



COCHIN SHIPYARD LIMITED

Perumanoor P.O, Kochi

Kerala - 682015, India

EXPRESSION OF INTEREST/REQUEST FOR INFORMATION

FOR

**DESILTING OF SHIPLIFT PIT AT ISRF
AND IT'S MAINTENANCE FOR A
PERIOD OF TWO YEARS**

EOI/RFI No. INFRA/ISRF/293/2024

INFRA PROJECTS DEPARTMENT

17 JANUARY 2025



COCHIN SHIPYARD LIMITED

INFRA PROJECTS DEPARTMENT

NOTICE INVITING EXPRESSION OF INTEREST/REQUEST FOR INFORMATION

INFRA/ISRF/293/2024

17 January 2025

Cochin Shipyard Limited (CSL), A Government of India Category-1 Miniratna company under Ministry of Ports, Shipping and Waterways invites Expression of Interest (EOI)/Request for Information(RFI), from firms who are involved in and have past experience of carrying out dredging and desilting in shipyards, ports, harbours, dams, inland waterways etc. for carrying out maintenance dredging/desilting of ship lift pit at International Ship Repair Facility (ISRF) and maintaining the guaranteed depth for a period of two years (24 months).

The EOI/RFI Document containing the details of qualification criteria, submission requirement, brief objective & scope of work etc. can be downloaded from the website www.cochinshipyard.in and <https://eprocure.gov.in/epublish/app>. Further details, if any, may be obtained from the Deputy General Manager (Infra Projects), CSL during office working hours.

Last date for submission of EOI/RFI is 07 February 2025. Sealed envelope marked to the captioned address containing EOI/RFI may be submitted mentioning “EXPRESSION OF INTEREST/REQUEST FOR INFORMATION FOR MAINTENANCE DREDGING/DESILTING OF SHIPLIFT PIT AT ISRF AND MAINTAINING THE GUARANTEED DEPTH FOR A PERIOD OF TWO YEARS (24 MONTHS)” on the top cover:

Deputy General Manager (Infra Projects)
Administrative Building, P.O Bag No.1653,
Perumanoor P.O, Kochi,
Kerala - 682015, India,
Email id: mathews.pa@cochinshipyard.in



Note: This notice is issued only to elicit an Expression of Interest/RFI from Parties interested in the Project and does not constitute any binding commitment from CSL to proceed with the work or invite any or all the Parties in the subsequent bidding process.

Engineer-in-charge, CSL or any of his designates reserves the right to cancel this request for EoI and/or invite a fresh with or without amendments, without liability or any obligation for such request for EOI/RFI and without assigning any reason. Information provided at this stage is indicative and Engineer-in-charge, CSL reserves the right to amend/add further details in the EOI/RFI.

Sd/-

Deputy General Manager (Infra Projects)

Cochin Shipyard Limited



DISCLAIMER

The information in this document has been prepared to assist the applicants in preparing the non-binding EOI/RFI and it is clarified that;

- It does not constitute an invitation to offer or an offer in relation to the transaction. This document does not constitute any contract or agreement of any kind whatsoever.
- This document does not, and does not purport to contain all the information that interested firms and their advisors would desire or require in reaching decisions as to the transaction. Interested applicant should form their own view as to what information is relevant to such decisions and make their own independent investigations in relation to any additional information.
- Neither the information in this document nor any other written or oral information in relation to the transaction is intended to form the basis of or the inducement for any investment activity or any decision to enter into any contract.
- Neither Cochin Shipyard Limited nor their employees or consultants shall be liable to any interested party or any Entity under law including the law of contract, tort, the principles of restitution or unjust enrichment or otherwise for any loss, expenses or damage which may arise, or be incurred, or suffered, in connection with this document, or any matter that may be deemed to form part of this document, or any other information supplied by or on behalf of Cochin Shipyard Limited or their employees or otherwise arising in any way from the selection process ahead.
- It shall not be assumed that there shall be no deviation or change in any of the herein mentioned information. While this document has been prepared in good faith, neither Cochin Shipyard Limited nor any of their respective officers or employees or advisors or agents or consultants make any representation or warranty or shall have any responsibility or liability whatsoever in respect of any statements or omissions.
- The Applicant shall bear all its costs associated with or relating to the preparation and submission of its application including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by CSL or any other costs incurred in connection with or relating to its Application. All such costs and expenses will remain with the applicant and CSL shall not be liable in any manner whatsoever for the same or for any other costs or



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other expenses incurred by an Applicant in preparation or submission of the Application, regardless of the conduct or outcome of the EOI/RFI.

After assessing the response to this EOI/RFI from the Applicants, further process for defining the tender will be initiated by CSL.

Signature of the bidder



LETTER OF INVITATION

No. INFRA/ISRF/293/2024

Dated: 17 January 2025

(This notice is issued only to elicit an Expression of Interest/Request for Information from Parties interested in the Project and does not constitute any binding commitment from CSL to proceed with the Project or invite any or all the Parties in the subsequent bidding process)

Dear Sir/Madam,

Cochin Shipyard Limited (CSL) invites Expression of Interest (EOI)/Request for Information (RFI) from experienced dredging/desilting contractors for carrying out maintenance dredging/desilting of ship lift pit at International Ship Repair Facility (ISRF) and maintaining the guaranteed depth of -11m CD for a period of two years (24 months). Experienced dredging/desilting contractor's with proven track record of having carried out dredging and desilting in shipyards, ports, harbours, dams, inland waterways etc. as specified in **Section-1** of the EOI/RFI are requested to submit response to the EoI (in hard/soft copy) along with details such as company background, technical and financial credentials, proposed work methodology, other terms and conditions including payment terms, budgetary offer etc. latest by **07 February 2025**. This Expression of Interest (EOI)/RFI is for identification of most optimal methodology, prospective contractors, finalization of tender specifications and receipt of budgetary offer only and not for award of work. There is no commercial aspect associated to this EOI/RFI. CSL reserves the right to evaluate the responses, based on technical merits, and identification of the participants for further discussions.

The EOI/RFI is available on CSL website www.cochinshipyard.in and govt. website <https://eprocure.gov.in/epublish/app>. Based on the responses received to this EOI/RFI, CSL shall collate the information and would use the inputs for the preparation of tender document for the desilting work. You are requested to submit your responses by email and hardcopy in sealed envelopes in prescribed format to the undersigned latest by 07 February 2025.

Yours faithfully

Encl.: EOI/RFI

DGM (Infra Projects), CSL

Signature of the bidder



SECTION-1

INFORMATION ABOUT SCOPE OF WORKS

1.1. INTRODUCTION

This Expression of Interest (EOI)/Request for Information(RFI) seeks response from vendors who are involved in and have past experience of carrying out dredging and desilting in Shipyards, Ports, harbours, dams, inland waterways etc. for carrying out desilting works at International Ship Repair Facility (ISRF) of Cochin Shipyard Limited.

International Ship Repair Facility is located on the western side of Mattancherry channel at Willingdon Island, Kochi, India and can be accessed via Indira Gandhi road. ISRF is a state of the art ship repair facility developed by Cochin Shipyard Limited for carrying out dry and afloat repair works of vessels. ISRF has an installed shiplift of capacity 6000 MT and is designed to take vessels of dimensions 130m LOA, 25m Beam and 4.5m of draught. ISRF has total of 6 workstations (Four permanent and two temporary) for dry works and afloat berths of approximately 1300m length.

The ISRF was inaugurated by Hon'ble Prime Minister of India on 17 January 2024 and commercial operations of facility were commenced on 12 August 2024.

Shiplift platform installed at site is a fixed steel platform comprising of built-up sections and has dimensions of 130m length, 27m width and 2.7m depth and can be lowered to a maximum depth of 9.9m below Chart Datum (CD). The platform can be lifted up to +6.095m CD level in the maintenance position and the air draught is approximately 2.4 m during the low water level of +0.3m CD.

Mattancherry channel of Cochin where the facility is established experiences high rate of siltation to the tune of approximately 0.25-0.5m/month. As part of capital dredging, shiplift pit was originally deepened by CSL to -13.5m CD during February 2023 and subsequently desilted during July 2024 to ensure smooth movement up to platform design level. The shiplift pit however acts as a silt trap and gets silted up at a significantly higher rate due to its lower design depths. This poses challenges in keeping the shiplift pit free of silt up



to the required design dredge levels. Maintaining sufficient draught in shiplift pit and winch pockets is thus critical for optimal utilization of facility.

The present EOI is called for identifying prospective contractors, formulating implementation strategy and optimal methodology for maintenance dredging/desilting the shiplift pit and shiplift winch pockets and then maintaining the guaranteed depth of 11m below Chart Datum for a period of two years.

Bidders are expected to propose implementation strategy, optimal methodology, dredgers/equipment's to be used, technical specifications, disposal methodology, terms and conditions including payment terms of tender to be floated and also submit a budgetary offer to CSL for proceeding with formal techno-commercial proposal through a separate tender.

1.2. PURPOSE OF EOI/RFI

- a) Invite applications from interested organizations / companies (the "Applicant") who are equipped to analyse the site conditions and then formulate and recommend suitable methodology for desilting of shiplift pit and winch pockets to a minimum guaranteed depth of -11m CD and subsequently maintain the shiplift pit and winch pockets at minimum guaranteed depth of -11m CD for a period of two years.
- b) Formulate standard technical specification and other terms and conditions, payment terms in discussion with applicants and subsequently seek formal techno-commercial proposal through a separate tender.
- c) Obtain Budgetary offer from eligible applicants

1.3. SITE INFORMATION

Site is situated at the western side of Mattancherry channel of Cochin backwaters and following tide conditions are experienced;

Mean Sea Level (MSL): +0.6m CD

High water level (HWL): +1.2m CD

Low water level (LWL): +0.3m CD



Marine infrastructure installed at ISRF comprises of outer jetty of 537m length, inner jetty of 277m length, shiplift piers and transfer area. The finished wet basin with draught of -6.5m CD has been created by driving sheet piles along the periphery of outer jetty with a 40m opening for facilitating movement of vessels. This opening shall be protected with a floating gate for reducing siltation inside the wet basin. Shiplift platform is installed 270m to the south of above mentioned opening.

Shiplift platform installed at ISRF has dimensions of 130m length, 27m width and 2.7m depth. Shiplift platform is supported on 36 numbers of winches installed on top of shiplift piers of 2m thickness. Entire shiplift piers (West pier, connecting pier and East pier) is supported on 1.5m dia RCC piles resting at a toe level of -46m CD.

For smooth movement of platform, Shiplift pit of dimensions 135m length and 27.4m width is created. Further, to facilitate movement of winch ropes, pockets/openings of size 2.15m x 2.08m has been provided in deck structure at every winch location. Shiplift platform is designed to be lowered to a maximum depth of 9.9m below Chart Datum (CD). The detailed layout of shiplift piers and shiplift platform is enclosed as Annexure-8.

Mattancherry channel of Cochin where the facility is established experiences high rate of siltation to the tune of approximately 0.25-0.5m/month. As part of capital dredging, shiplift pit was originally deepened by CSL to -13.5m CD during February 2023 and subsequently desilted during July 2024 to ensure smooth movement up to platform design level. The shiplift pit however acts as a silt trap and gets silted up at a significantly higher rate due to its lower design depths and currently the shiplift pit is noticed to have a draught of approximately -9m CD. For smooth lowering of platform entire travel trajectory of platform has to be kept free of silt/clay/debris to minimum guaranteed depth of -11m CD including 1m siltation allowance for which the this EOI/RFI is floated.

Applicants may note that only limited headroom (air draft) of approximately 2.2m is available between undersides of platform during high water level at maintenance position. When platform is kept flush with concrete deck level (+3.7m CD), hardly any headroom is available between underside of platform and HWL. Hence normal dredgers with spuds shall have constraints in



operating inside shiplift pit. Methodology proposed shall take this in to account.

1.4. SCOPE OF WORKS

Scope of works envisaged under this expression of interest is as follows;

- Site visit by applicants and assessment of site conditions, current draught available underneath platform etc.
- Formulate and recommend implementation strategy, suitable methodology for maintenance dredging/desilting of shiplift pit and winch pockets to a minimum guaranteed depth of -11m CD. Methodology proposed shall be optimal requiring minimum down time to shiplift operations.
- Identify suitable methodology and location for disposal of slurry outside CSL wet basin without CSL jetties getting desilted.
- Propose suitable technical specifications, dredgers/equipment to be used and other terms and conditions, payment terms and submit budgetary offer to CSL for proceeding with formal techno-commercial proposal through a separate tender.

Scope of works envisaged during execution stage post award of desilting tender is as follows;

- Maintenance dredging/Desilting of shiplift pit and winch pockets to a minimum guaranteed depth of -11m CD in a period of maximum two months
- Maintaining the shiplift pit and winch pockets at minimum guaranteed depth of -11m CD for a period of twenty two months(tentatively) from the date of completion of initial maintenance dredging/desilting

1.5. ELIGIBILITY CRITERIA

The firm that submits the Expression of Interest (EoI)/RFI should be a Registered Proprietorship firm or Partnership Firm or Company or other Statutory Body registered in India or any association or body of individuals or any institution /body corporate registered in India. The firm should have sufficient experience in dredging/ desilting works.

a) Technical Credentials



- Experience: Bidders with proven experience of carrying out dredging and desilting works at shipyards, ports, harbours, dams, inland waterways etc. in last ten financial years from the date of floating of this EOI/RFI may participate in this EOI/RFI.
- Plant & Machinery: Details of plant and machinery proposed by bidder for carrying out dredging/desilting operations shall be submitted.

b) Financial Credentials

- Turnover - Average annual financial turnover during the last three financial years ending 31st March 2024 shall be at least Rs. 2 Crores. The value of annual turnover figures shall be brought to current value by enhancing the actual turnover figures at simple rate of 7% per annum. Audited balance sheet and profit and loss account of last 3 financial years shall be submitted by the applicant.

- c) The bidder shall not have been put on holiday by CSL or black listed or terminated by any Government Department/Public Sector undertaking etc.

Note: The above qualification criteria are only provisional and pertain only to experience and financial position of bidder. The final qualification criteria including experience and financial eligibility will be framed during next tendering stage when tender is invited.

1.6. DELIVERABLES BY APPLICANTS

The potential parties /firms shall submit their proposals detailing;

- a) Full details of the bidder like Address of the firm, phone and email addresses and name and designation of the authorised signatory and the contact person.
- b) Statement of Credentials of Interested Firm as per formats enclosed in EOI along with documentary evidences.
- c) Experience of similar works executed in last ten years and financial credentials of last three financial years.
- d) Detailed work methodology with necessary calculations, sketches etc. and scheme for disposal of slurry/dredge spoil.
- e) Details of proposed plant & machinery (customized dredger, sand pumps, toyo pumps, high pressure water jet, floating pipelines etc.)

Signature of the bidder



- f) Cycle time for 1 desilting operation
- g) Latest Sounding chart of shiplift pit and winch pocket
- h) Technical specifications of proposal
- i) Proposed payment terms and conditions
- j) Budgetary offer
- k) Any relevant suggestion including terms and conditions of tender

1.7. PROPOSAL

Interested firms meeting the qualifying requirements above are hereby invited to submit their “Expression of Interest” (EOI)/RFI by Email and hard copy latest by 07 February 2025. The documents in support of Expression of Interest need to be submitted duly signed by the authorized representative of the applicant with name and designation of the signatory. The information submitted will be treated as confidential. Responses to EOI/RFI are to be submitted in English language only.

1.8. GOVERNING LAWS & JURISDICTION

This notice is issued only to elicit Expression of Interest/Request for Information from the parties interested in the project and does not constitute any binding commitment from the Cochin Shipyard Limited to proceed with the project or invite any or all the parties in the subsequent bidding process.

The EOI/RFI process shall be governed by and construed in accordance with the laws of India and the Courts at Kochi (India) shall have exclusive jurisdiction over all disputes arising under, pursuant to and/or in connection with the EOI/RFI process.



SECTION -II

INSTRUCTION TO APPLICANTS

2.1. GENERAL

1. Letter of Interest and forms & formats seeking information/documents are given in Section-III.
2. All information called for in the Forms and formats shall be furnished against the relevant columns.
3. The applicant may furnish any additional information, which is deemed necessary to establish capability to successfully complete the envisaged work.
4. The EOI/RFI document in the prescribed form duly completed and signed along with corrigendum shall be submitted (hard copy) in a sealed cover. The sealed cover superscripted “EXPRESSION OF INTEREST/REQUEST FOR INFORMATION FOR MAINTENANCE DREDGING/DESILTING OF SHIPLIFT PIT AT ISRF AND MAINTAINING THE GUARANTEED DEPTH FOR A PERIOD OF TWO YEARS (24 MONTHS)” shall be delivered to “Deputy General Manager(Infra Projects), CSL, Perumanoor, Kochi, Kerala – 682015” on or before 07-02-2025 at 15:00 hrs. Soft copy of documents shall also be forwarded to CSL Engineer-in-charge. Documents submitted in connection with EOI/RFI will be the property of Cochin Shipyard Limited.
5. For further details and site visit, please contact:
 - Shri. Mathews P Abraham,
Deputy General Manager (Infra Projects) & Engineer-in-charge
Mob: 91-9895765812
Email Id: mathews.pa@cochinshipyard.in
 - Shri. Arif AG, Assistant General Manager (Infra Projects)
Mob: 91-8138027522
Email Id: arif.ag@cochinshipyard.in
 - Shri. Kiran K, Manager (Infra Projects)
Mob: 91-8138917197
Email Id: kiran.k@cochinshipyard.in



2.2. PARTICULARS

The particulars of the project given in EOI/RFI are only indicative/subject to change and may be considered only as advance information to assist the applicant.

2.3. INFORMATION TO BE GIVEN IN THE REQUIRED FORMATS

Applicant should furnish the following:

1. Letter of Interest
2. Organizational information
3. Details of similar work executed
4. Financial credentials
5. Proposed Methodology
6. Equipment's proposed for the work etc.
7. Payment terms and conditions, other tender conditions etc.
8. Budgetary offer
9. Any other relevant suggestions



SECTION-III
FORMS AND FORMATS

ANNEXURE - 1

LETTER OF INTEREST

(To be typed in Firm's Letter head)

To,

Deputy General Manager (Infra Projects)
Administrative Building,
P.O Bag No.1653, Perumanoor P.O, Kochi
Kerala - 682015, India,

Sir,

Sub: Submission of "EXPRESSION OF INTEREST/REQUEST FOR INFORMATION FOR MAINTENANCE DREDGING/DESILTING OF SHIFLIFT PIT AT ISRF AND MAINTAINING THE GUARANTEED DEPTH FOR A PERIOD OF TWO YEARS (24 MONTHS)"

Having examined the details given in EOI/RFI Notice and EOI/RFI document for the above project, I/we hereby submit our Expression of Interest and the relevant information.

1. I/We have thoroughly read the EOI/RFI conditions and have inspected the site and have independently assessed the site conditions, scope and nature of work.
2. I/We hereby certify that I/We are not under a declaration of ineligibility issued by CSL or Govt. of India or any State Govt. in India or any Public Sector Undertakings.
3. I/We hereby certify that all the statements made and information supplied in the enclosed forms and formats and accompanying statements are true and correct.
4. I/We have furnished all information and details necessary for EOI and have no further pertinent information to supply.



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5. I/We shall make available to CSL any additional information it may find necessary or require to supplement or authenticate the EOI/RFI.
6. I/We also authorize Cochin Shipyard limited or their authorized representatives to approach individuals, employers and firms to verify our competence and general reputation.
7. I/We submit the following certificates in support of our suitability, technical knowhow and capability for successfully implementing the project.

Signature(s) of Applicant(s)

Name & Designation:

Company Seal:

Date:

Signature of the bidder

**ANNEXURE-2****ORGANISATIONAL STRUCTURE OF APPLICANT**

1	Name & Address of the applicant with Telephone No./ email	
2	a) Year of Establishment b) Date of commencement of operations	
3	Legal status of the applicant (attach copies of original document defining the legal status) a) Proprietorship firm b) Partnership firm c) Limited company or Corporation/ d) Others (Please specify)	
4	Names of Directors & other executives involved in this project with designation and contact information	

Signature:

Name & Designation:
Company Seal:
Date:

Signature of the bidder



ANNEXURE-3

FINANCIAL DETAILS OF BIDDER

Sl.No.	Financial Year	Annual Turnover in Rupees
1	2021-22	
2	2022-23	
3	2023-24	
Average Annual turnover in Rupees		

Name & Designation:
Company Seal:
Date:

Signature:

Signature of the bidder



ANNEXURE – 4

**DETAILS OF COMPLETED SIMILAR WORKS DURING THE LAST TEN YEARS
ENDING ON THE DATE OF SUBMISSION OF EOI/RFI**

Sl. No	Name and Location of the project	Owner's complete address including Telex/Fax no. with contact person	Value of contract	Scope of work including major items of work	Duration of contract			Name of consulting engineer responsible for supervision	Reference No & Date of letter of Acceptance & Completion certificate enclosed
					Commence ment date	Scheduled completion date	Actual completion date		
1	2	3	4	5	6	7	8	9	10

Note: Bidder to enclose letter of Acceptance and completion certificate issued by owner/client.

Name & Designation:
Company Seal:
Date:

Signature:

Signature of the bidder



ANNEXURE -5

**LIST OF PLANT, EQUIPMENTS/ MACHINERIES PROPOSED
TO BE USED IN THIS WORK**

<i>Description of Equipment/Machinery</i>	<i>Make</i>	<i>Year of Manufacture</i>	<i>Capacity</i>

Signature:

Name & Designation:

Company seal:

Date:

Signature of the bidder



ANNEXURE -6

DETAILED METHODOLOGY

Bidder shall furnish a detailed method statement (Technical Note) for carrying out of the works, along with sequence of operation, details of proposed plant and machinery and the time frame for carrying out the works.

Name & Designation:
Company Seal:
Date:

Signature:

Signature of the bidder

**ANNEXURE-7****FORMAT OF BUDGETARY OFFER (Indicative only)**

The budgetary offer format(s)/Template(s) provided below is indicative only. Prospective bidders can suggest any other financial bid format based on their implementation strategy and methodology proposed. However the right of acceptance/rejection of the same rest with CSL.

TEMPLATE-1

Sl No	Description	Qty	Unit	Rate in Rs	Amount in Rs
1	Dredging /desilting at ship lift pit and winch pocket area at ISRF to achieve depth of -11 m CD as per drawing including disposing off the dredged material outside baffle wall area including mobilization and demobilization of all dredgers/equipment's, fuel charges, manpower, survey charges, other tools and tackles, Insurance costs and all other incidental expenditures arising out of or in connection with the Contract etc. This item is to be completed within 2 months from the date of handing over of site by CSL. The payment shall be made on the basis of total insitu quantity dredged in the area as per joint sounding taken by CSL and contractor at the time of handing over the site and on completion of work.	Approx .10,000	M ³		

Signature of the bidder



<p>2</p>	<p>Maintaining the shiplift pit and winch pockets at the minimum guaranteed depth of -11 m below CD for a period of 22 months from 3rd month to 24th month of the contract and disposing off the dredged material in the disposal area during the contract period including mobilization and demobilization of all equipment, fuel charges, manpower, survey charges insurance costs and all other incidental expenditure arising out of or in connection with the contract, etc.</p> <p>Note: In the event of dredging at item no. 1 above is delayed or taken over in advance, then the period for this item as mentioned above shall varies accordingly.</p>	<p>22</p>	<p>Months</p>		
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Note:

- 1) The quoted rate shall exclude the GST component.
- 2) The total contract period is 24 months.
- 3) The quantity specified in Item No.1 is indicative only. Actual quantity shall be derived based on joint sounding taken at the time of initial handing over the site by CSL and on completion of work up to minimum guaranteed depth of -11m CD
- 4) The contractor has to quote the rates for all items inclusive of mobilization and demobilization charges of dredgers/any other suitable equipment, fuel charges, manpower, all tools and tackles, power supply, survey charges, incidental expenses required to execute the work. The item of BOQ includes charges of Mobilization and Demobilizations, no separate charges will be paid for mobilization and demobilization of dredgers/equipments.
- 5) Price adjustment for Diesel alone shall be applicable.

Date:

Place:

Signature & seal of the Contractor:

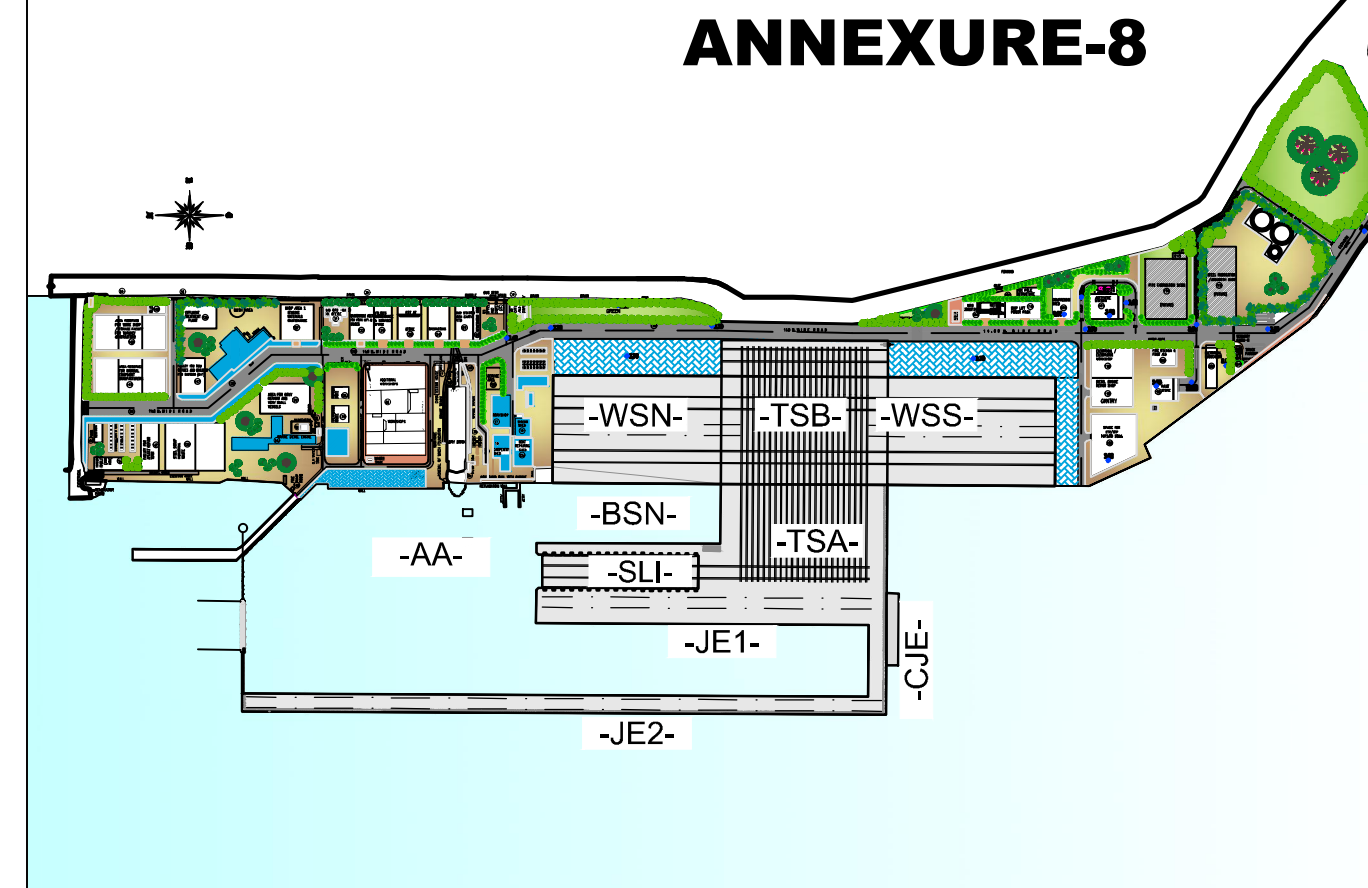
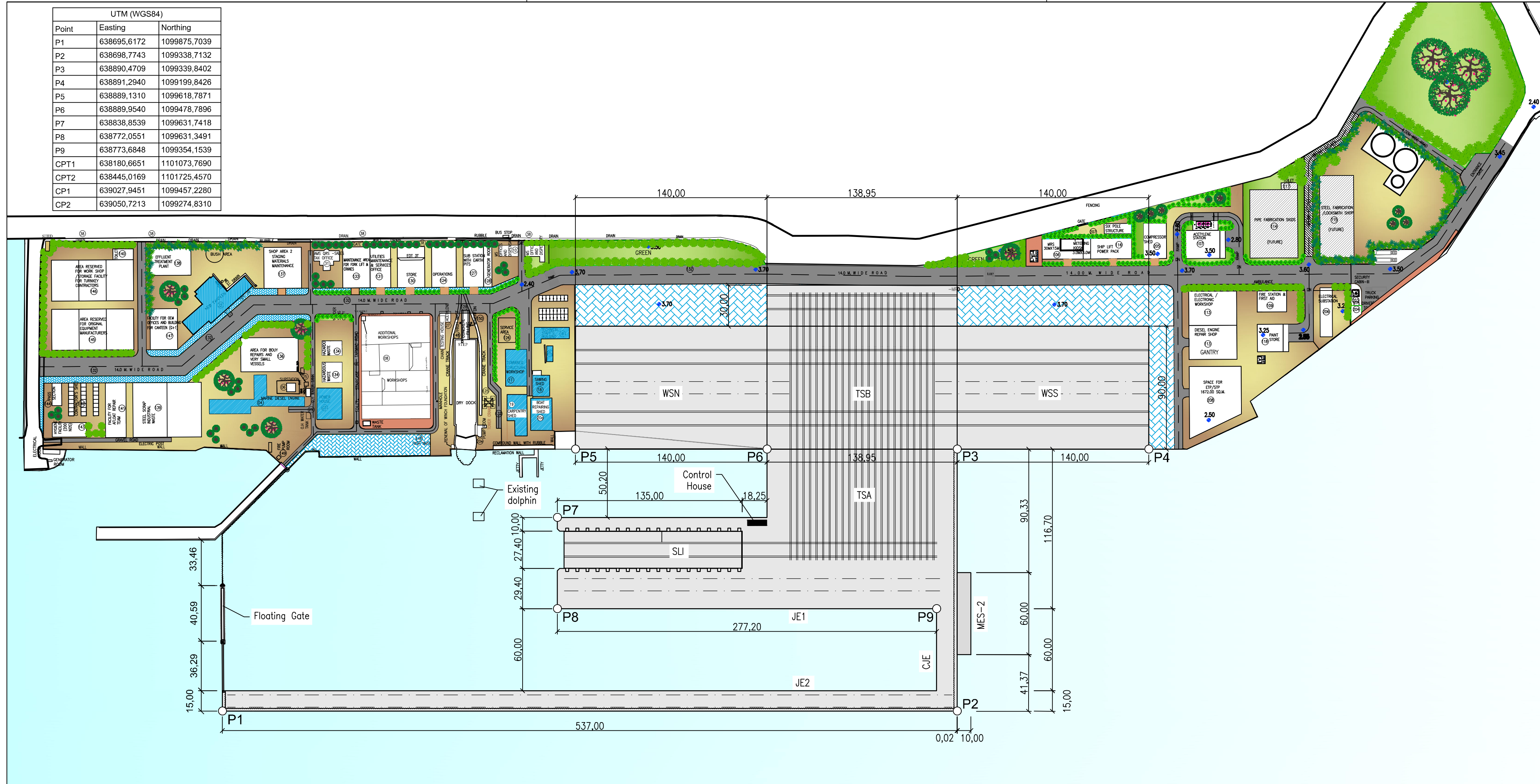


TEMPLATE-2

Sl No	Description	Qty	Unit	Rate in Rs	Amount in Rs
1	Dredging / Desilting the ship lift pit and winch pockets by deploying customized Cutter Suction Dredger(s) or any suitable equipment to achieve the minimum depth of 11m below CD as per the drawing and disposing/ dumping the dredged material evenly in the location specified not more than 500m away from the ship lift pit using floating pipelines, including cost of conducting all surveys, cost/ hire charges of launches, discharge lines, all plants, labour, charges for divers, material, supervision, maintenance, overheads and profits and every incidental and contingent costs and charges whatsoever excluding GST, etc. complete as per detailed specifications, drawings and directions of Engineer-in-charge	One instance of dredging/de silting to achieve -11 m CD at the ship lift and winch pockets as per drawing	LS		
2	Mobilization & demobilization charges of dredger or any suitable equipment for dredging / desilting the pit and winch pockets including pipeline, all accessories, etc. complete for one instance	One instance of dredging/de silting to achieve -11 m CD at the ship lift and winch pockets as	LS		

Signature of the bidder

UTM (WGS84)		
Point	Easting	Northing
P1	638695,6172	1099875,7039
P2	638698,7743	1099338,7132
P3	638890,4709	1099339,8402
P4	638891,2940	1099199,8426
P5	638889,1310	1099618,7871
P6	638889,9540	1099478,7896
P7	638838,8539	1099631,7418
P8	638772,0551	1099631,3491
P9	638773,6848	1099354,1539
CPT1	638180,6651	1101073,7690
CPT2	638445,0169	1101725,4570
CP1	639027,9451	1099457,2280
CP2	639050,7213	1099274,8310



No:	Description:	Date:	Name:

Project: Development of International Ship Repair Facility at Cochin Port Trust

Client:  Cochin Shipyard Limited

Consultant:  **INROS LACKNER** Consulting Engineers & Architects  **TATA CONSULTING ENGINEERS LIMITED**

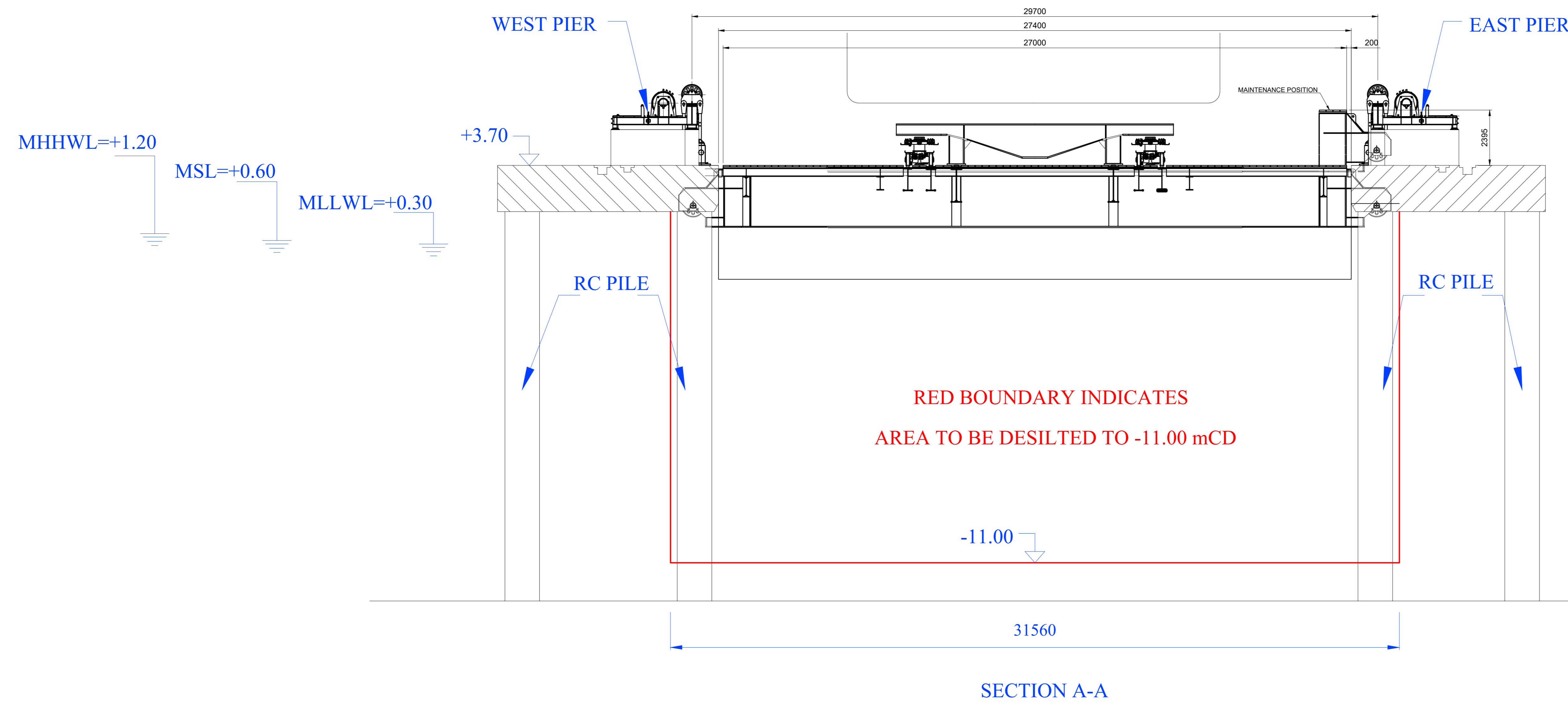
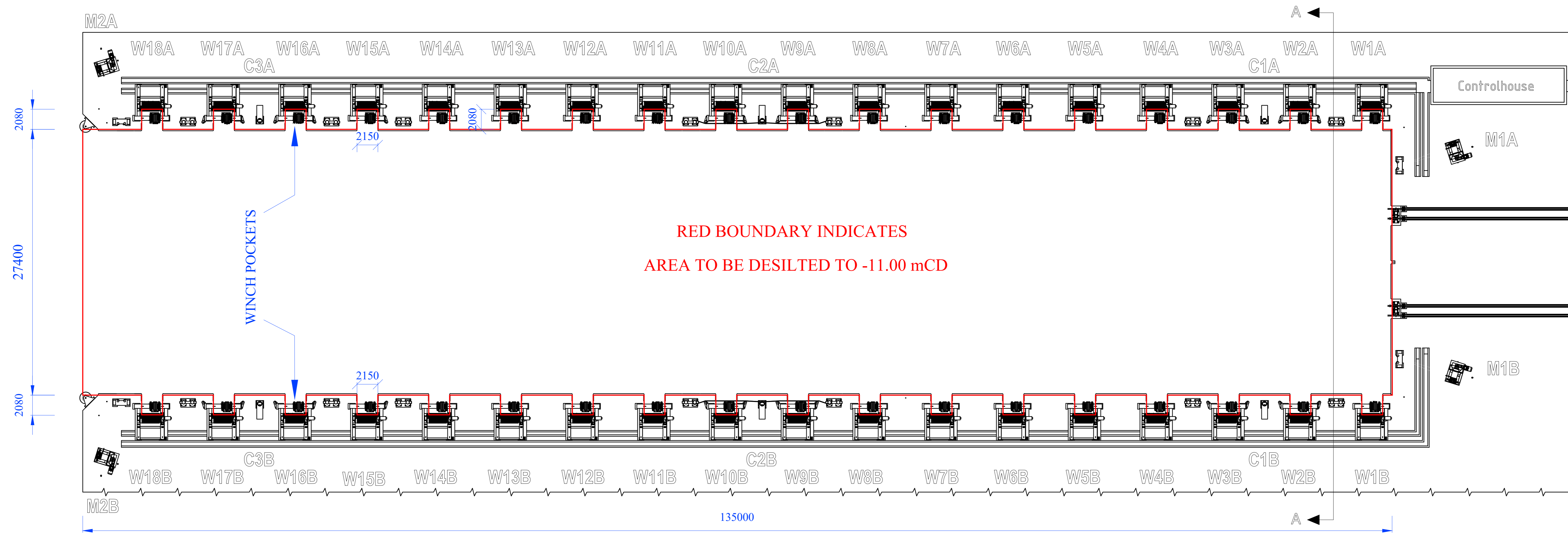
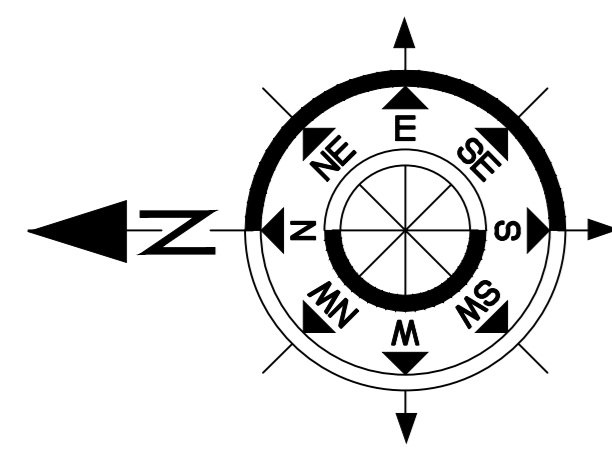
Phase: Detailed Design

Drawn:	29.05.2017	UH, PG
Designed:	29.05.2017	Marcus Kohl
Approved:	29.05.2017	Marcus Kohl

Title: Overall Layout Marine Works

Sheet Size:	297x841	Project-No.:	2013-0296
Scale:	1 : 2000	Drawing-No.:	DD-01-ALL-100

Expression of interest for maintenance dredging / desilting of shiplift pit at ISRF and maintaining the guaranteed depth for a period of two years (24 Months)



NOTE :

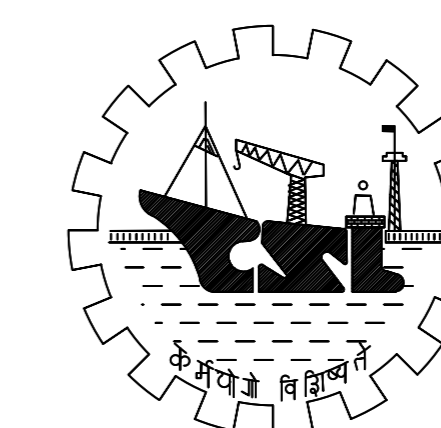
- 1) ALL DIMENSIONS ARE IN mm & LEVELS ARE TO mCD
- 2) RED BOUNDARY INDICATES AREA TO BE DESILTED TO -11.00 mCD

ABBREVIATIONS :

MHHWL = MEAN HIGHER HIGH WATER LEVEL
 MLLWL = MEAN LOWER LOW WATER LEVEL
 MSL = MEAN SEA LEVEL

WATER LEVEL:

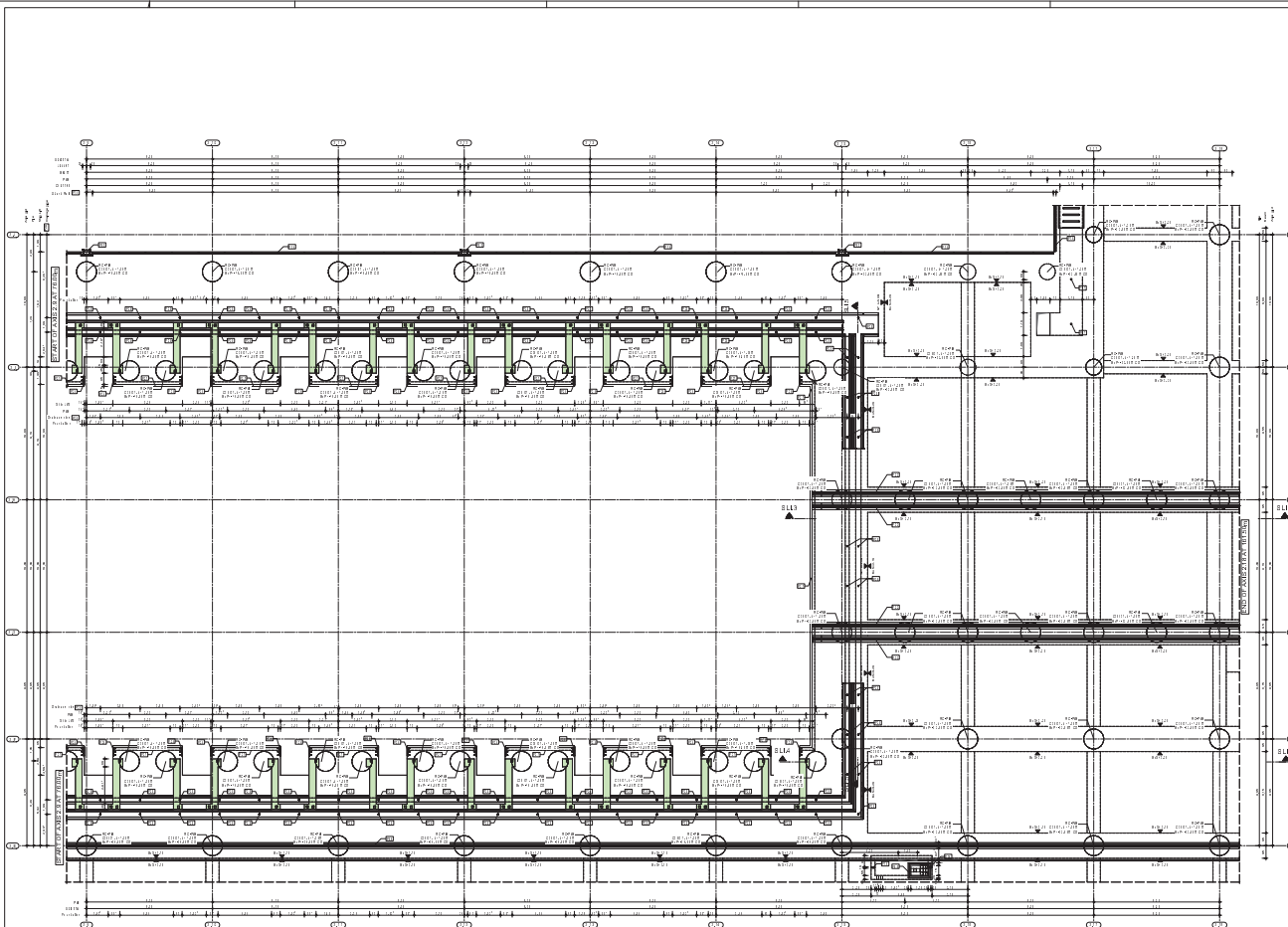
MHHWL = + 1.20 mCD
 MSL = + 0.60 mCD
 MLLWL = + 0.30 mCD



COCHIN SHIPYARD LIMITED

COCHIN - 682 015
 INFRA PROJECTS DEPARTMENT

DGM (IP)	MATHEWS P A	Expression of interest for maintenance dredging / desilting of shiplift pit at ISRF and maintaining the guaranteed depth for a period of two years (24 Months)
AGM (IP)	ARIF A G	
M (IP)	KIRAN K	
CHECKED	KIRAN K	
DRAWN	GAYATHRI DEVI P	
SCALE: NTS	DRG NO : INFRA/ISRF/293/2024/01	LAYOUT
		REVISION : RO



TOP VIEW SHIP LIFT AXS 2-9-18/2-E-2-J
SCALE: 1/10

DATE: 18/06/2024
SCALE: 1/10
PROJECT: Development of International Ship Repair Facility at Cochin Port Trust

REVISIONS:

NO.	DATE	DESCRIPTION
01	18/06/2024	ISSUED FOR PERMIT

EXPOSURE CLASSES:

EXPOSURE CLASS	CONCRETE CLASS	REINFORCEMENT CLASS
REINFORCED CONCRETE BEAMS & COLS	RC 40	RA 40
DECK SLAB	RC 30	RA 30
REINFORCED CONCRETE BEAMS & COLS	RC 40	RA 40
CHANNEL BEAMS	RC 40	RA 40
CENTRE BEAM	RC 40	RA 40
TRANSVERSE BEAM	RC 40	RA 40
REINFORCED CONCRETE PILES 4-13m	RC 40	RA 40
REINFORCED CONCRETE PILES 4-13m	RC 40	RA 40

GENERAL NOTES:

- Refer to the structural drawings for the details of the structure.
- Use the material parameters specified in the drawing.
- Ensure that the construction follows the approved design.

MATERIALS:

- CONCRETE CLASS: RC 40
- REINFORCEMENT CLASS: RA 40

MATERIAL PARAMETERS:

PARAMETER	VALUE
Concrete Compressive Strength (f _{ck})	40 N/mm ²
Reinforcement Yield Strength (f _{yk})	460 N/mm ²

PROJECT INFORMATION:

Development of International Ship Repair Facility at Cochin Port Trust

CLIENT: Cochin Shipyard Limited

DESIGNER: INROS LACKNER, TATA CONSULTING ENGINEERS LIMITED

DATE: 18/06/2024

PROJECT NO.: RC-Ship Lift Area - Part 2

AXIS: 2-9-18/2-E-2-J

VIEW: Top View, Formwork Drawings

PHOTOGRAPHS

