the Yard to our Head Office at Visakhapatnam, for scrutiny and payment.

**08. PAYMENT TERMS:**

Our organization being a Public Limited Company under the consortium of four Indian Major Ports(VPT, JNPT,DDPT & PPT) , the Corporation has to comply with Government procedures for release of foreign exchange. Our payment terms and conditions are as follows:

a) **After preliminary scrutiny,** about Fifty percent of the admissible invoice value will be paid within one month after receipt of invoice, complete in all respects, by DCI.
b) Balance admissible payment will be made within Three months thereafter.
c) Before releasing final payment after work is completed the yard is required to submit a **No Due certificate** to DCI without prejudice to the claims raised by the yard before seeking the release of the final bill and the yard not entitled to invoke arbitration in respect of any claim that is not raised before the issue of a No claim or No Due certificate.
d) Payments shall be made through E-Transfer, so the Bidder shall submit Bank account details along with the tender for Electronic transfer of funds by DCI.
e) No interest shall be paid for the delayed payment at any stage.

**09. LIQUIDATED DAMAGES:**

a) In case of completion of Repair Works of the Vessel is delayed due to any reason whatsoever (except due to major additional jobs and force majeure situations), no payment towards General Service Charges will be made to the Yard for the delayed period.
b) In case of time overrun, the Attending Superintendent shall finalize the number of days to be reckoned for LD and for Force Majeure (if any) with the consent of the Yard.
c) LD shall be levied for delayed delivery of the Multiutility Craft on standing cost of the Vessel value for each day of delay subject to a max. of 10% on the final payable invoice value. LD will be leviable in addition to penalties / disincentive, if any, as stipulated in the tender.

**10. ARBITRATION:**

a) Any dispute or difference arises between the DCI and the contractor in connection with the contract or as to the rights and liabilities of the parties hereto, other than those referred to in above or on letters which are stated to be final and binding on the contractor shall be referred to the arbitration by a sole Arbitrator, as per the provisions of the Arbitration and Conciliation Act 1996 and the award of the sole Arbitrator shall be final and binding upon the parties hereto, subject to the provisions of the Arbitration and Conciliation Act 1996. Appointment of sole arbitrator is at the discretion of DCI.

b) The arbitrator shall give a reasoned Award and it shall be in accordance with the provisions of the Arbitration and Conciliation Act 1996 or any statutory modifications or reenactment thereof. The venue and seat of the Arbitration shall be Visakhapatnam and the courts at Visakhapatnam shall have exclusive jurisdiction on all the matters with reference to this contract.

The Sole Arbitrator is precluded from awarding any interest for the pre-reference period and pendente lite period. The Sole Arbitrator's fees, cost of stay arrangements and transportation shall be equally shared by the two parties. Other legal costs like hiring fees of advocates, appearance fees, professional fees for pleadings, drafting, arguments, etc will be borne by the respective parties. The parties will enter into an agreement to this effect after a dispute, which either party wants to refer to arbitration, has arisen and before referring the dispute to arbitration. Representing matters to independent external monitors in case of tenders/contracts which are of Rs. 1 crore and above value Signatories to the Integrity Pact with regard to a Tender/Contract can represent a matter with regard to the Tender/Contract to the Independent External Monitors (IEMs) under the Integrity Pact Provisions. Persons signing the Integrity Pact shall not approach for Negotiation/Conciliation/Arbitration/Adjudication while representing matters to the IEMs and he/she will await their decision in the matter.

**11. INCENTIVE AND DISINCENTIVE:** NIL.

The Yard shall complete entire scope of dry dock repairs within the stipulated contract period (including variation included in Sch-I, clause-30).

**12. LEGAL PROCEEDINGS:**

Jurisdiction, for legal proceedings, if any, shall be at Visakhapatnam, Andhra Pradesh, India.



Signature of Tenderer & Seal

**13.** All repairs during the Dry-dock will be carried out under the Supervision of IRS. IRS Charges shall be paid by DCI.

**14.** The bidder will give an undertaking that they have not made any payment or illegal gratification to any person/ authority connected with the bid process so as to influence the bid process and have not committed any offence under prevention of **Corruption Act in connection with the bid.**

**15.** The bidder shall disclose any payments made or proposed to be made to any Intermediaries (agents etc.) in connection with the bid.

**16.** Yard shall give an undertaking that entire dry dock repairs (including variation of 30%) will be completed within the quoted / contract period.

**17.** DCI is certified for ISO 9001: 2015 (Quality Management system), ISO 14001: 2015 (Environment Monitoring system). International Safety Management System (Safety Management System) and ISPS code. The Yard and their sub-contractors should comply the applicable requirements pertaining to the above standards while executing works.

18. **Integrity Pact (IP):** Shall cover this tender throughout its various phases, and IP would be deemed as a part of the contract through an appropriate provision. The bidders should sign and submit an "Integrity Pact" as enclosed in Annexure-IV along with the Technical bid. Bids not accompanied by duly signed "Integrity Pact" shall be liable for rejection. IP would be implemented through the Independent External Monitor (IEM) for this tender. The successful tenderer will execute the Integrity Pact with Dredging Corporation of India Limited after award of Work. The successful tenderer will also be required to sign the "Integrity Pact" as enclosed in Annexure-IV.

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 (b) 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

19. **CHANGE IN LAW:** 12 Signature of Tenderer & Seal If completion of repairs got delayed due to Change in Law after placement of work order, the delay will be reviewed mutually and necessary time extension will be arrived. Contractor has to submit documentary evidence against such change in Law.

***

## SCHEDULE – III

## MAIN PARTICULARS OF DCI SURVEY LAUNCH– II

| | | |
|---|---|---|
| 1. SHIP'S NAME | : | DCI SURVEY LAUNCH-II |
| 2. BUILDER | : | TEBMA SHIPYARDS LTD., CHENNAI |
| 3. LENGTH OVERALL | : | 16 MTRS |
| 4. BREADTH MOULDED | : | 4.484 MTRS |
| 5. DEPTH (MOULDED) | : | 2.490 MTRS |
| 6. DRAFT (FL) | : | 1.43 MTRS |
| 7. GRT | : | 41 |
| 8. NRT | : | 13 |
| 9. SPEED | : | 9.8 KNOTS |
| 10. LIGHT SHIP WEIGHT | : | 62.09 T |
| 11. TYPE OF ENGINE | : | 2 X 201 KW |

* * * * *



Signature of Tenderer & Seal

## SCHEDULE-V

(Tenderers are advised to offer their deviations on the tender conditions, if any, along with the tender under the following Performa without fail. In case there is no deviation to the DCI's tender conditions, this Schedule may be submitted with the tender as ***NIL DEVIATION***)

LIST OF DEVIATIONS

Tender for Dry Dock and lay-up repairs of DCI Survey Launch-II.

| Sl. No. | Clause / Sl.No. of Tender condition on which deviation is made | Description of DCI's clause | Description of proposed clause | Reasons for deviation |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |

(Signature of the tenderer with stamp)
Date:



Signature of Tenderer & Seal

## SCHEDULE – VI

## GUIDELINES TO YARD WITH REGARD TO SUBMISSION OF INVOICES

To facilitate prompt and timely settlement of the invoices of the Yard, following guidelines are issued:

1. The awarded scope of work will be reviewed by OIC/EIC as per actual condition at the time of docking (Ship not required to raise DL cum WO for tender scope additionally). If any Additional jobs / deletions or change in work identified during inspection, the same shall be undertaken by yard on the basis of Additional work Requisition issued by OIC/EIC with due approval of Attending Superintendent. After satisfactory completion of works, Yard has to obtain work done certificates (in prescribed format) duly signed by OIC/EIC of the Vessel and counter signed by Attending Superintendent. The original signed work package, additional works are to be submitted in 4 copies along with invoice (ONE ORIGINAL with Original Invoice & 2 COPIES along with duplicate Invoice and ONE COPY to the Multiutility Craft) to be submitted to DCI Head Office along with a paint guarantee certificate from OEM wherever required. In the circumstances requiring urgent repairs, even letter/fax/e-mail communication/ in lieu of work order will be issued followed by confirmatory work order duly sanctioned by the Competent Authority.

2. Work Done Certificates (WDC) for the Engine side and Deck side, as the case may be, duly signed by the Master or CEO and counter signed by the Attending Supdt., are to be submitted in 4 copies, (one ORIGINAL & 2 COPIES along with Invoice and one COPY to the Multiutility Craft). Please ensure that on the original of the work done certificate, rubber stamp "ORIGINAL – FOR PAYMENT" should be affixed and on all other copies the rubber stamp "COPY – NOT FOR PAYMENT' should be affixed. The description of job in WDC should be in-line with DCI work scope mentioned in work package. The sample form of WDC is placed at **Annexure-IV.**

3. **Invoice of the Yard for dry dock repairs (in Excel format) may be submitted in triplicate along with the original work done certificate marked as "ORIGINAL – FOR PAYMENT".** Copies of WDC may be attached with the copies of the Invoice. Photostat copy of WDC or carbon copy duly marking "original for payment", if submitted with the Original of Invoice will not be considered for payment.

4. Please ensure that one SOFT COPY (CD) of the Invoice in Excel format is also submitted along with the original invoice.

5. Sl. No. in work package (as given in NIT) is DL number in serial. DL number (Ref/Sl. No. in work package) should be clearly indicated on all WDC for verification & easy identification.

6. Scrutiny of Invoice will be made Group-wise. Therefore, Invoice should be raised as per Group in the Work Package and the supporting WDC should be attached accordingly so as to arrive at the total expenditure against each Group. Invoices related to particular job should be raised in consolidation and no supplementary invoices will be entertained.

7. Date of Commencement and Completion in respect of every repair job (Group-wise) may be indicated in the WDC.

8. Details of materials supplied, if any, to the Multiutility Craft through "Regular Material Requisition (RMR)" raised from the Multiutility Craft are to be indexed in tabular form showing the Description, Quantity supplied, etc. and the receipt of acknowledgement by Master or CEO as the case may be and Attending Supdt may be submitted with the Invoice.

9. **Original Passed invoice or Proof of payment & Yard certified copy of Bill** towards purchases, if any, over and above Indian Rs 10,000/- for the purchased items is to be submitted along with the Invoice of the Yard.

10. Details of additional works, if any carried out, beyond the scope of original Work Package, are to be submitted indicating "ADDITIONAL WORKS" and giving full details of additional work order reference DL No. & date, WDC, etc. (Example- ADL (Deck/Engg) No. -001/ Dt……)

11. Details of repairs if any carried out by sub-contractors of the Yard are to be separately indicated in the WDC

with approval of Attending Supdt and ship staff. The same should be submitted along with the Invoice of the Yard.

12. While preparing the invoice, care should be taken to consider the "NOTES" at **ANNEXURE TO FINANCE BID**.

13. Please ensure that WDC do not contain any adverse remarks / observations of OIC/EIC. Such remarks should be sorted out before vessel leaves the yard. This will avoid nonpayment/ subsequent correspondence and delay thereof for settlement of the Invoice.

14. Please indicate the quoted rates against each amount claimed in the Invoice – Item wise and Group-wise to facilitate easy scrutiny.

15. Details of services rendered by OEM may be submitted along with the **original passed invoice or Proof of payment & Yard certified copy of bill, time sheets** duly signed by MASTER or CEO as the case may be and countersigned by Attending Superintendent, other wise claim will not be entertained. OEM service engineers to be arranged by the yard with DCI approval. The Service engineer charges will be paid to the yard with 10% mark-up (i.e., actuals + 10 %).

16. Cost of materials including paint incorporated in the work as reflected in work done certificate (in case of material purchase of above Rs. 10,000/- value made, supporting vouchers/bills i.e., **original passed invoice or Proof of payment & Yard certified copy of bill** along with proof of payment should be enclosed. Extra 10% on actual material cost only will be paid towards overhead handling / transportation and other incidental charges etc.,

**SCHEDULE – VII**
**DETAILS OF THE SHIPYARD**
**(Please furnish copies of documents wherever applicable)**

1. a) Name of the yard with full address including phone/e-mail / fax, etc.
   b) Names & addresses of key persons to be contacted and their qualification, experience, etc.

2. a) Constitution of the firm :
   b) Act under which registered :
   c) Date of commissioning of the firm
   d) Date when dry docking & repairs of ships / Multiutility Crafts commenced

3. Financial background:
   a) Names & addresses of banks with whom the accounts are held :
   b) Maximum amount of work order carried out on any dredger during the last three years.
   c) Statement of accounts of the firm for the last 3 years with certified published annual report showing the turnover and financial result
   d) Whether the firm avails assistance from any yards / Government / other Agencies with full details

4. No. of dry docks available for taking large size ships / dredgers.

5. Total area of each yard (indicating separately the details of workshop, dry dock, Slipway, etc). Details of the firm indicating various workshop facilities, Fabrication shops, slipway / dry dock for new construction, etc. indicating their dimension and capacity.

6. Availability of bonded warehouse and its location, indicating the total area and facilities available

7 Details of dry dock repairs of dredgers / ships / any other vessels carried out in your yard for the past 5 years indicating the following particulars (Please use separate sheet for each vessel and furnish copies of documents) (Please provide this information only for larger ships / dredgers only)

   a) Name of vessel
   b) Name of the owner
   c) Date order
   d) Contractual repair period
   e) Date of commencement of work
   f) Date of delivery as per contract
   g) Actual date of delivery
   h) Classification
   i) LOA
   j) Breadth moulded
   k) Depth moulded
   l) Draft loaded
   m) GRT
   n) NRT
   o) Suction pipe internal dia.
   p) Details of dredging equipment (type, make & manufacturer's address)
   q) Details of Propulsion equipment (type, make & manufacturer's address)
   r) Details of navigational equipment (type, make & manufacturer's address)
   s) Details of auxiliary equipment (type, make & manufacturer's address)

8. Availability of Service Engineers of different OEM and manufacturers of various machinery / equipment.

9. Total infrastructural facilities (crane capacity, pumps capacity, flooding time, etc.) owned by you and available at the yard indicating their capacity, make, etc. and place of operation.

10 Details of special tools if any in your yard relevant to dry dock repairs of dredgers


Signature of Tenderer & Seal

11 Details of total man power indicating the qualification & experience of key persons.

12 Availability of spares of OEMs at or nearer to the yard.

13 How many days notice normally do you need to arrange dry dock repairs of a Multiutility Craft? Are there any conditions?

14. Do you have facility for emergency dry docking of vessels at short notice? (Please give details)

15. Details & availability of Classification Society near to the yard

16. What are your guarantee / warranty terms for dry dock repairs?

17. What are your general terms & conditions for dry dock repairs of vessels?

18 What are your payment terms?

19 Names & address (including phone numbers, e-mail etc) of agents for services?

20 Standard tariff of your yard for various works

21 Do you provide any bank guarantee for guarantee works?

22 Shore reception facilities

23 Scrap disposal arrangements



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**SCHEDULE - VIII**

**CHECK LIST**

Tenderers are requested to take into account of the following before submission of the tender for dry dock repairs of DCI SURVEY LAUNCH-II

| Sl No. | Action | ( Yes / No ) |
|---|---|---|
| 1 | Please read and understand full set of tender documents | |
| 2 | Visit the Multiutility Craft, if required, and understand the nature of repairs to be carried out. | |
| 3 | Sign and stamp all pages of the tender documents by the authorized signatory. Mention name & designation of the signatory on the tender. | |
| 4 | Make 2 sets of tender documents i.e.<br>Part-I - Technical Bid and<br>Part-II - Financial Bid (Price Bid) | |
| 5 | Technical Bid should contain following:<br>a) A covering letter from the yard stating any issue which has bearing on Financial Bid; List of deviations, if any; Acceptance of all DCI's tender conditions; proposed period of repairs in the dry dock and in afloat condition; availability of dock space; and validity of tender.<br>b) Schedule-I (General Tender Conditions)<br>c) Schedule-II (Special Conditions)<br>d) Schedule-III (Main Particulars of the Multiutility Craft)<br>e) Schedule-IV (Work Package)<br>f) Annexure to Schedule-IV duly filled in the number of days required for completion of all repairs, etc)<br>g) Schedule-V (List of Deviations, if any)<br>h) Schedule-VI (Guidelines)<br>i) Schedule – VII – Details of yard.<br>j) Schedule – VIII – Check List.<br>k) Undertaking of shipyard<br>l) Shipyard Qualification Template (Part-I) and Technical Qualification template (Part-II)<br>m) Format for comfort letter from Bank.<br>n) Payment receipt in proof of Tender document cost<br>o) Payment receipt in proof of Earnest Money Deposit | |
| 6 | Financial Bid should contain the PRICES (Schedule-IV and Annexure to Schedule-IV duly stamped and signed); and Percentage of Discount offered, if any. | |
| 7 | Consider 30% increase in scope of work over and above jobs specified in Schedule-IV towards unforeseen jobs. | |
| 8 | Rates should be quoted in figures and words in the Financial Bid. | |
| 9 | Rates offered shall include all Taxes, duties, etc. of any kind, but excluding GST. | |
| 10 | Corrections on the tendered rates should be supported by signature of the tenderer (Clause 03 of GTC). | |
| 11 | No COUNTER CONDITIONS are offered. (either in Technical & Price bids) | |
| 12 | Please ensure the tender is submitted before the closing time. | |
| | **PLEASE AVOID** | |
| 14 | Counter-conditions as it may attract rejection of tender | |
| 15 | Mentioning rates in the Technical Bid | |
| 16 | Corrections of the prescribed tender documents as it will attract cancellation of tender | |



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**UNDERTAKING**

**Tender No. DCI/TECH/SL-2/DD/2026-27 dated -10-2026**
**Dry-Dock repairs of DCI Survey Launch-II**

**GCC- SCH-I, Clause No 1 F**: As per the Tender requirements, we hereby state that we have strictly quoted for all items in the document as provided on the website only. If we fail to quote for any item and such action is observed at any stage, DCI have a right for rejection of tender.

**SC- SCH-II, Clause No.13**: As per the Tender requirements we hereby state that we have not made any payment or illegal gratification to any person/Authority connected with the Bid process so as to influence the Bid process and have not committed any offence under the prevention of Corruption Act in connection with the Bid.

**SC- SCH-II, Clause No.14**: We also state that no payments have been made nor proposed to be made to any intermediaries in connection with Bid.

**SC- SCH-II, Clause No. 15:** We hereby state that entire dry dock repairs (including variation of 30%) will be completed within the contract period.

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**NOTE:** Alternatively, the details of payment made /proposed to be made may be furnished at **SC- SCH-II, Clause No.14**.

**Annexure to Schedule –IV**

A) Estimated days for completion of DD repairs of DCI Survey Launch-II= days (DD ------ days + Afloat ----- days)

B) The total cost implication for Dry dock repairs of Survey Launch-II:

| Sl. No | Description | in Rs. |
|---|---|---|
| 1 | Dock hire & General Services | |
| 2 | Surface Preparation & Painting of Hull & wheel house, | |
| 3 | Steel & Pipeline renewals | |
| 4 | overhaul (D-Check) of ME & DG | |
| 5 | Wheel house repairs | |
| 6 | Electrical repairs | |
| 7 | Installation & Commissioning of New Multibeam Echosounder | |
| 8 | Supply, installation & commissioning of AIS (Type-B), GPS Navigator, ALDIS Lamp, etc | |
| 9 | Discount | |
| 10 | Total Amount after discount | |

**(THE RATES SHOULD NOT BE MENTIONED IN TECHNICAL BID)**



Signature of Tenderer & Seal

**ANNEXURE-II**

(FORMAT FOR COMFORT LETTER FROM BANK)

<Bank Name & Address>

Dear Sirs,

This is to confirm that our Client, <Name of Shipyard>maintains bank accounts with us and is in good standing with our bank.

As informed by our Client, for bidding for the (Name of Project), the Client has to submit a Comfort letter from the bank.

At his instructions, we, (bank name & address), with full authority and mandate hereby confirm that said Client is financially able to mobilise an amount of Rs. being (50%) of the Contract value for which the bank will provide financial assistance as required by the Client

We, (client's bank), confirm to transfer the referenced amount as per instructions of our Client.

We certify that our Client, named above, has credit facilities with our bank to complete the proposed (Name of project) within the time period specified.

Our Client hereby gives authority to the Ship Owner to procure usual banker's references from the authorized officer of the Bank <Full name and designation of the bank officer>.

Yours sincerely,

.....

Signature by a senior level bank officer

Full name of the signatory:

.....

Designation of the signatory:

.....

Clients' Name as written in account:

.....

Account No / IBAN:

.....

Bank Telephone No:

.....

Bank's Fax No:

.....

Bank SWIFT / Sort Code:

.....

Bank stamp / seal:

.....



Signature of Tenderer & Seal

**ANNEXURE-IV**
**FORMAT of Work Done Certificate (WDC)**

DCI work scope:
Sl. No Description Qty Unit
1 Work scope as per NIT (Original):
GROUP-B – Sl. No. 1 (a)(ii) Hard scrapping marine growth (under water area) up to light load line. Including sea chests, bow tunnels, kort nozzles and rudders – 1000 Sq.M

2 Work scope as per NIT (Original):
GROUP-C – Sl. No. 2(a) - Shell plate above water level – 25 Ton

3 Work scope as per NIT (Original):
GROUP-F – Sl. No. 2 (i) - E/R Bilge pump over board NR Globe valve - 150 mm - Underwater sea suction & overboard valves lid to be opened, valve bonnet to be dismantled valve to be cleaned, ground/ lapped, reassembled & boxed up with new packing & existing bolts & nuts. All valves to be pressure tested. - 01 No

Additional works against ADL No. (If any):
Ship supplied Spares/Stores used:
---
Yard supplied Spares/Stores used (Cost Extra):
---
2 GR-C – Sl. No. 1
Shell plate above water level: (Describe actual work done completely) - Location / Frame No. - 03 Ton Completed
Dimensions of renewal as follows: 1) L mm X B mm X Thk mm - NO.
Additional works against ADL No. (If any):
---
Ship supplied Spares/Stores used:
---
Yard supplied Spares/Stores used (Cost Extra):

3 GR-F – Sl. No. 1 - A (b)
GROUP-F
Bilge pump NR Globe valve - 150 mm - Underwater sea suction & overboard valves lid to be opened, valve bonnet to be dismantled, valve to be cleaned, ground/ lapped, reassembled & boxed up with new packing & existing bolts & nuts. All valves to be pressure tested. (Describe actual work done completely) -01 No Completed

Additional works against ADL No. (If any):
---
Ship supplied Spares/Stores used :
---
Yard supplied Spares/Stores used (Cost Extra):
---


Signature of Tenderer & Seal

**ANNEXURE-V**

Dredging Corporation of India Limited (DCIL) hereinafter referred to as "The Principal".
And _____ herein after referred to as "The Bidder/Contractor"

Preamble
The Principal intends to award, under laid down organizational procedures, contract/s for "Drydock repairs of DCI Survey Launch-II". 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 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.

Section2-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 Principal's 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) 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.
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.

Section3 - 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 Section2, 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 or take action as per the procedure mentioned in the" Guidelines on Banning of business dealings". Copy of the" Guidelines on Banning of business dealings "is annexed and marked as Annex-"B".

Section4: Compensation for Damages
(1) If the Principal has disqualified the Bidder(s) from the tender process prior to the award according to Section3, 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 Section3, or if the Principal is entitled to terminate the contract according to Section3, 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.

Section5: 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 as per the procedure mentioned in" Guidelines on Banning of business dealings".

Section 6: Equal treatment to fall Bidders/Contractors/Subcontractors.
(1) The Bidder(s)/ Contractor(s) undertake(s) to demand from all subcontractors a commitment inconformity 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.

Section7: Criminal charges against violation Bidder(s)/ Contractor(s)/ Subcontractor(s).
If the Principal obtains knowledge of conduct of a Bidder, Contractor or Sub contractor, 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.

Section 8: Independent External Monitor/ Monitors
(1) The Principal appoints competent and credible Independent External Monitor 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 entitle 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.

Section 9- Pact Duration

This pact begins when both parties have legally signed it. It expires for the Contractor 10 months after the last payment under the contract, and for all other Bidders & months----the contract has been awarded. 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

- This agreement is subject to Indian Law, Place of performance and jurisdiction is the Registered Office of the Principal, i.e. New Delhi.
- Changes and supplements as well as termination notices need to be made in writing. Side agreements have not been made.
- If the Contractor is a partnership or a consortium, this agreement must be signed by all partners or consortium members.
- 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.

(For & on behalf of the Principal) (For & on behalf of Bidder/Contractor)
(Office Seal) (Office Seal)

Place ----------
Date ----------

**ANNEXURE TO FINANCE BID**

| | |
|---|---|
| 1 | The quoted rates for all jobs should be inclusive of access works, in way jobs / connected work, relevant works & associated jobs, staging, fire patrol, security, necessary equipment and other preparatory works as required for doing each job. Also rates shall include transportation of items for repairs and back. |
| 2 | For hot work, the surrounding area is to be completely cleaned and required number of fire sentries be posted with fire extinguishers. The rate for steel renewal includes fire sentries. |
| 3 | Number of days at Group A are to be filled by the yard as per the quoted days and amount is to be put accordingly. |
| 4 | Security watch shall be provided by the yard during the entire repair period and same will be yard account only. |
| 5 | Temporary lighting, compressed air, ventilation fan and heating lamps provided for repairs, if any, shall be to the account of yard and will not be considered separately. |
| 6 | Cement level to be made at the main deck edge with carry away pipes to keep the vessel's hull dry and free of dropping water while painting is in progress. |
| 7 | Wooden plugs to be fitted to all scupper pipes before fitment of carry way pipes. |
| 8 | All chemicals and consumables for degreasing & cleaning are Yard supply and at Yard cost. |
| 9 | Tanks are to be ventilated by providing adequate number of blowers before man entry. No separate cost will be payable for this account. |
| 10 | Painting- Greasing/Degreasing of Anodes, staging and any other facility used for the works will not be paid extra and are deemed to be included in the cost of painting. |
| 11 | Painting - Colour of all the coats should be contrasting to enable differentiation between one coat and another. |
| 12 | Actual cost of Paint + 10% shall be paid by DCI. Total cost (estimate) of paint is to be indicated separately. Original passed Paint procurement Vouchers / copy of invoice along with proof of payment are required to produce for actual Quantity of paint consumption, for settlement of Yard's Invoice |
| 13 | Painting - Only Tin free antifouling SPC is acceptable. |
| 14 | Painting - Paint certificate to be issued by OEM and valid for 60 months. |
| 15 | Yard shall rig up staging initially to inaccessible areas for taking UTG, blasting etc. so that steel renewals can be undertaken independently. |
| 16 | Repairs if any recommended by IRS after survey of anchor cables and anchor (crown pin renewal in case of excessive clearances) swivel and anchor flukes shall be attended. |
| 17 | All welders of the Yard engaged in work including those employed by sub-contractors must have valid certificates from IRS/LRS. Certificate copies shall be submitted to Master immediately before commencement of work. |
| 18 | All plates used must be Lloyds Grade-A and serial number of plates with certificate must be submitted to Master before fitment. All plates must have a coat of primer before fitment. |
| 19 | All electrodes used and welding procedure must be approved by IRS/LRS. |
| 20 | All welding equipment including cables & holders must be in a fit state for use. |
| 21 | Weldings to be tested by DP/MPI/X-RAY as required by the Surveyors. |
| 22 | Tanks in which steel renewal was done to be pressure tested as required by surveyors. No separate cost for staging, pressure testing of the tanks shall be allowed. |
| 23 | The Rates quoted for all jobs must be inclusive of access work, connected work, relevant work, associated jobs, staging, fire patrol, security, necessary equipment and other preparatory works as required for doing each job. Also rates shall include transportation of items for repairs and back. |
| 24 | For main deck steel renewal, insulation may have to be removed, wherever required. Cables and electrical equipments must be protected with tin sheets and fire proof cloth while gas cutting / welding. |
| 25 | Proper precautions are to be taken by the yard while renewing steel plates below main engines, Aux. Engines, gear boxes and Major equipments etc to avoid any misalignments, sagging etc. |
| 26 | As per work scope, all areas to be UT gauged, examined on docking of the vessel within a week and freeze the scope of work in consultation with IRS, ship staff and Attending Superintendent. |
| 27 | **Yard to provide a detailed action plan along with Bar Chart** and to quote steel grade, total steel quantity and renewals/ repairs to all locations with shell expansion drawings. |
| 28 | Steel renewals are to be clearly mentioned in Work done Certificate (i.e. Size of the plate renewal (Length, width & thickness), no. of plates renewed and Location of renewal etc. Accordingly, OIC/EIC & Attending Supdt. Certification to be obtained. Lumpsum quantities (Ex: 500kgs or 2 tons renewed) will not be considered and such claims will not be accepted. Hence, proper care must be taken while preparing the certificates. Additional percentage (%) towards wastage / bending etc will not be admitted. |



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| 29 | Pipe renewal to be clearly mentioned in WDC for each occasion like location of renewal, size of pipe renewal, length of pipe renewal and no. of pipe fittings renewed. Accordingly, OIC/EIC & Attending Supdt certification to be obtained. Lumpsum quantities (i.e. 50 dia - 100 mtr renewed or 150mm dia - 50 mtr renewed) will not be considered and such claims will not be accepted. Hence, proper care must be taken while preparing Work done certificates. |
| 30 | Minimum of 10 kgs / Location steel renewal will be considered. For minimum allowance also the size of the plate, number of plates and location where renewed to be specified clearly in the Work done certificates, failing which such claims will not be considered. Pipe renewal minimum 1 mtr will be paid. |
| 31 | For pit build-up of size upto 50X50mm will be only be considered as pits and size beyond 50X50 mm will be treated as weld building. Accordingly, weld build up rate/kg will be considered for settlement of claims. |
| 32 | Renewal of pipeline less than 1 meter will be paid as 1 meter and above 1 meter will be paid at actuals. |
| 33 | After repairs, all the above items are to be tried out for satisfactory operation. |
| 34 | After repairs, all necessary items are to be tried out and shown to the IRS surveyor as required. |
| 35 | Renewal of stub pipes are to be identified as per UTG report and respective valves are to be removed for overhauling/repairs/survey as specified in the work scope. After renewal of the stub pipes, respective valves are to be fitted back in position and tried for satisfactory operation. |
| 36 | Over board valves stub piece & filter housing to be UT gauged & readings are to be submitted to ship. |
| 37 | After completion of all repairs satisfactory trials to shown to shipstaff. |
| 38 | All above items shall be quoted considering assembling back with new / dismantled / reconditioned parts, fitting in position, clamping and satisfactory trials. |
| 39 | The actual number of Bushes & Pins will be determined after dismantling. |
| 40 | After repairs, all the above items are to be tried out for satisfactory operation. |
| 42 | OEM service engineers to be arranged by the yard with DCI approval. The Service engineer charges will be paid to the yard with 10% mark-up i.e., actuals + 10 %. |
| 43 | Necessary assistance to be provided by the yard timely to the OEM as required. |
| 44 | After repairs, all the above items are to be tried out for satisfactory operation. |
| 45 | Rate shall include sea trials of main engines, Aux. Engines, Dredge pimps, Jet Pumps and all other equipments & Systems which are overhauled. |
| 46 | Rate should be inclusive of all consumables & cleaning materials, etc. But excluding Freon gases/ refrigerant, nitrogen. |
| 47 | Crane, fork-lift charges towards handling from vessel to workshop and back are applicable where weight of single item is more than 1000 Kgs. |
| 48 | All tools, special tools, jigs and fixtures which are required to arrange / provide by yard at their cost for carrying out jobs as per tender and no separate cost & time shall not be considered. |
| 49 | Cost of materials including paint incorporated in the work as reflected in work done certificate (in case of material purchase of above Rs. 10,000/- value made, supporting vouchers / bills i.e., Original Passed Invoice or Copy of invoice along with proof of payment should be enclosed. Extra 10% on actual material cost only will be paid towards overhead handling / transportation and other incidental charges etc., |
| 50 | Finished product weight should be clearly indicated in the work done certificate. Minimum 1 Kg/piece will be considered for weight less than one kg. If the quantity is more than 5 No's and weight less than 5 Kgs, Minimum 5 Kgs can be considered. If weight more than 5 Kgs, actual weight will be considered. Standard Products like Bolts & Nuts, washers etc., will not considered under the make & supply items. If at all, any special bolts are to be made, shall be considered on specific work orders only. |



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