



DREDGING CORPORATION OF INDIA LIMITED
(A Government of India under Taking)
"Dredge House" Port Area,
VISAKHAPATNAM-530 035 (INDIA)

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NIT REF: DCI/TECH/MUC-1/12/2018-19

Date: 14/02/2019

NOTICE INVITING TENDERS

1. Sealed tenders are invited from reputed **Yards & Ship repair firms** for carrying out drydock & afloat repairs of **DCI MULTI CAT-1**, within the East coast of India. The vessel requires to be dry-docked for an estimated period of **20 days by Last week of March'19**.

Repair jobs to be attended are given below:

- a) Dock hire and Service Charges
- b) Surface Preparation and Painting
- c) Steel Plate & Pipe Renewals
- d) Engineering side repairs
- e) Deck side repairs
- f) Cost plus Jobs

2. Interested Ship repair yards / repair firms can download tender documents from our Website www.eprocure.gov.in OR www.dredge-india.com

3. The downloading of tender documents shall be carried out strictly as provided on the website. No addition, editing, deletion of matter shall be permitted. If such action is observed at any stage, such tender will not be considered and will be rejected.

4. The Tenderer shall deposit cost of tender documents of Indian **Rs.1200.00** into DCI account No: 35833070000014, IFSC code: SYNB0003583, MICR code: 530025003, Syndicate Bank, DCI Branch, Visakhapatnam and to enclose evidence of receipt along with Technical Bid documents, without which Tenders will be rejected.

5. **Earnest Money Deposit (EMD)**: The Tenderer shall deposit Earnest Money deposit of **Rs.52,500.00** (Indian Rupees Fifty two thousand five hundred only) into DCI account No: 35833070000014, IFSC code: SYNB0003583, MICR code: 530025003, Syndicate Bank, DCI Branch, Visakhapatnam and to enclose evidence of receipt along with Technical Bid documents, without which Tenders will be rejected.

6. The last date for submission of tender is **1500 hours on 28.02.2019**

7. Further instructions are given in the tender documents.


General Manager (TECH)



DREDGING CORPORATION OF INDIA LIMITED
(A Government of India under Taking)
"Dredge House" Port Area,
VISAKHAPATNAM-530 035 (INDIA)

DCI/TECH/MUC-1/12/2018-19

Date: 14.02.2019

To,
M/s.

Dear Sirs,

Sub: Invitation of tenders for dry dock & afloat repairs of DCI Multi Cat – 1.

1. Dredging Corporation of India Ltd., a Public Sector Undertaking, under the Ministry of Shipping and transport, Govt. of India, owning a fleet of vessels, is calling for tenders to carry out repairs including dry-docking of vessel DCI Multi Cat-1 at the earliest. DCI Multi Cat-1, is built in year 2015 by M/s Shoft Shipyard Pvt Limited, Bharuch, India.

2. The tender should be submitted in two cover bid system duly super scribed "Tender for Dry Dock Repairs of DCI Multi Cat-1 – Part-I Technical Bid, and Part-II Financial Bid" in two separate covers which are to be put in one single cover superscribed "Tender No. DCI/TECH/MUC-1/12/2018-19, Date.14.02.2019 – DCI Multi Cat-1". The Technical Bid should contain the following:

- i. Schedule-I of the Tender documents i.e. General Tender Conditions duly stamped and signed by authorized signatory in agreement to DCI terms;
- ii. Schedule-II of the tender documents i.e. Special Terms and Conditions duly stamped and signed by the authorized signatory in agreement to DCI terms;
- iii. The tenderer should submit proof of their experience in repairing atleast one Tug of GRT 300 T & above during the past 5 years.
- iv. The Technical Bid should not contain any prices but should indicate the percentage of taxes, duties, etc., if any and also should clearly indicate whether such taxes and duties etc. were included in the Financial Bid or otherwise.
- v. Technical Bids of Yards should clearly indicate the number of days in dry dock and number of days of afloat repairs and trials. Yards should clearly indicate the availability of dock space and lead time if any. Yards should clearly indicate their quotation validity and acceptance to DCI tender terms & conditions. However, any deviations to the tender (both in technical & price bid) are to be listed out and brought into notice in Technical Bid only.
- vi. Any issues which have a bearing on Financial Bid are to be brought out in the Technical Bid.
- vii. Technical Bids of Ship repair firms should clearly indicate the number of days in dry dock and number of days of afloat repairs.
- viii. Payment receipts of Tender document cost and EMD. Without cost of Tender documents and EMD, tenders will be rejected.

3. The second cover containing the Financial Bid should contain the financial offer as per Schedule-IV duly indicating the cost of repairs against each item of repair both in figures and words and signed by authorized signatory. In addition, the Annexure to Schedule-IV should be filled in, duly signed by authorized signatory and submitted with the Financial Offer.

4. Two sets of tender documents consisting of the following schedules and submit of your most competitive time and cost offer in two-cover bid system in line with para-2 above:

- a. Schedule-I : General Tender Conditions
- b. Schedule-II : Special Conditions

- | | | |
|-------------------------|---|---|
| c. Schedule-III | : | Particulars of Vessel |
| d. Schedule-IV | : | Work scope-group wise repair Specifications |
| e. Annexure-I to Sch-IV | : | Summary of offer |
| f. Schedule-V | : | List of deviations, if any. |
| g. Schedule-VI | : | Guidelines to the Yard |
| h. Schedule- VII | : | Details of the yard. |
| i. Schedule- VIII | : | Check List for Tenderers. |

5. While submitting your competitive offer, you are advised to consider 30% increase in scope of work over and above jobs specified at Schedule-IV towards unforeseen jobs.

6. Interested parties may visit/inspect our DCI Multi Cat-1 at Kamarajar Port Limited, Ennore, (Project In-Charge Mobile No. 95504 07700), for inspection and satisfy themselves before submitting their quotation.

7. Tenders will be received at the following address:

THE GENERAL MANAGER (TECHNICAL)
DREDGING CORPORATION OF INDIA LTD,
DREDGE HOUSE, PORT AREA,
VISAKHAPATNAM- 530 001
ANDHRA PRADESH, INDIA

8. All the dry docking repairs are to be carried out under the inspection / supervision of Indian Register of Shipping. However, IRS fees for this purpose will be borne by DCI.

9. The tenders will be received till 1500 hours of 28.02.2019 and only Technical Bids (Part-I) will be opened on the same day at 1530 hours at DCI Head office, Visakhapatnam, in the presence of tenderers who wish to be present at that time. The Financial Bids (Part-II) of the technically qualified tenderers will be opened on the same day or at a later date with prior intimation to the tenderers.

10. Tenders received after the due date and time shall not be considered and summarily rejected. The delay due to postal / courier services, etc., shall not be considered.

Thanking you,

Yours faithfully,
For Dredging Corporation of India Limited,


General Manager (Technical)

Encl: As above.

DREDGING CORPORATION OF INDIA LIMITED
(A GOVERNMENT OF INDIA UNDERTAKING)
"DREDGE HOUSE" PORT AREA
VISA KHAPATNAM-530 035 (INDIA)



TENDER NO. DCI / TECH / MUC-1/ 12 / 2018-19 Dt: 14.02.2019
DUE ON 28.02.2019

FOR

DRY DOCK & AFLOAT REPAIRS OF
DCI MULTI CAT - 1

**DREDGING CORPOATION OF INDIA LIMITED
VISAKHAPATNAM**

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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 repair firm to repair firm, 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 work, if any, cost of staging, general 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 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. Telegraphic / Telex / 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. 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. Additional cost quoted against work scope shall be considered and taken while evaluation of Tenders.

05. 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.

06. METHOD OF EVALUATION OF TENDER:

The total evaluated cost (**S. No: (h)**) will be considered for arriving at the lowest Tenderer (L-1) as per details below:

Sl.No	Item	
(a)	Basic Repair Cost	XXX.XX
(b)	Standing cost of the vessel per day	1 Lakh
(c)	DCI estimated days	20 days
(d)	No. of days quoted by the yard	XX days
(e)	Passage time = to and fro from the repair yard (No. of days)	XX days
(f)	Voyage cost = Item (e) x (Standing Cost per day + fuel cost per day)	XXX.XX
(g)	Cost for additional days = (Item (d) – Item (c)) x Standing Cost per day	XXX.XX
(h)	Total Evaluated Cost: (a + f + g)	XXX.XX

For the purpose of evaluation of Tender the following shall be considered:

- i. Average speed of the vessel during the voyage period shall be considered as **8.5 knots**/hour. Fuel consumption of **4 KL**, HF HSD per day during voyage period.
- ii. The vessel is presently in Ennore and after completion of repairs the vessel will be deployed at Ennore. (Actual position may vary as per operational requirement)
- iii. For shipyards submitting the bid in foreign currency, if any, the financial evaluation will be carried out by considering currency conversion rate in Rupees as of tender opening date (Technical bid) specified in NIT.
- iv. In case if yard quotes less repair duration than DCI's estimate, DCI estimated days will only be considered for the purpose of evaluation. However, award of contract for successful bidder will be as per the quoted duration.
- v. Agency/husbandry services charges submitted by the yard will not be considered for the purpose of price evaluation.

07. PROCEDURE FOR AWARDING WORKS:

The awarded scope of work will be reviewed by Master/ CEO as per actual condition at the time of docking. 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 Master / CEO with due approval of Attending Superintendent. After satisfactory completion of works, Yard has to obtain work done certificates (in prescribed format) duly signed by Master/ CEO 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 dredger) 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.

09. ADDITIONAL WORKS:

- a) Any additional works entrusted by the Owner, shall be carried out by the tenderer, subject, however, 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) Our Attending Superintendent will sanction additional jobs if required. Work Done Certificate will be certified by Deck In-Charge/ Engine In-Charge of the vessel along with Attending Superintendent. Ship repair firm has to submit additional quotes against additional jobs and get approved by DCI.

10. OWNER APPROVED SUB-CONTRACTORS:

Owner's approved OEM Service personnel are to be allowed to work onboard Vessel during the repair period.

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/LRS Surveyors for which fee 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: (Painting job to be carried out by IRS recommendation)

- a) Paint – OEM Certificate of guarantee for 36 months (Underwater) to be issued by Yard.
- b) All paints shall be supplied by the Shipyard and are to be applied by airless spray. Airless spray machines shall be capable of generating sufficient pressure to fully atomize heavy coatings.
- c) All paints are to be applied only on clean and dry surfaces.
- d) Care should be taken with regard to allowable temperature & humidity which to be strictly observed.
- e) All coatings are to be smoothly applied free from sags and runs.
- f) For paint coatings, the specified minimum thicknesses are to be strictly adhered to.
- g) Deficiencies in film thinness are to be made-up prior to application of final coat in order to avoid patched appearance.
- h) Painting job of hull, underwater shell are to be undertaken as per the guidance of paint Manufacturer and their Service Engineer.

14. STEEL RENEWAL:

All steel renewals as per the Surveyor's recommendation and as per ultrasonic thickness 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 7.85gms/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, Ship repair firm 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 cut.

17. REMOVAL OF DEBRIS:

Ship repair firm shall arrange removal of debris and dirt from 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 repair 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. Repair firm 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 Ship repair firm. 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 / EIC. The sludge is to be disposed off to the shore by the repair firm 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 holidays, that would be required for completing the work, from the day the Vessel arrives at the repair place.

- a) In case of any statutory holidays when the Ship repair firm / yard cannot undertake repair work, also shall be reckoned in the total time quoted. Ship repair firm / 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 as decided by Attending Superintendent (AS) basing on arrival of the Vessel at the Yard till the date of sailing of the Vessel from the Yard, after satisfactory completion of repairs and machinery / dredging trials.
- b) Arrangement are to be made to commence afloat repairs (or) to dry dock the Vessel within two days on arrival at the Yard and no allowance will be given for keeping the Vessel idle before dry docking.
- c) After completion of all repairs, yard shall complete and show all satisfactory trials (basin trials) within two days. Time allowed towards basin trials, Sea trials and final surveys is on DCI account.
- d) Vessel stay at Yard for closure of Statutory Surveys certification for default of the yard shall be on account of Yard.

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 Master/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 firm / 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, crane load test etc. are generally included in the Yards quotations.

28. REPAIR GUARANTEE:

The Tenderer should strictly adhere to the time schedule, quality and stand guarantee for all dry dock & afloat repairs carried out onboard the vessel for a period of 90 days. Any repair required within this period shall be rectified onboard Multi Cat-1 (wherever deployed) by the tenderers at his own risk and cost.

29. SAFETY PRECAUTIONS:

It shall be the responsibility of the Yard that when the sub-contractors are working onboard our Dredger/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 firm / 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 Firm / yard.
- c) Because of the very nature of work, the Dredger is likely to arrive at the Firm / yard with mud and with stern tube leakage's. Such conditions are to be accepted by the Firm / 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 Firm / 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 firm / 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 firm / yard first before presenting the same for inspection of vessel staff. After inspection, the firm / 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 firm / yard is to be finalized in consultation with OIC/EIC/Attending Superintendent within one week of the Vessel's arrival at repair place.

32. FORCE MAJEURE:

Force Majeure Condition would mean Gale, Heavy Rain and Acts of God, as certified by the Attending Superintendent. Yard has to submit weather Report against Force Majeure Conditions as documentary evidence.

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 (minimum 3 Persons) is to be provided by the Yard near / within the Yard premises at Yard's expenses.

36. PREQUALIFICATION CRITERIA:

- a) Tenderer should have their own or leased or hired Dry Dock / Slipway and full repair infrastructure and relevant experience in tug / utility vessel repairs. In case if repair firm submits Dock/slipway allotment letter of Port Authorities, firm should dock the vessel within a week time from the date of issue of work order. Failing which, LD & Penalty clauses will be applicable as per the contract.
- b) The tenderer should have experience in dry dock repairing at least one Tug of GRT 300T and above during the last 5 years (Necessary Proof to be enclosed along with Technical bid).
- c) Within the last 5 years, Bidders must have executed repairs to atleast one tugs / utility vessels / ships costing not less than Rs.30 Lakhs.

- d) Records of annual financial turnovers for the last 3 years shall be furnished. Average of the financial turnover shall not be less than Rs.21 Lakhs.
- e) Dock slot to be provided as per DCI requirement.
- f) The bidding Shipyard/ repair firm should have positive net worth during the immediate preceding financial year. In case an Indian shipyard 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-I**

37. RIGHT OF FIRST REFUSAL:

- a) The qualified Indian Shipyards will have a "Right of First Refusal" to enable them to match the evaluated lowest price offered by the foreign shipyard.
- b) The lowest evaluated bidder amongst the qualified Indian bidders (shipyards) will be offered the Right of First Refusal against the foreign shipyard. In case of failure of the lowest evaluated Indian bidder to match the lowest bid of the foreign shipyard, the next higher evaluated Indian bidder will be given the offer and so on.



SCHEDULE-II

SPECIAL CONDITIONS

01. TENDER DOCUMENT COST:

The Tenderer shall deposit cost of tender documents of Indian **Rs.1200.00** (including taxes/GST) into DCI account No: 35833070000014, IFSC code: SYNB0003583, MICR code: 530025003, Syndicate 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 Indian **Rs. 52,500.00** (Indian Rupees Fifty two thousand five hundred only) into DCI account No: 35833070000014, IFSC code: SYNB0003583, MICR code: 530025003, Syndicate 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 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 10 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 banks 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 tenderers 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.

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 Sector Undertaking of Government of India, 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.

09. LIQUIDATED DAMAGES:

- a) In case the completion of the 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 consent of the Yard.
- c) LD shall be levied for delayed delivery of the Dredger 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:

Should any dispute or difference arise between the Corporation and the Shipyard in connection with this Contract, or as to the rights and liabilities of the parties hereto, it shall be referred to Arbitration. Each party shall appoint an Arbitrator and the Arbitrators so appointed shall appoint an Umpire and the award of the Arbitrators or the Umpire, as the case may be shall be final and binding upon the parties hereto. The Arbitrators shall give a reasoned award. Such Arbitration shall be held at Visakhapatnam, India. It shall be in accordance with provisions of the Indian Arbitration Act, 1996 or any statutory modification or re-enactment hereof. The Arbitrator(s)/ Umpire may from time to time with the consent of the parties, enlarge the time for making and publishing the award.

11. INCENTIVE AND DISINCENTIVE:

- a) The Yard shall complete entire scope of dry dock repairs within the stipulated contract period of ---- days (including variation included in Sch-I, clause-30).
- b) There will be an incentive payable to Yard for early completion in delivery @ Rs.10,000/- (Rupees Ten Thousand) per day.
- c) In case, Yard fails to complete the job within stipulated contract period, DCI will levy disincentive of Rs.30,000/- (Rupees Thirty Thousand) per day of delay.

12. LEGAL PROCEEDINGS:

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

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 Management system), International Safety Management System (Safety Management System) and ISPS code. The Yard and their sub-contractors should comply the applicable requirements pertaining to above standards while executing works.

18. **AGENCY CHARGES:** Agency husbandry charges (**Details placed at Annexure-II**) are to be engaged in case of foreign yards, if found L-1 in the tender. The charges of Agency/ Husbandry shall be paid at actual cost plus 10 % (mark up). DCI reserves the right to defer / cancel the agency / husbandry services as per requirement. Payment terms applicable as per Sl.No.8 above.

19. **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 in a **separate envelope** superscripted "**Integrity Pact**". 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 Pact with Dredging Corporation of India Limited after award of Work.

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SCHEDULE – III

MAIN PARTICULARS OF DCI MULTI CAT-1

1. SHIP'S NAME	:	DCI MULTI CAT-1
2. TYPE OF VESSEL	:	UTILITY VESSEL
3. BUILDER	:	SHOFT SHIPYARD PVT LTD., BHARUCH
4. YEAR OF BUILT	:	2015
5. PORT OF REGISTRY	:	VISAKHAPATNAM
6. LENGTH OVERALL	:	32 MTRS
7. BREADTH MOULDED	:	12 MTRS
8. DEPTH (MOULDED)	:	4 MTRS
9. DRAFT (FL)	:	2.5 MTRS
10. GRT	:	408
11. NRT	:	122
12. SPEED	:	12.5 KNOTS
13. LIGHT SHIP WEIGHT	:	385.84 T
14. DEAD WEIGHT	:	261.84 T
15. TYPE OF ENGINE	:	3 X 1200 BHP (CUMMINS: KTA-38-M2)
16. AUX. GENERATOR ENGINE	:	2 X 150KW (CUMMINS: 6CTA-8.3-D(M))
17. THRUSTER ENGINE	:	1 X 325 BHP (CUMMINS: NTA-855-M)
18. IMO NO	:	9783186
19. OFFICIAL NO	:	4205
20. CALL SIGN	:	AWJK

* * *

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 docking repairs of DCI Multi Cat-1.

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

(Signature of the tenderer with stamp)

Date:

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 Master/ CEO 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 Master / CEO with due approval of Attending Superintendent. After satisfactory completion of works, Yard has to obtain work done certificates (in prescribed format) duly signed by Master/ CEO 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 dredger) 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 dredger). 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-III**.
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.
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 dredger through “Regular Material Requisition (RMR)” raised from the Dredger 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 MASTER / CEO. 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 SHIP REPAIR FIRM / YARD AND PLACE OF DRYDOCK

(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 / yard :
b) Act under which registered :
c) Date of commissioning of the firm / yard :
d) Date when dry docking & repairs of ships / Launch 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 vessel during the last three years.
c) Statement of accounts of the firm / yard for the last 3 years with certified published annual report showing the turnover and financial result
d) Whether the firm / yard avails assistance from any yards / Government / other agencies with full details
4. Place of slipway/dry-dock, dimensions of slipway/dry-dock and other arrangements in detail.
5. Details of the firm / yard and list of machineries etc.
6. Availability of water front area of each dock, slipway (depth, width, etc) and its location for basin trials.
7. Full details of ships / tugs / other vessel so far dry-dock was carried out at indicated place by you or other repair firm / yard during the last three years indicating the names & addresses of owners; if available present condition of these vessels.
8. 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.
9. Details of special tools if any in your yard relevant to dry dock repairs of Tugs / utility vessels
10. Details of total man power indicating the qualification & experience of key persons.

B) Availability of spares of OEMs at or nearer to the yard
12. How many days notice normally do you need to arrange dry dock repairs of Multi Cat-1? Are there any conditions? Do you have facility for emergency dry docking of vessels at short notice? (Please give details)
13. Details & availability of IRS Classification Society near to the dry-dock /slipway.
14. What are your guarantee / warranty terms for dry dock repairs?
15. Standard tariff of your repair firm / yard for various works
16. Names & address (including phone numbers, e-mail etc) of agents for services?
17. Do you provide any bank guarantee for guarantee works?
18. Shore reception facilities
19. Scrap disposal arrangements

SCHEDULE - VIII
CHECK LIST

Tenderers are requested to take the following into account before submission of tender for Multi Cat-1 repairs

SI No.	Action	(Yes / No)
1	Please read and understand full set of tender documents	
2	Visit Multi Cat-1, if required, and understand 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. Part-I - Technical Bid and Part-II - Financial Bid (Price Bid)	
5	Technical Bid should contain following: 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; date of availability of dock space; place and dock space and validity of tender. b) Schedule-I (General Tender Conditions) along with documents of PQC c) Schedule-II (Special Conditions) d) Schedule-III (Main Particulars of Multi Cat-1) e) Schedule-IV (Work Package) f) Annexure to Schedule-IV filled in only the no.of days required for completion of all repairs) g) Schedule-V (List of Deviations, if any) h) Schedule-VI (Guidelines) i) Schedule – VII – Details of yard and Slipway j) Schedule – VIII – Check List. k) Undertaking of shipyard l) Format for comfort letter from Bank (Annexure-I). m) Payment receipt in proof of Tender document cost n) Payment receipt in proof of Earnest Money Deposit o) Integrity Pact (Annexure-IV)	
6	Financial Bid should contain Prices (Schedule-IV & Annex to Schedule-IV duly filled in with rates 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 (Excl. GST), duties, etc. of any kind.	
10	Corrections on the tendered rates should be supported by signature of the tenderer (Clause 03 of GTC).	
11	NO COUNTER CONDITIONS are offered.	
12	Put both Technical Bid and Financial Bid in different envelopes and super scribe on the envelope TECHNICAL BID and PICE BID as the case may be and seal both the envelopes. Put both the above envelopes in another envelope, seal the same, super scribe on the envelope "TENDER FOR DRY DOCK REPAIRS OF DCI MULTI CAT-1"	
13	Please ensure that tender reaches us before the closing time of tender.	
14	<u>PLEASE AVOID</u> Counter-conditions, as it may attract rejection of tender No rates are mentioned in the Technical Bid Corrections in the Tender documents, as it will attract cancellation of tender	

Annexure to Schedule –IV

A) DCI estimated days for completion of repairs to DCI Multi Cat-1 = ___ days (DD ----- days + Afloat ----- days)

B) The total cost implication for Dry dock repairs of Multi Cat-1:

Sl. No	Description	in Rs.
1	GR-A- Dock hire and Service Charges	
2	GR-B- Surface Preparation, Cleaning and Painting	
3	GR-C- Steel Plate & Pipe Renewal	
4	GR-D- Engineering side repairs	
5	GR-E- Deck side repairs	
6	GR-F- Cost Plus Jobs	
10	Discount	
11	Cost of Paints (Budgetary Offer)	
12	Total Amount after discount	

UNDERTAKING

Tender No. DCI/TECH/MUC-1/12/2018-19 dated .02.2019
Dry-Dock repairs of DCI Multi Cat-1

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 fails 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.

Signature of Tenderer & Seal

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

(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:

AGENCY / HUSBANDARY SERVICE:

Yard is requested to arrange Agency/ Husbandry services on behalf of DCI for the following:

1. Arranging Tug & Pilotage for shipping Movement as per Call
2. Conveyance to Yard & Vessel as per Call
3. CTM Delivery to Vessel (Cash To Master)
4. Facilitating Signing On – Signing Off, Immigration and Crew change arrangements
5. Arranging accommodation & Air Tickets to Ship Crew as required
6. Medical facility to Ship Crew
7. Custom Clearance and handing/transport of material
8. Ship's communication & courier service
9. Arranging Pest Control services and PHO visits as per call
10. Sanitation & Laundry Services
11. Miscellaneous services, if any, as per the requirement certified by Attending Superintendent.

Separate Quotation to be submitted by the Yard (L-1) for Agency Services for acceptance of DCI in this regard.

NOTE: All the supporting documents and Vouchers for above works to be certified by Ship (Master) and Attending Superintendent for Re-imbusement.

FORMAT of Work Done Certificate (WDC)

DCI work scope (Example) :

Sl. No	Description	Qty	Unit
1	Work scope as per NIT (Original): GROUP-B – Sl. No. 1 (a) Hard scrapping marine growth (under water area) up to light load line.	3744	Sq.M
2	Work scope as per NIT (Original): GROUP-C – Sl. No. 1 Shell plate above water level	03	Ton
3	Work scope as per NIT (Original): GROUP-F – Sl. No. 1 A (b) Bilge pump NR Globe valve - 125 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

The work done certificate should be in-line with DCI work scope with remarks as mentioned below: (Example for above jobs)

Sl. No	Package Ref	Description	Qty	Unit	Remarks
1	GR-B Sl. No. 1 (a)	Hard scrapping marine growth (under water area) upto light load line <i>(Describe actual work done completely)</i> ----- Additional works against ADL No. (If any): ----- Ship supplied Spares/Stores used : ----- Yard supplied Spares/Stores used (Cost Extra) : -----	3744	Sq.M	Completed
2	GR-C – Sl. No. 1	Shell plate above water level: <i>(Describe actual work done completely)</i> <u>Location / Frame No.</u> 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):	03	Ton	Completed
3	GR-F – Sl. No. 1 A (b)	GROUP-F Bilge pump NR Globe valve - 125 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. <i>(Describe actual work done completely)</i> Additional works against ADL No. (If any): ----- Ship supplied Spares/Stores used : ----- Yard supplied Spares/Stores used (Cost Extra): -----	01	No	Completed

Signature of Tenderer & Seal

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

And

_____ hereinafter referred to as "The Bidder/Contractor"

Preamble

The Principal intends to award, under laid down organizational procedures, contract/s for "Drydock & afloat repairs of MultiCat-1". 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.

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

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

- a. The Bidder(s)/ contractor(s) will not, directly or through any other persons or firm, offer promise or give to any of the 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. The Bidder(s) / Contractor(s) will not commit any offence under the relevant IPC/ PC Act; further the Bidder(s)/ Contractors will not use improperly, for purposes of competition or personal gain, or passion to others, any information or document provided by the Principal as part of the business relationship, regarding plans, technical proposals and business details, including information contained or transmitted electronically.
- d. The Bidder(s)/ Contractor(s) of foreign origin shall disclose the name and address of the Agents/ representatives in India, if any. Similarly, the bidder(s)/ contractor(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any. Further details as mentioned in the "Guidelines on Indian Agents of Foreign Suppliers" shall be disclosed by the Bidder(s)/Contractor(s). Further, as mentioned in the Guidelines all the payments made to the Indian agent/ representative have to be in Indian Rupees only.

- 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 Gurantee.

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 in conformity with this Integrity Pact, and to submit it to the Principal before contract signing.
2. The Principal will enter into agreements with identical conditions as this one with all bidders, contractors and subcontractors.
3. The Principal will disqualify from the tender process all bidders who do not sign this Pact or violate its provisions.

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)
(Office Seal)

(For & on behalf of Bidder/Contractor)
(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 - Sl.No.1 (ii), 2, 5 (ii), 6(i), 7 (i), 8, 9, 11, 13 & 17 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 36 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, Master/CEO & 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.
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, Master/CEO & 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/ renewals / servicing both Kort Nozzles and Rudders are to be tested for trouble free operations. Defects including misalignment and oil leaks if any found are to be corrected.
35	After repairs, all necessary items are to be tried out and shown to the IRS surveyor as required.
36	Rate shall include sea trials of Kort Nozzle, Rudders, Bow thrusters, Propellers.
37	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.
38	Over board valves stub piece & filter housing to be UT gauged & readings are to be submitted to ship.
39	After completion of all repairs satisfactory trials to shown to shipstaff.
40	All above items shall be quoted considering assembling back with new / dismantled / reconditioned parts, fitting in position, clamping and satisfactory trials.
41	The actual number of Bushes & Pins will be determined after dismantling.
42	After repairs, all the above items are to be tried out for satisfactory operation.
43	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 %.
44	Necessary assistance to be provided by the yard timely to the OEM as required.
45	After repairs, all the above items are to be tried out for satisfactory operation.
46	Rate shall include sea trials of main engines, Aux. Engines, Dredge pimps, Jet Pumps and all other equipments & Systems which are overhauled.
47	Rate should be inclusive of all consumables & cleaning materials, etc. But excluding Freon gases/ refrigerant, nitrogen.
48	Crane, fork-lift charges towards handling from vessel to workshop and back are applicable where weight of single item is more than 1000 Kgs.
49	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.
50	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.,
51	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 can 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.

DRYDOCK AND LAY-UP REPAIRS OF DCI MUC-1 (2019)

GROUP-A :

DRYDOCK HIRE AND SERVICE CHARGES

S.No.	Description	Qty.	Unit	Unit rate	Amount in Rs.
1	Drydock/ Slipway hire charges:				
	i) First day Slip way, including dock block preparation as per docking plan as required	1	DAY		
	ii) Subsequent days		DAY		
2	Wharfage		DAY		
3	Assisting for docking and undocking the vessel (excluding Tug & Pilotage) Est. for one time.	1	TIME		
4	Mooring/Unmooring and line handling est. for 2 times	2	TIME		
5	Cleaning the dock floor/ Slip way (if required)				
	i) First day	1	DAY		
	ii) Subsequent days		DAY		
6	Shore power supply – AC 50 cycles, 3 Phase, 415 V, 260 Amps				
	Estimate: 1000 KWH per day x ----- days		kwh		
7	Connection & disconnection Est. for 2 times	2	TIME		
8	i) Cooling water supply to refrigeration/AC machinery (per day for 2 line) 2 ½ braided hose		DAY		
	ii) Cooling water supply connection & disconnection. Est 2 lines x 2 times.	4	TIME		
9	Fire Patrol -Rate for 1 man /shift (8 Hrs) -- Consider 2 shifta/ day		MAN DAY		
10	Fireline – Shore main to wash deck and maintain pressure, per hose per day. Est. for 2 hoses per day. (If required)		DAY		
11	Fireline – Connection & disconnection, Est. for 2 hoses x 2 times.	4	TIME		
12	Fresh water supply from shoreline – Est. for 2 tons per day (If required- for undocking fresh water to be supplied for the required trim purposes as advised by Master)		TON		
13	Fresh water connection & disconnection Est. for 10 times – one line	2	TIME		
14	Providing Sea water for ballasting	100	Ton		
14	Galley refuge removal and disposal (Once in a 2 days)-- rate per Trip		Trip		
15	i) Gas free inspection of tanks by Shipyard Personnel.	1	NO.		
	ii) Gas free inspection of tanks by Govt. Authorized Inspector.	1	NO.		
16	Crane charges for handling ship's provisions/stores				
	i) upto 10 ton capacity-- rate/ Hour	10	HOUR		
	ii) Above 10 ton capacity-- rate/ hour	5	HOUR		
17	Sewage Disposal- Sanitary carry away pipes from vessel's toilets, bathrooms are to be fitted. Collection and disposal of sewage waste including connection & disconnection of pipe. (Est. 1 Load = 3 Cu.m)	4	Loads		
	OR				
	Shore toilets (4 nos) to be provided for ship staff for the total duration of repairs.		Days		
	TOTAL FOR GROUP – A				

GROUP-B					
SURFACE PREPARATION, CLEANING & PAINTING					
Sl. No.	Description	Qty.	Unit	Unit Rate Rs.	Amount Rs.
	CLEANING & PAINTING				
	i) Sigma/ International (Akzo nobel)/ Chuguku/ Hempel/ Jotun Mrine paints may be used.				
	ii) Paints should be procured by the yard/firm on behalf of DCI. (Actual Cost of Paints + 10% Mark up will be paid by DCI). Original documents (or) proof of payment to be provided as proof for reimbursement from DCI . OEM Guarantee certificate for 36 months to be arranged Yard/firm for obtaining AFS certificate from Class.				
	iii) Total cost (estimate) of paint is to be indicated separately (Original Paint procurement Vouchers (or) proof of payment documents are required to produce for actual Quantity of paint consumption, for settlement of Yard's Invoice). (Note: Quoted Paint Cost will not be considered for evolution of Tenders for arriving L-1 bidder.)				
1	<u>SURFACE PREPARATION AND PAINTING OF HULL EXTERIOR</u>				
	a) Hard scrapping marine growth upto light load line (under water area including rudders, BT & Kort nozzles)	150	SQ.M		
	b) High pressure water washing (150 bars) to remove barnacles and Sea growths cleanly.	310	SQ.M		
	c) Copper slag blasting up to bare metal (SA 2.5) of vertical ship sides area, aft bottom area, Propeller area, areas of complete paint brokdown underwater locations. (Note : Cost inclusive of arrangements for proper care to prevent clogging of hydraulic pipes and various openings.)	160	SQ.M		
	d) Water washing ordinary (after primer)	310	SQ.M		
	e) Spot blasting (2.0) above waterline areas, if required	40	SQ.M		
	f) Painting of Topside (Hull above waterline)				
	i) Touching spot blasted areas with Universal Primer 75 Mic.DFT	40	SQ.M		
	ii) Other areas to be coated with HB epoxy coating 125 Mic. DFT.	70	SQ.M		
	iii) Apply finish coat of Topside Black (Re-coatable Polyurethane) 75 Mic. DFT.	110	SQ.M		
	g) Painting of under water area				
	i) Touch up spot blasted areas with Universal primer at 75 Mic. DFT	160	SQ.M		
	ii) Apply High build Epoxy coating at 200 Mic. Dft at spot blasted areas only.	160	SQ.M		
	iii) Apply epoxy tie coat Tar free 75Mic. DFT at spot blasted and other areas	310	SQ.M		

	iv) Apply Two coats of SPC. A/F (Tin based) of 90 Mic. Dft. Each Total 180 Mic DFT.	310	SQ.M		
	h) Painting of ship's name in Hindi and English at Port, Stbd, bow and stern, Port of registry, IMO Number, Plimsol mark, and Draft marks of the craft with 2 coats of white paint.	1	LS		
	i) Painting of all External Decks.				
	i) Remove oil, grease and foreign material by chemical cleaning. (Chemical Supply by Yard) - The quoted rate inclusive cost of chemicals	50	SQ.M		
	ii) High Pressure F/W washing(150 bar)	300	SQ.M		
	iii) Copper Slag sweeping, as required (SA 1.0)	100	SQ.M		
	iv) Apply Epoxy Primer 50 mic. DFT	300	SQ.M		
	v) Apply tolerant epoxy green 200 mic. DFT	300	SQ.M		
	i) Painting of Super Structure				
	i) HP washing the entire area	200	SQ.M		
	ii) Apply HB polyurethane finish 75 Mic DFT.	200	SQ.M		
	j) Funnel:Washing, Scraping, wire brushing, cleaning and painting with heat resistant black paint.	10	SQ.M		
	NOTE: Allow plug of scuppers, Cover anodes, echo sounder, DLM transducers, etc., with grease while undertaking steel renewals / blasting and painting, etc.				
2	a) Sea Chest: Port & Stbd. sea suction chest to opened, blasted to SA 2.5 as required, cleaned and painted and fitted back.	7	SQ.M		
	b) Sea chest & box cooler gratings to be removed and refitted, with yard/party supplied nuts and bolts. Cost inclusive of Cost of Bolts and nuts.	1	LS		
	c) M/E & DG Box cooler chambers (4 Nos.) to be opened, blasted to SA 2.5 as required, cleaned, painted and fitted back.	40	SQ.M		
3	BALLAST TANKS / F.W. TANKS / SLUDGE TANKS				
	All jobs as required are to be carried out by the Shipyard.				
	a)Opening of manhole covers of Ballast tanks (3 Tanks), Fresh water tanks (2 Tanks), Bilge holding & Sludge tanks (2 Tank) and boxing back with new joints/gaskets, bolts & nuts. Joints / gaskets / bolts & nuts- yard supply. Job to include chipping and painting of cover.	10	Nos.		
	b) Gas free inspection of the tank by Govt. Inspector and providing Gas free certificate for man entry in triplicate.	7	Tanks		
	c) Removal & refitment of drain plugs of ballast & FW tanks for draining the water. Plug to be cemented after fitment.	5	Nos.		
	d) Removal & disposal of dirty oil / sludge	5	Tons		
	e) Removal of Mud & muck etc.,	5	Tons		
	f) Surface preparatin for above tanks				

	i) Cleaning / mopping with cotton rags	250	SQ.M		
	ii) Scrapping	25	SQ.M		
	iii) mechanical chipping	25	SQ.M		
	iv) Chemical cleaning (bilge & sludge tanks)	15	SQ.M		
	v) LP washing	250	SQ.M		
	vi) painting, as required.	50	SQ.M		
4	E/R & STEERING COMP., BILGE Wells and TANK TOPS:				
	a) Bailing out water, Oily water, mud, muck and sludge and to dispose off from bilges, ship to shore dustbin.				
	i) Removal of Oil/oily water.	2	TON		
	ii) Removal of Sludge	2	TON		
	iii) Mud & muck etc.	2	TON		
	b) Scrap, chip, wire brush and cleaning bilges with cotton rags & chemical(yard supply) and applying one coat of epoxy primer at 50 MIC DFT followed by GREY 100 Mic. DFT. (The quoted rate is inclusive of cost of chemicals)	100	SQ.M		
5	ANCHOR CABLE: (Type-CC2 & Dia-24mm, Each Cable Length - _____)				
	(a) Anchor cable to be disconnected from ship, to be ranged in the dock floor, water washed with F.W. high pressure, scrapped, chipped, cleaned and applied two coat of Bitumastic paint on anchor cable and anchor and restore the cable after marking with seizing wire and paint. Cables to be re-connected after all repairs.	2	NO		
	(b) Anchor cable to be calibrated and six copies of calibration report to be submitted to Ship staff & IRS.	2	NO		
	(c) Opening up and overhauling the joining shackle, if required and to be fitted back after overhaul.	6	NO		
6	CHAIN LOCKER				
	a) Removing and disposing mud and muck from the chain locker to shore dustbin and disposal.	1	TON		
	b) Scrap, wire brushing and cleaning and throwing to the shore dustbin and applying one coat of Epoxy primer 50 Mic. DFT and one coat of HB Black 50 Mic. DFT.	10	SQ.M		
7	Removal & renewal of Aluminum anodes at shipside, sea chest internals etc. (anodes Yard supply, Cost including cost of anodes)- Anodes 30 nos approx	70	NO		
8	Skeg to be pressure tested and identify the leaks. Any repairs to be attended as per Gr-C steel renewal rates.	1	LS		
9	Ship's Sewage holding tank (Cap: 10 Cu.m) to be opened, sewage to be disposed, tanked to be thoroughly cleaned and boxed back.	1	LS		
	TOTAL FOR GROUP B				

GROUP-C					
STEEL RENEWALS					
S. NO	Description	QTY	UNIT	RATE	Amount Rs.
	Steel Plate including associated beams, angles, stiffners, etc., which are wasted as per UTG report and marked by the ship staff / surveyors are to be renewed upto the satisfaction of ship staff / IRS Surveyors . The rate must be inclusive of staging and one coat of primer after fitment for the following areas.(Consider specific weight of steel 7.85 gms/Cu. Cm.)				
1	Shell plate above water level	2	TON		
2	Shell plate below water level	2	TON		
3	Main Deck, officers Deck and other weather decks.	0.5	TON		
4	Tank internals, tenk tops, funnels, confined space and Central keelson.	0.5	TON		
5	i) Welding new doubler plate	250	Kg		
	ii) Off fair and refit.	250	Kg		
	iii) Fair in place.	100	Kg		
	vi) Minimum 10kgs / Location * for above works will be allowed				
6	Ultrasonic test gauging of ship's hull,decks, tanks, other steel structures, and submitting drawing in triplicate, indicating the areas to be renewed as per IRS Rules and renewals accordingly.	200	POINT		
7	Renewal of railing / guard rail / stanchions:				
	i) 25 mm – 32 mm dia. GI pipes Class-C.	10	MTR		
	ii) 18 mm – 25 mm dia. Rod	10	MTR		
	iii) Renewal of stanchions of MMD standard	1	NO		
8	Renewal of Pipe fender (Dia 350mm) of the free board line	5	MTR		
9	Building up by welding the pitted plate / wasted welding area using MS electrodes and grinding the same to level up.				
	for spot welding 50 mm x 50 mm	10	SPOT		
10	Repair welding joint by gouging and welding with MS electrodes – minimum 3 runs.	5	MTR		
11	Pipe line renewal				
	At various places with seamless steel Sch.80 MS pipe to be renewed re-using old flanges (Rate shall includes hot bends, clamps, packings, bolts & nuts)				
	i) Upto 15	5	MTR		
	ii) 16 to 25	5	MTR		
	iii) 26 to 50	5	MTR		
	iv) 51 to 80	5	MTR		
	v) 81 to 100	2	MTR		
	vi) 101 to 150	2	MTR		
12	Removal of ship identified scrap and shift from Ship to shore - Quote Lumpsum. NOTE- Materials OF FERROUS / STEEL / MACHINERY SCRAP GENERATED DURING DD REPAIRS INCLUDING STEEL RENEWAL are property of Yard and no claims shall be allowed by DCI in this regard. (Approx. 2 Tons)	2	Tons		
	TOTAL GROUP-C:				

GROUP – D
ENGINEERING SIDE REPAIRS

S.NO	Description	QTY	UNIT	Rate	Amount
1	FIXED PITCH PROPELLERS (4 Blade,Dia-1500)				
	a) Propeller shaft rope guards to be inspected. If required, rope gaurds to be fabricated & renewed as per sample/drawing/shipstaff instructions.	150	Kg		
	b) shaft drop of the propellers to be taken and recorded (Before & After), including removal & refitment of rope guard.	3	NO		
	c) Propellers to be cleaned buffed and polished (In-situ)	3	NO		
	d) Tail shaft to be decoupled, withdrawn from position, Stern tube gland to be dismantled, seals to be renewed (Ship supply) and boxed back, stern tube gland and tail shaft to be fitted in position, stern oil to be re-filled and checked for leak proof. Satisfactory operation to be shown to ship staff.	1	NO		
2	AZIMUTH THRUSTER (Make: ZF Marine)				
	a) Thruster propeller to be cleaned, buffed and polished	1	NO		
	b) Propeller tip clearances between the nozzle to be taken and recorded	2	NO		
3	KORT NOZZLE: (ID L/T - 1750/1660)				
	Kort nozzle drain plugs to be opened, flushed / cleaned with water, pressure tested, after repairs, fish oil to be applied and plugs to be fitted back and cemented. During pressure testing, any defects found same to be attended as per tender rates.	3	NO		
4	PUMPS				
	The following pumps to be completely dismantled & overhauled with new bearings (Ship supply). Shaft sleeves & wear rings to be fabricated as required. After assembling all pumps to be aligned with motors. Cost inclusive of fabrication & fitment of sleeves and wear rings etc. and satisfactory trials.				
	a) Bilge & ballast pumps - 25HP	1	NO		
	b) Gland pumps high pressure - 20HP	1	NO		
	c) Gland pumps low pressure - 20HP	1	NO		
5	BOX COOLERS (Tube type) Dimensions: Approx.1200 x 750 x 500				
	M/E & DG Box Coolers to be disconnected and removed from the cooler chambers. Transported to workshop, to scrap the sea growth and cleaned with chemical. Cooler to be overhauled, pressure tested, defective tubes to be plugged, leak proof test to be shown to ship staff, o-ring/gasket to renew. Box back the cooler and fit in place.	4	NO		
6	VALVES				
	The following valves to be disconnected, removed from place, to be opened, overhauled, boxed-up, pressure tested and satisfactory operation to be proved and fitted back in position.				
	a) Sea chest valves (200 NB)	2	NO		
	b) overboard valves (250 NB)	4	NO		
	c) ballasting valves (150 NB)	2	NO		
	d) storm valves (100 NB)	2	NO		
	e) storm valves (80 NB)	1	NO		
	TOTAL FOR GROUP – D				

GROUP-E
DECK SIDE REPAIRS

S.NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT RS.
1	Damaged chains and eye pads of tyre fenders to be renewed (Material Yard supply).				
	a) Chain : MS Matl, 20mm Dia, Length - 800mm	10	NO		
	b) Eye pad: MS Matl, 120 x 120 x 20 mm with U-Hook	10	NO		
2	a) Aft bulwark to be cropped and reduced in height to the the level of tow line. New fender frame to be made as per existing dimensions. (Approx.) 3500mm x 300mm x 80mm	1	LS		
	b) New wooden fender to be supplied and fitted on the aft bulwark alongwith new nuts & bolts (Approx.) 3500 x 300 x 120mm	1	LS		
3	Craft's forward roller to be dismantled, overhauled, bushed to renew (ship supply), fitted in position and free movement to be shown to ship staff. Roller dimenaions:	1	No		
	Roller shaft to renew, if required. (Dia & Length)	1	No.		
4	Ship's main mast to be modified from FIXED Type to DISMOUNTABLE type, as follows:	1	LS		
	a) Preparation of necessary drawings indicating the modification to Dismountable type and submitted to IRS and incorporate changes as per their recommendations				
	b) Preparation of new antenna plan as per uggested modification and submitted to IRS and incorporate changes as per their recommendations				
	c) relocating / mounting the ship's antennas as per the IRS approved plan				
	d) modifying / fabricating the mast as per the approved drawings of modification				
	e) disconnecting and connecting, laying all the calbes and fixtures of the mast				
	f) Showing satisfactory operation of the mast along with all lights / signals and antennas to ship staff				
	NOTE: Submission of drawings to IRS and obtaining approval is under the scope of DCI.				
	TOTAL GROUP -E				

GROUP - F
COST PLUS JOBS

S.NO.	DESCRIPTION	QTY	UNIT	RATE	AMOUNT RS.
	The items which are not covered in any of the drydock work package are to be carryout on "cost plus" basis for which payment will be made as under, subject to the condition that the overall cost claimed is considered reasonable by the Corporation. The Corporation reserves the right to inspect tenders, records to satisfy itself about the reasonableness of the claim:				
1	a) Cost of labour inclusive of all overheads etc., directly employed on the work as reflected in the Work Done Certificate.				
	i) Skilled labour per man-day of 8 Hrs. (normal time) shift.	20	Days		
	ii) Unskilled labour per man-day of 8 Hrs. (normal time) shift.	20	Days		
	b) Materials procurements for repairs				
2	Make and supply Items				
	a) MS Finished Products	5	KG		
	b) EN Finished Products	5	KG		
	c) SS Finished Products	5	KG		
	d) Gun metal Finished Products	5	KG		
	NOTE: Finished product weight should be clearly indicated in the work done certificate (WDC). Minimum 1 kg / pce will be considered for weight less than one Kg. If the quantity is more than 5 nos and weight less than 5 Kgs, Minimum 5 kgs can be considered. If Weight morethan 5 Kgs, actual weight can be considered. Standard products like Bolts & Nuts, Washers Etc will not be considered under the Make & Supply items. If at all, any special bolts are to be made, shall be considered on specific work orders only.				
3	Rate per Sq.M. of renewal (including removal & surface preparation)				
	a) Ceramic tiles in bath rooms	10	Sq.M		
	b) Cabin flooring (Vinyle sheet)	10	Sq.M		
	c) Deck compound 25 mm thick	10	Sq.M		
4	Removal & refitment in accommodation / other areas per Sq.M.				
	a) Ceiling panel	10	Sq.M		
	b) Bulk head panel	10	Sq.M		
	c) Insulation	10	Sq.M		
	d) Renewal of glass wool 50 mm thick	10	Sq.M		
5	Remove & refitment of VJ coupling including overhauling				
	a) 40 mm dia	2	Nos		
	b) 50 mm dia	2	Nos		
	c) 80 mm dia	2	Nos		
	d) 100 mm dia	2	Nos		
	e) 150 mm dia	2	Nos		
6	Renewal of Following				
	a) GI Plate - Thickness <= 4mm	20	Kgs		
	b) FRP coating - 6mm thick - Including surface preparation	10	Sq.M		
	TOTAL GROUP -J				