



**DREDGING CORPORATION OF INDIA LIMITED**

“Dredge House” HB COLONY MAIN ROAD  
VISAKHAPATNAM-530 022 (INDIA)

NIT REF: DCI/TECH/115/12/2021-22

Date: 29.09.2021

**NOTICE INVITING e-TENDER**

1. DCI invites online tender on CPPP Website: <http://www.eprocure.gov.in> from reputed Indian / Foreign Shipyards for attending Drydock & afloat repairs of DCI DREDGE-XV. The vessel requires to be dry-docked for an estimated period of 50 days by 4<sup>th</sup> week of Oct 2021.

DESCRIPTION OF WORK	EMD COST (Rs.)	TENDER DOCUMENT COST (Rs.)
Drydock & afloat repairs of DCI DREDGE-XV	INR 9,26,500.00 (Indian Rupees Nine Lakhs Twenty Six thousand five hundred only)	INR 6000.00 (Indian Rupees Six Thousand Only)

2. Time Schedule

SL.NO.	PARTICULARS	DATE	TIME
1	Tender e-Publication	29-09-2021	1900
2	Document Download Start	29-09-2021	1900
3	Document Download End	13-10-2021	1100
4	Bid Submission Start	29-09-2021	1930
5	Bid Submission End	13-10-2021	1100
6	Clarification Start	29-09-2021	1930
7	Clarification End	13-10-2021	1100
8	Bid Opening	13-10-2021	1130

3. Repair jobs to be attended are given below:

- Dock hire and Service Charges
- Surface Preparation, Cleaning and Painting
- Steel Plate Renewals
- Bottom door, upper Door repairs & Overflow duct repairs
- Propellers, rudder, bow thrusters & CPP system
- Engine room machineries
- Valves and pipelines
- Port & stbd. dredge pumps, dredging equipment and systems
- Electrical equipment.
- Other Miscellaneous repair Jobs

4. Interested ship repair Yard can download the tender documents from the website: [www.eprocure.gov.in](http://www.eprocure.gov.in)

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

6. Tender document can be downloaded from the website: <http://www.eprocure.gov.in> and those who wish to participate online bidding should remit the amount of cost of tender documents and EMD through RTGS/NEFT and receipt for the same should be scanned and uploaded in CPPP at the time of bid submission, without which Tenders will be rejected.
7. The Tenderer shall deposit /remit cost of tender documents of Indian Rupees 6000.00 into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam.
8. Earnest Money Deposit (EMD): The Tenderer shall deposit / remit Earnest Money deposit of INR 9,26,500.00 (Indian Rupees Nine Lakhs Twenty Six thousand five hundred only) into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam.
9. Last date & time for online submission of the bid & relevant documents as per the tender document is on **13.10.2021** at 11:00 hrs and will be opened on **13.10.2021** at 11:30 hrs.
10. Further instructions are given in the tender documents.
11. Bidders should have their own drydock / leased dry dock with full repair infrastructure and relevant experiences in Dredgers repairs and confirm the availability of dock space to positively dry dock the vessel by end Oct 2021.
12. The corporation reserves the right to accept or decline the tender to any party/tenderer at its sole discretion and no correspondence will be entertained in this respect.

GM (TECH)

**INVITATION FOR BIDS(IFB)**  
**DREDGING CORPORATION OF INDIA, VISAKHAPATNAM**

**BID FOR ATTENDING DRYDOCK & AFLOAT REPAIRS OF DCI DREDGE-XV**

1. Dredging Corporation of India Ltd., under the consortium of four Indian Major Ports (VPT, JNPT, DDPT & PPT), owning a fleet of dredgers, inviting e-tenders to carry out planned drydock & afloat repairs of DCI DREDGE-XV, by 23.10.2021. The vessel, built in 1999 by IHC, Holland, is a 7400 M<sup>3</sup>, Hopper capacity Trailer Suction Hopper Dredger with Twin Screw and Controllable Pitch Propellers (CPP).
2. The Dredging Corporation of India invites online bids in Two Bid System (Technical Bid and Price Bid/Bill of Quantity (BoQ) from eligible bidders for attending Drydock & afloat repairs of DCI DREDGE-XV, IMO NO: 9164922 "Tender No: DCI/TECH/115/12/2021-22, date: 29.09.2021 and due date: 13.10.2021" terms and conditions at CPPP website: [www.eprocure.gov.in](http://www.eprocure.gov.in).
3. 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.
  - ii. Schedule-II of the tender documents i.e. Special Terms and Conditions duly stamped and signed by the authorized signatory.
  - iii. The tenderer should submit proof of their past experience in repairing of modern Trailer Suction Dredgers of 3000 Cu. M. capacity and above during the last 7 years as per Pre-qualification criteria clause.
  - 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. Any issues which have a bearing on the Financial Bid are to be brought out in the Technical Bid.
  - vi. 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.
  - vii. Cost of Tender documents INR.6000.00 (Indian Rupees Six Thousand Only) and EMD INR.9,26,500.00 (Indian Rupees Nine Lakhs Twenty Six thousand five hundred only) shall be deposited into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam, and same should be scanned and uploaded in CPPP at the time of bid submission.
  - viii. Without cost of Tender documents and EMD, tenders will be rejected.
4. The Price Bid/Bill of Quantity (BoQ) should contain the financial offer as per Schedule-IV.
5.
  - i. **Tenderer has to fill "Group A" with the days required & rate and attach in Additional Document/Tender document (in PDF Format) alongwith the BOQ/price bid in Finance section only.**
  - ii. **The sum of total price of "Group A" and total price of "Other groups" will be considered as "Repair cost quoted by the yard" for evaluation purpose.**
  - iii. **System generated L-1 will not be considered as Final L-1 firm. However, L-1 will be arrived strictly as per "Method of evaluation" mentioned at GTC, Clause No. 07.**

6. Two sets of tender documents consisting of the following schedules are to be downloaded from our website for submission 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 Dredger
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.

7. Bidders can access and download the tender documents from CPP Portal and can fill them with all relevant information and submit the completed tender document online on the website: <http://www.eprocure.gov.in>. The downloading of tender documents shall be carried out strictly as provided on the website. No editing, addition, deletion of matter shall be permitted. If such action is observed at any stage, such tenders are liable for outright rejection.

8. While submitting your competitive offer, you are advised to consider 20% increase/decrease in scope of work over and above the jobs specified at Schedule-IV towards unforeseen jobs.

9. Interested parties may visit DCI DREDGE-XV presently deployed at **Goa**, for inspection and satisfy themselves before submitting their tender. (Project Incharge Contact No: +91 8250662199).

10. Interested eligible Bidders may obtain further information from and inspect the bidding documents at the office of :

GENERAL MANAGER (TECHNICAL)  
DREDGING CORPORATION OF INDIA LTD.,  
DREDGE HOUSE, H.B Colony Main road  
VISAKHAPATNAM- 530 022  
ANDHRA PRADESH, INDIA  
Email id: hodtech@dcil.co.in

11. 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.

12. Tender shall be submitted online only at CPPP website: <http://www.eprocure.gov.in>. Bidders are advised to refer the Bidders Manual Kit for e-Submission of the bids online through the Central Public Procurement Portal available at the website: <http://eprocure.gov.in>. Aspiring Bidders/Suppliers who have not enrolled/registered in e-Procurement should enroll/register before participating through the website <http://www.eprocure.gov.in>. The portal enrolment is free of cost.

13. All documents as per tender requirement should be uploaded online and further, no documents will be accepted offline. Any payment shall be made in online mode only. Bidders who are not submitting any of the required documents online will summarily be rejected.

14. The details of the Tender Document cost and EMD should be filled and uploaded online. Earnest Money Deposit (EMD) for INR 9,26,500.00 (Indian Rupees Nine Lakhs Twenty Six thousand five hundred only) (REFUNDABLE) and Tender document cost for INR 6000.00 (Indian Rupees Six Thousand Only) (NON-REFUNDABLE) should be remitted through RTGS/NEFT/BANK GUARANTEE/Any Online Mode for our account detailed below. Bidders who are registered with NSIC, MSME and SME are exempted from Tenders documents cost and EMD upon submission of valid documentary evidences. Bidders without EMD & Tender documents cost will not be considered. The bank details are as follows

- a) DCI Current Account No : 35833070000014
- b) Bank Name : Canara Bank
- c) Branch Name : DCI LTD BRANCH, VISAKHAPATNAM-530022 (AP)
- d) IFSC/RTGS No : CNRB0013583
- e) MICR code : 530015032

15. Technical Bids will be opened through online mode at 11:30 Hours on **13.10.2021** at the Head Office of Dredging Corporation of India Ltd, "Dredge House" HB Colony Main Road, Visakhapatnam-530 022 (INDIA).

16. After scrutiny/evaluation of Technical Bid, the Price bid/BoQ of the technically qualified bidder will only be considered for opening in CPPP portal.

17. Any changes due to administrative or any other causes shall be available on Central Public Procurement Portal (CPPP Website) <http://www.eprocure.gov.in>. Therefore, bidders/contractors are requested to visit this website regularly for any changes in above particulars.

GM (TECH)

**DREDGING CORPORATION OF INDIA LIMITED**

**DREDGE HOUSE, HB COLONY, MAIN ROAD,**

**VISAKHAPATNAM – 530 022**



**NIT Ref: DCI/TECH/115/12/2021-22 Dt: 29.09.2021**

**FOR**

**DRY DOCK AND AFLOAT REPAIRS OF**

**DCI DREDGE XV**



## DREDGING CORPORATION 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 Yard to Yard, making proper comparison difficult. In case of any doubt of any additional clarification are required, please contact us before submitting your quotation.
- (c) Yard shall consider all the notings specified under the “Annexure to Finance Bid”
- (d) Grand total price of the quotation, along with total repair time should be indicated in the beginning of the quotation.
- (e) Quotations for each item should include access to work, if any, cost of staging, temporary lighting, cleaning materials and ventilation for carrying out work where ever required.
- (f) The second copy of the Tender provided, shall be utilized for submission of quotations by the Yard.
- (g) **The tenderer to strictly quote for all items in the document as provided on the website only. If the tenderer fails to quote for any item and such action is observed at any stage, such tender will not be considered and will be rejected.**

**02. TENDER RATES:**

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

**03. CORRECTIONS IN TENDER:**

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

**04. PERFORMANCE FACTOR:**

The performance factor of the yards will not be considered for evaluation of this tender.

**05. COUNTER CONDITIONS:**

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

**06. REJECTION OF TENDERS:**

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



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

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

<b>Sl.No</b>	<b>Item</b>	
a	Repair cost quoted by the yard	XXX.XX
b	No. of the days quoted by the yard for repairs	XX days
c	Additional days = Yard quoted days – Lowest days quoted by the yard among all tenderers.	XX days
d	Standing Cost of the vessel per day in INR	7,86,000.00
e	Total Standing Cost for additional days = item d X item c	XXX.XX
f	Voyage days (to and fro from the repair yard)	XX days
g	TCE of the vessel per day in INR	21,27,000.00
h	TCE during Voyage = (item g X item f)	XXX.XX
<b>i</b>	<b>Total evaluated cost (a+e+h)</b>	<b>XXX.XX</b>

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

- I. Average speed of the vessel during the sailing is considered as **10.4 knots / hour**.
- II. The dredger is presently in **Goa** and after completion of repairs the dredger will be deployed at **Kochi**. (Actual location 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. The lowest repair duration quoted by the yard among all tenderers shall be taken as a reference for arriving additional days.
- V. Cost of paints, Agency/husbandry services charges submitted by the yard will not be considered for the purpose of price evaluation.

#### **08. PROCEDURE FOR AWARDING WORKS:**

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 guarantee certificate from OEM wherever required. Underwater painting scheme certification with 60 months warranty is to be provided. 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 to the variation clause. In respect of such works where rates are not available in the tender, the rates payable shall be on "Cost Plus" basis for which details of material used and manpower employed shall be indicated in the Work Done Certificate.

- b) For quoted items of work, if the quantum is actually different from that indicated in the specification, the cost would be calculated on pro-rata basis.
- c) Additional quotations (which are not covered in original scope of work package/NIT) of yard will be considered against the additional jobs, which are must be approved and awarded by attending superintendent (AS), for settlement of claims by DCI.
- d) DCI Attending Superintendent will sanction additional jobs as required. Work Done Certificate (WDC) will be certified by Master/ Chief Engineer Officer of the vessel along with Attending Superintendent. Yard has to submit additional quotes against additional jobs and get approved by Attending Superintendent.

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

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

**11. REPAIRS INVOLVING CLASS:**

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

**12. AREAS FOR BLASTING:**

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

**13. SUPPLY OF PAINTS:**

- a) Paint – OEM Certificate of guarantee for 60 months (Underwater) to be issued by the 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 and humidity condition which are 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 the 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 (UTG) readings are to be countersigned by the Surveyors before and after repairs. The relevant reports are to be submitted to the ship's staff in three copies. (Consider specific Weight of steel 7.85 gms/Cu.Cm only)

**15. ULTRASONIC GAUGING:**

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

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

When repairs are undertaken to the fire main line, Yard is to ensure that section of the pipe line under repairs is isolated from ship's fire main line. Period required for isolating the line, when no water pressure will be available

in the fire main, is to be kept to the minimum and the duty officers/ duty Engineer is informed when this work is undertaken. During this period of repairs to fire main line, alternative fire fighting arrangements should be made for the area where water has been cutoff.

**17. REMOVAL OF DEBRIS:**

Yard shall arrange removal of debris and dirt 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 renewal with ship's supplied spares. In such cases where supply of spares could not be arranged by the ship, the same shall be supplied by the repairer and the actual cost plus overhead i.e., 10 % mark-up will be paid and reasonable supply time will be allowed by the Corporation. All Steel/ Ferrous metallic scrap generated during repair shall be cleared and disposed off by the firm at their risk & cost. In case, DCI requires any of the scrap items generated out of the repairs, will have the right to take back for its use. Yard will not have any claim on such items. Non-Ferrous metallic scrap generated out of the repairs shall be the property of DCI and will be cleared within 90 days from the date of delivery of DCI.

**19. FUEL, LUB OIL AND SLUDGE:**

Emptying the fuel/ lube oil tanks and gas free inspection are to be carried out by the Shipyard. Wherever sludge is removed from the oil tank/ ballast, the quantity of sludge / waste oil / oily water etc., removed, should be witnessed by the ship's officers and quantity assessed to be approved from the Master / C.E.O. The sludge/ waste oil/ oily water etc., are to be disposed off to the shore by the Yard for which DCI will pay as per quoted rate. Yard has to provide **certificate of disposal** for the collected quantities of sludge/ waste oil/ oily water as per statutory requirements.

**20. DOUBLE BANKING:**

Yard should always keep the vessel at alongside jetty for attending afloat repairs and try to avoid double / triple banking etc., In case of unavoidable circumstances, where the vessel is double / triple banked; Yard has to make sure that adequate crane facilities are available so that the work should not be hampered.

**21. FIRE WATCH:**

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

**22. TIME REQUIRED FOR COMPLETION OF REPAIR WORKS:**

Total repair time quoted by the Yard should be in continuous running days, including work on Saturdays, Sundays and Local & National holidays, that would be required for completing the work, from the day the Vessel arrives at the repair Yard.

- a) In case of any statutory holidays when the Yard cannot undertake repair work, shall also be reckoned in the total time quoted. Yard should also take into account the prevailing weather conditions, for assessing the total repair period.
- b) While quoting, time required to complete repairs (including variation clause), same should be given as follows:

Total time required for Repairs: \_\_\_\_ **Days** comprising of both Dry dock and at Repair berth (Wharf).

**23. DRY-DOCKING PERIOD:**

- a) Dry docking period shall be reckoned from the date as decided by Attending Superintendent (AS) basing 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) Arrangements have to be made to commence afloat repairs (or) to dry dock the Vessel 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 sea trials within three days. Time allowed towards Sea trials 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 / PERT chart 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/Chief Engineer Officer of the Vessel and Attending Superintendent. The minutes of meeting are to be recorded.

**26. UNSATISFACTORY PROGRESS OF WORK:**

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

**27. TRIALS:**

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

**28. REPAIR GUARANTEE:**

The Tenderer should strictly adhere to the time schedule & quality and stand guarantee for all dry dock repairs carried out onboard the dredger by yard personnel, sub-contractor, OEM etc., for a period of 90 days. Any repair required within this period shall be rectified by the tenderer at their **Own Risk and Cost**.

**29. SAFETY PRECAUTIONS:**

It shall be the responsibility of the Yard that when the sub-contractors are working onboard our 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 or decrease by **20%** 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 except surprises and cropped up jobs **within a week** on her arrival at the yard / after opening the equipment / on receipt of UTG reports.

- b) Obtaining Gas-free Certificates, Man entry Certificates, Painting & Welding permission and any other statutory certificates required for carrying out work onboard will be the responsibility of the Yard.
- c) Because of the very nature of work, the Dredger is likely to arrive at the Yard with bare minimum fuel/lubes, mud and with stern tube leakages. Such conditions are to be accepted by the Yard and no penalty will be levied to DCI. Precautions with regard to oil leakage through Stern Tube Seals and pollution of the environment must be taken by the Shipyard and as per the statutory requirements, rules and regulations of the Territory where the Yard is located. DCI will not accept any liability whatsoever in this regard.
- d) The Attending Superintendent reserves the right to cancel any scope of work.

### **31. QUALITY ASSURANCE:**

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

### **32. FORCE MAJEURE:**

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

- i) Gale & Heavy Rain,
- ii) Acts of God,
- iii) Any circumstances arising out of war, threatened act of war or warlike operations, acts of terrorists or the consequences thereof,
- iv) Riots, civil commotions, blockades or embargoes,
- v) Epidemics and quarantine restrictions,
- vi) Earthquakes, landslides, floods or other extraordinary weather conditions,
- vii) Fire, accident, explosion (whether in the Contractors' Yard or elsewhere) except where caused by the proven negligence of the Contractors and/or the Sub-contractors as certified by the Attending Superintendent. Yard has to submit documentary evidence against Force Majeure Conditions.

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

### **33. SECURITY CLAUSE:**

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

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

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

### **35. LODGING AND BOARDING:**

Suitable Executive accommodation (i.e. Lodging and Boarding facility of good standard) for Attending Superintendent / Officials (upto 2 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 Dry Dock / leased Dry dock with full repair infrastructure and relevant experience in Dredgers repairs.
- b) The tenderer should have experience in dry dock repairing at least two in number modern Trailer Suction Dredgers of 3000 Cu. M. capacity and above during the last 7 years (Necessary Proof to be enclosed along with Technical bid).
- c) Dock slot to be provided as per DCI requirement.
- d) The bidding Shipyard should have positive net worth during the immediate preceding financial year. In case a shipyard does not have positive net worth as required during the immediate preceding financial year, it should provide a **Solvency certificate** from Scheduled / Nationalized Banks for an amount of Indian **Rs. 70 Crores**.
- e) Average Annual financial turnover during the last 3 years, ending 31<sup>st</sup> March of the previous financial year, should be at least **Rs. 555.90** Lakhs excluding tax.
- f) Similar works means – Drydock repairs of trailing suction hopper dredger of 3000 Cu. M. capacity and above and attended the repairs of withdrawal of propeller shafts & overhauling, Rudder stock withdrawal, overhauling and blade repairs, Overhauling of CPP system, Propeller blades removal, repairs & fitment, Bottom door repairs & packings renewal, sluice valve repairs, Pumps & motors overhauling, overhauling of main engines (above 2500Kw), steel renewal, Dredge pipe renewal (ID more than 500 mm), jet pipe and other pipelines (Sch- 40 & Sch 80), Alternators overhauling & rewinding (250 KvA and above), overhauling of air compressors, overhauling of hydraulic cylinders etc., (the above entire jobs should be done on one vessel)  
Experience of having successfully completed similar works during last 7 years ending last day of month previous to the one in which applications are invited should be either of the following: -
  - i. Three similar completed works costing not less than the amount equal to **Rs. 741.20** Lakhs excluding tax.  
  
or
  - ii. Two similar completed works costing not less than the amount equal to **Rs. 926.5** Lakhs excluding tax.  
  
or
  - iii. One similar completed work costing not less than the amount equal to **Rs.1482.40** Lakhs excluding tax.
- g) Confirmation by the yard for acceptance of DCI tender terms & conditions and there are no counter conditions.
- h) Undertaking's by the yard to be enclosed along with tender documents.

\*\*\*\*

## SCHEDULE –II

### SPECIAL CONDITIONS

#### **01. TENDER DOCUMENT COST:**

The Tenderer shall deposit/remit cost of tender documents of Rs.6000.00 (Indian Rupees Six Thousand Only) (including taxes/GST) into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam, and same should be scanned and uploaded in CPPP at the time of bid submission, without which Tenders will be rejected, without which Tenders will be rejected.

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

- a) The tenderer shall deposit Earnest Money deposit of Rs. 9,26,500.00/- (Indian Rupees Nine Lakhs Twenty Six thousand five hundred only) into DCI account No: 35833070000014, IFSC code: CNRB0013583, MICR code: 530015032, Canara Bank, DCI Branch, Visakhapatnam and same should be scanned and uploaded in CPPP at the time of bid submission, without which Tenders will be rejected.
- b) Unsuccessful Tenderers EMD will be discharged or returned as promptly as possible, but not later than after the expiration of the period of Tender validity as prescribed by DCI.
- c) The successful Tenderers EMD will be discharged up on the placement of work order and furnishing the Performance security.
- d) The earnest money deposit may be forfeited:
  - I. If a Tenderer:
    - a) Withdraws its tender during the period of tender validity specified by the tenderer in the tender.
    - b) Does not accept the correction of errors
  - II. In the case of a successful tenderer, if the tenderer fails:
    - a) To sign the work order
    - b) To furnish performance security
    - c) To execute the work as per the work order.
- e) Earnest Money Deposit shall not carry any interest.

#### **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 Indian bank as performance security deposit in favor of Dredging Corporation of India Ltd, payable at Visakhapatnam. Alternatively EMD shall be converted as part of Performance security deposit and balance amount shall be with held while settling the yards invoice. Performance security deposit will not carry any interest. The performance security will be discharged by DCI and returned to the tenderer not later than 90 days following the date of completion of the tenderers performance obligations including any warranty obligations and after receipt of "No Claim – No Dues " certificate from the Contractor.

#### **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.
- d) All Indian yards should raise invoice to DCI Head office address with ISD GST No. **37AAACD6021B2ZA**.

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

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

**09. LIQUIDATED DAMAGES:**

- a) In case of completion of Repair Works of the Vessel is delayed due to any reason whatsoever (except due to major additional jobs and force majeure situations), no payment towards General Service Charges will be made to the Yard for the delayed period.



- b) In case of time overrun, the Attending Superintendent shall finalize the number of days to be reckoned for LD and for Force Majeure (if any) under intimation to 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 excluding cost of paints, agency charges, cost of materials and OEM charges. LD will be leviable in addition to penalties / disincentive, if any, as stipulated in the tender. Once, the maximum limit of 10% is reached, DCI reserves the right of terminating the contract and getting the repair carried out by a third party at the risk and cost the Tenderer.

**10. ARBITRATION:**

- a) Any dispute or difference arises between the DCI and the contractor in connection with the contract or as to the rights and liabilities of the parties hereto, or on matters which are stated to be final and binding on the contractor shall be referred to the arbitration by a sole Arbitrator, as per the provisions of the Arbitration and Conciliation Act 1996 and the award of the sole Arbitrator shall be final and binding upon the parties hereto, subject to the provisions of the Arbitration and Conciliation Act 1996. Appointment of sole arbitrator is at the discretion of DCI.
- b) The arbitrator shall give a reasoned Award and it shall be in accordance with the provisions of the Arbitration and Conciliation Act 1996 or any statutory modifications or reenactment thereof. The sole Arbitrator is prohibited from awarding any interest in the award either for the pre reference period or pendente lite. The venue and seat of the Arbitration shall be Visakhapatnam and the courts at Visakhapatnam shall have exclusive jurisdiction on all the matters with reference to this contract.

**11. INCENTIVE AND DISINCENTIVE:**

- a) The Yard shall complete entire scope of dry dock repairs within the stipulated contract period.
- b) There will be an incentive payable to Yard for early completion & delivery @ Rs.3,00,000/- (Indian Rupees three Lakhs) per day.
- c) In case, Yard fails to complete the job within stipulated contract period, DCI will levy disincentive of Rs.3,00,000/- (Indian Rupees Three Lakhs) per day of delay.

**12. LEGAL PROCEEDINGS:**

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

**13. IRS FEES:**

All necessary repairs during the drydock & afloat shall be carried out under the Supervision of IRS. IRS Charges shall be borne 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 20% on either side) will be completed within the quoted / contract period.

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

**18. AGENCY CHARGES:**

Agency husbandry charges (**Details placed at Annexure-I**) 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-III** 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.

**20. CHANGE IN LAW:**

If completion of repairs got delayed due to Change in Law after placement of work order. The delay will be reviewed mutually and necessary time extension will be given by the Attending Superintendent. Yard has to submit documentary evidence against Change in Law.

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**SCHEDULE – III**

**MAIN PARTICULARS OF DCI DREDGE – XV**

1.	NAME OF THE VESSEL	:	DCI DREDGE XV
2.	PORT OF REGISTRY	:	VISAKHAPATNAM
3.	CLASSIFICATION SOCIETY	:	INDIAN REGISTER OF SHIPPING
4.	BUILDER	:	IHC HOLLAND
5.	YARD NO.	:	CO 1215
6.	LENGTH OVERALL	:	122 MTRS
7.	L.B.P.	:	116 MTRS
8.	BREADTH MOULDED	:	20.3 MTRS
9.	DEPTH	:	10.1 MTRS
10.	DRAUGHT	:	7.56 MTRS
10.	GROSS TONNAGE	:	8070
11.	NET TONNAGE	:	2421
12.	MAIN ENGINES	:	2 x 3800 KW, 7L 40/45 MAN B & W with CPP
13.	IMO NO	:	9164122
14.	OFFICIAL NO	:	2708
15.	CALL SIGN	:	VTKU
16.	YEAR OF BUILD	:	1999

**SCHEDULE-V**

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

**LIST OF DEVIATIONS**

Tender for Dry Dock and lay-up repairs of DCI Dredge XV.

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

(Signature of the tenderer with stamp)

Date:

## 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-II**.
3. **Invoice of the Yard for dry dock repairs (in Excel format) may be submitted in triplicate along with the original work done certificate marked as “ORIGINAL – FOR PAYMENT”.** Copies of WDC may be attached with the copies of the Invoice. Photostat copy of WDC or carbon copy duly marking “original for payment”, if submitted with the Original of Invoice will not be considered for payment.
4. Please ensure that one SOFT COPY (CD) of the Invoice in Excel format is also submitted along with the original invoice.
5. Sl. No. in work package (as given in NIT) is DL number in serial. DL number (Ref/Sl. No. in work package) should be clearly indicated on all WDC for verification & easy identification.
6. Scrutiny of Invoice will be made Group-wise. Therefore, Invoice should be raised as per Group in the Work Package and the supporting WDC should be attached accordingly so as to arrive at the total expenditure against each Group. Invoices related to particular job should be raised in consolidation and no supplementary invoices will be entertained.
7. Date of Commencement and Completion in respect of every repair job (Group-wise) may be indicated in the WDC.
8. Details of materials supplied, if any, to the 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.,

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## SCHEDULE – VII

### DETAILS OF THE SHIPYARD

**(Please furnish copies of documents wherever applicable)**

1. a) Name of the yard with full address including phone/e-mail / fax, etc.  
b) Names & addresses of key persons to be contacted and their qualification, experience, etc.
  
2. a) Constitution of the firm :  
b) Act under which registered :  
c) Date of commissioning of the firm  
d) Date when dry docking & repairs of ships / dredgers commenced
  
3. Financial background:  
a) Names & addresses of banks with whom the accounts are held :  
b) Maximum amount of work order carried out on any dredger during the last three years.  
c) Statement of accounts of the firm for the last 3 years with certified published annual report showing the turnover and financial result  
d) Whether the firm avails assistance from any yards / Government / other Agencies with full details
  
4. No. of dry docks available for taking large size ships / dredgers.
  
5. Total area of each yard (indicating separately the details of workshop, dry dock, Slipway, etc). Details of the firm indicating various workshop facilities, Fabrication shops, slipway / dry dock for new construction, etc. indicating their dimension and capacity.
  
6. Availability of bonded warehouse and its location, indicating the total area and facilities available
  
7. Details of dry dock repairs of dredgers / ships / any other vessels carried out in your yard for the past 5 years indicating the following particulars (Please use separate sheet for each vessel and furnish copies of documents) (Please provide this information only for larger ships / dredgers only)
  - a) Name of vessel
  - b) Name of the owner
  - c) Date order
  - d) Contractual repair period
  - e) Date of commencement of work
  - f) Date of delivery as per contract
  - g) Actual date of delivery
  - h) Classification
  - i) LOA
  - j) Breadth moulded
  - k) Depth moulded
  - l) Draft loaded
  - m) GRT
  - n) NRT
  - o) Suction pipe internal dia.
  - p) Details of dredging equipment (type, make & manufacturer's address)
  - q) Details of Propulsion equipment (type, make & manufacturer's address)
  - r) Details of navigational equipment (type, make & manufacturer's address)

- s) Details of auxiliary equipment (type, make & manufacturer's address)
8. Availability of Service Engineers of different OEM and manufacturers of various machinery / equipment.
  9. Total infrastructural facilities (crane capacity, pumps capacity, flooding time, etc.) owned by you and available at the yard indicating their capacity, make, etc. and place of operation.
  10. Details of special tools if any in your yard relevant to dry dock repairs of dredgers
  11. Details of total man power indicating the qualification & experience of key persons.
  12. Availability of spares of OEMs at or nearer to the yard.
  13. How many days notice normally do you need to arrange dry dock repairs of a dredger? Are there any conditions?
  14. Do you have facility for emergency dry docking of vessels at short notice? (Please give details)
  15. Details & availability of Classification Society near to the yard
  16. What are your guarantee / warranty terms for dry dock repairs?
  17. What are your general terms & conditions for dry dock repairs of vessels?
  18. What are your payment terms?
  19. Names & address (including phone numbers, e-mail etc) of agents for services?
  20. Standard tariff of your yard for various works
  21. Do you provide any bank guarantee for guarantee works?
  22. Shore reception facilities
  23. Scrap disposal arrangements

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**SCHEDULE - VIII**

**CHECK LIST**

Tenderers are requested to take into account of the following before submission of the tender for dry dock and lay-up repairs of DCI DREDGE XV

<b><u>SI No.</u></b>	<b><u>Action</u></b>	<b><u>( Yes / No )</u></b>
1	Please read and understand full set of tender documents	
2	Visit the dredger, if required, and understand the nature of repairs to be carried out.	
3	Sign and stamp all pages of the tender documents by the authorized signatory. Mention name & designation of the signatory on the tender.	
4	Make 2 sets of tender documents i.e.  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; availability of dock space; and validity of tender. b) Schedule-I (General Tender Conditions) c) Schedule-II (Special Conditions) d) Schedule-III (Main Particulars of the dredger) e) Schedule-IV (Work Package) f) Annexure to Schedule-IV (duly filled in the number of days required for completion of all repairs, etc) g) Schedule-V (List of Deviations, if any) h) Schedule-VI (Guidelines) i) Schedule – VII – Details of yard. j) Schedule – VIII – Check List. k) Undertaking of shipyard. l) Solvency certificate from Scheduled / Nationalized Banks (If applicable). m) Payment receipt in proof of Tender document cost. n) Payment receipt in proof of Earnest Money Deposit.	
6	Financial Bid should contain the PRICES (Schedule-IV and Annexure to Schedule-IV); and Percentage of Discount offered, if any.	
7	Consider 20% increase/decrease in scope of work over and above jobs specified in Schedule-IV towards unforeseen jobs.	
8	Rates should be quoted as per tender and submit the completed tender document	

	in online on the website:- <a href="http://www.eprocure.gov.in">http://www.eprocure.gov.in</a>	
9	Rates offered shall include all Taxes, duties, etc. of any kind, but excluding GST.	
10	Corrections on the tendered rates should be supported by signature of the tenderer (Clause 03 of GTC).	
11	No COUNTER CONDITIONS are offered. (either in Technical & Price bids)	
12	Bidders can access and download the tender documents from CPP Portal and can fill them with all relevant information and submit the completed tender document online on the website: <a href="http://www.eprocure.gov.in">http://www.eprocure.gov.in</a> . Bidders should submit in Two Cover System (Technical Bid (Cover 1) and Price Bid/Bill of Quantity (BoQ) (Cover 2) for attending Drydock & afloat repairs of DCI DREDGE XV "Tender No: DCI/TECH/115/12/2021-22, Date: 29.09.2021 and due date: 13.10.2021".	
13	Please ensure the tender should submit in CPP portal before the closing time of the tender.	
	<b><u>PLEASE AVOID</u></b>	
14	Counter-conditions as it may attract rejection of tender	
15	Mentioning rates in the Technical Bid	
16	Corrections of the prescribed tender documents as it will attract cancellation of tender	

## UNDERTAKING

Tender No. DCI/TECH/115/12/2021-22 dated: 29.09.2021

### Dry-Dock repairs of DCI Dredge XV

**GTC- SCH-I, Clause No 1 (g):** 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.14:** 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.15:** 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. 16:** We hereby state that entire dry dock repairs (including variation of 20%) 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.15.**

**To be filled by the yard.**

A) Quoted days for completion of DD repairs of DCI Dredge XV= \_\_\_\_\_ days (DD ----- days + Afloat ----- days)

B) The total cost implication for Dry dock repairs of DCI Dredge XV.

<b>Sl. No</b>	<b>Description</b>	<b>in Rs.</b>
1	GR-A- Dock hire and Service Charges	
2	GR-B- Surface Preparation, Cleaning and Painting	
3	GR-C- Steel Plate Renewal	
4	GR-D- Bottom door & Over flow duct repairs	
5	GR-E- Propeller rudder, bow thruster & CPP system.	
6	GR-F- Engine room machineries.	
7	GR-G- Valves & pipelines.	
8	GR-H- Dredge pumps, dredging equipment and systems.	
9	GR-I- Electricals equipment.	
10	GR-J- Other Miscellaneous Repairs.	
11	Discount	
12	Total Amount after discount	

**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

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

And

\_\_\_\_\_ herein after referred to as "The Bidder/Contractor"

Preamble

The Principal intends to award, under laid down organizational procedures, contract/s for "Drydock & afloat repairs of DCI Dredge XV". The Principal values full compliance with all relevant laws of the land, rules, regulations, economic use of resources and of fairness/transparency in its relations with its Bidder(s) and /or Contractor(s).

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

### **Section 1-Commitments of the Principal**

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

- a. No employee of the Principal, personally or through family members, will in connection with the tender for, or the execution of a contract, demand, take a promise for or accept, for self or third person, any material or immaterial benefit which the person is not legally entitled to.
- b. The Principal will during the tender process treat all Bidder(s) with equity and reason. The Principal will in particular, before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential/additional information through which the Bidder(s) could obtain an advantage in relation to the process or the contract execution.
- c. The Principal will exclude from the process all known prejudiced persons.

2. If the Principal obtains information on the conduct of any of its employees which is a criminal offence under the IPC/PC Act, or if there be a substantive suspicion in this regard, the Principal will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions.

### **Section2-Commitments of the Bidder(s)/Contractor(s)**

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

- a. The Bidder(s)/ contractor(s) will not, directly or through any other persons or firm, offer promise or give to any of the Principal's employees involved in the tender process or the execution of the contract or to any third person any material or other benefit which he/she is not legally entitled to, in order to obtain in exchange any advantage or during the execution of the contract.
- b. The Bidder(s)/Contractor(s) will not enter with other Bidders into any undisclosed agreement or understanding, whether formal or informal. This applies in particular to prices, specifications, certifications, subsidiary contracts, submission or non- submission of bids or any other actions to restrict competitiveness or to introduce cartelization in the bidding process.
- c. 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 Guarantee.

### **Section5: Previous Transgression**

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

2. If the bidder makes incorrect statement on this subject, he can be disqualified from the tender process for action can be taken as per the procedure mentioned in" Guidelines on Banning of business dealings".

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

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

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

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

### **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 -----

**Definitions**

“**Additional Works**” means all work, if any, in addition to or modification of the Specification Works (including any changes required by changes in the rules of the Owners’ regulatory bodies after the date of the Contract), which are to be described on a Defect list cum Work order.

“**Completion**” means the completion of the Works.

“**Contract Period**” means the period (commencing on the first working day after the date of delivery) agreed between the Parties.

“**Contract Price**” means the agreed price for the Specification Works, and as may be adjusted by the value of any Additional Works less any Reductions.

“**Contractor**” means the company to which the work has been allotted.

“**Contractors’ Yard**” means the premises of the Contractor to which the work has been allotted.

“**Delivery**” means delivery of the Vessel to the Contractors at the Contractors’ Yard or elsewhere as may have been agreed between the Parties.

“**Owners**” means DCI

“**Owners Representatives**” means DCI Attending Superintendent

“**Parties**” means the Owners and the contractor.

“**Redelivery**” means redelivery of the Vessel to the Owners at the Contractor Yard or elsewhere as may have been agreed between the Parties.

“**Reductions**” means all deletions, if any, to the Specification Works.

“**Specification Works**” means the work to be carried out under this Contract.

“**Sub-contractors**” means all persons engaged by the Contractor to do work, supply materials or equipment, or provide accommodation or services in connection with the Works.

“**Tariff**” means the rates agreed.

“**Vessel**” means the vessel described in Schedule III.

“**Works**” means the Specification Works, as may be amended by any Additional Works and/or Reductions.

## 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. 6,7,11,13,17,18, 22 & 36 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	All openings of engine room, pump room, deck fittings and all the systems are well protected from grit prior to blasting by covering with polythene sheets, canvas covers. Master and CEO clearance to be taken prior commencement of blasting.
10	Tanks are to be ventilated by providing adequate number of blowers before man entry. No separate cost will be payable for this account.
11	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.
12	Painting - Colour of all the coats should be contrasting to enable differentiation between one coat and another.
13	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
14	Painting - Only Tin free antifouling SPC is acceptable.
15	Painting - Paint certificate to be issued by OEM and valid for 36 months.
16	Yard shall rig up staging initially to inaccessible areas for taking UTG, blasting etc. so that steel renewals can be undertaken independently
17	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.
18	Allow plug of scuppers, Cover anodes, echo sounder, DLM transducers, etc., with grease while undertaking steel renewals / blasting and painting, etc.
19	All grid blasting inside hopper and hull exterior are to be completed initially, so that the same activity does not interfere with other works.
20	For doing work on Hopper under deck longitudinal I-beams, crane to be re-positioned to take up repairs.
21	Special care is to be taken while renewing hopper deck hopper plates, deck longitudinal beams to prevent damage to foundations of bottom door hydraulic cylinders, sagging of deck, bend etc.
22	Do not delay bottom door work due to steel work on top.
23	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.
24	All plates used must be Loyds 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.
25	All electrodes used and welding procedure must be approved by IRS/LRS.
26	All welding equipment including cables & holders must be in a fit state for use.
27	Weldings to be tested by DP/MPI/X-RAY as required by the Surveyors.
28	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.
29	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.
30	Removal and re-fitment of Dredge pipes are not part of access work and will be considered to pay 25% of renewal rates of Dredge pipes.
31	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.
32	All hydraulic pipelines, dredge pipelines, vent pipes are to be secured with clamps.
33	Proper precautions are to be taken by the yard while renewing steel plates below main engines, dredge pumps, thrust blocks, gear boxes and Major equipments etc to avoid any misalignments, sagging etc.
34	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.
35	<b>Yard to provide a detailed action plan along with Bar Chart/PERT Chart</b> and to quote steel grade, total steel quantity and renewals/ repairs to all locations with shell expansion drawings.
36	Steel renewals are to be clearly mentioned in Work done Certificate (i.e. Size of the plate renewal (Length, width & thickness), Number of plates renewed and Location of renewal etc. Accordingly, Master/CEO & Attending Supdt. Certification to be obtained. Lumpsum quantities (for example: 500kgs or 2 tons renewed) will not be considered and such claims will not be accepted. Hence, proper care must be taken while preparing work done certificates. No additional percentage (%) towards wastage / bending etc shall be considered.
37	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.
38	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.
39	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.
40	Renewal of pipeline less than one meter will be paid as one meter and above one meter will be paid as per actuals.
41	Yard not to depend on ship's hydraulic system for testing bottom doors after completion of repairs. Yard has to arrange their own power pack for bottom door repairs.
42	After repairs, all the above items are to be tried out for satisfactory operation.
43	Bottom doors any misalignment to be corrected to prevent leakage of material.
44	Overflow duct after renewal of the Lip seal, to be hosed down with water jet to ensure proper sealing. Any misalignment between movable & Fixed duct to be rectified.

45	All bottom doors before/after fitment of rubber seals, chalk test to be carried out and clearances to be adjusted/ rectified until satisfactorily trials.
46	Renewal of BD guides to be done in one piece. No joints are allowed
47	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.
48	If required, yard shall arrange OEM for stern tube seals and CPP propeller. Service engineer charges will be paid at actuals + 10%.
49	After repairs, all the above items are to be tried out and shown to the IRS surveyor as required.
50	Rate shall include sea trials of Kort Nozzle, Rudders, Bow thrusters, Propellers.
51	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.
52	Over board valves stub piece & filter housing to be UT gauged & readings are to be submitted to ship staff.
53	After completion of all repairs satisfactory trials to shown to shipstaff.
54	All above items shall be quoted considering assembling back with new / dismantled / reconditioned parts, fitting in position, clamping and satisfactory trials.
55	Hydraulic pipelines to winches to be blanked before opening winches, Hyd pipelines to be secured with clamps.
56	Hydraulic cylinders rams chrome plating to be carried out at extra cost, if reqd.
57	The actual number of Bushes & Pins will be determined after dismantling.
58	After repairs, all the above items are to be tried out for satisfactory operation.
59	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 %.
60	Necessary assistance to be provided by the yard timely to the OEM as required.
61	After repairs, all the above items are to be tried out for satisfactory operation.
62	Rate shall include sea trials of main engines, Aux. Engines, Dredge pimps, Jet Pumps and all other equipments & Systems which are overhauled.
63	Rate should be inclusive of all consumables & cleaning materials, etc. But excluding Freon gases/ refrigerant, nitrogen, gaskets.
64	After overhauling Pneumoflex couplings to be pressure tested for leaks and travel after assembly in the yard, and also to check the same after fitment in position and to satisfactory trials.
65	Crane, fork-lift charges towards handling from vessel to workshop and back are applicable where weight of single item is more than 1000 Kgs.
66	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.
67	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.,
68	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.
69	Lifeboats to be offloaded and secured in safe place with proper covering in yard premises during course of dry

	dock repairs and same to be connected back to vessel after completion of repairs. No charges will be payable separately for life boats offloading, connecting and securing.
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