



# UDUPI COCHIN SHIPYARD LIMITED

Malpe Harbour Complex, Malpe,  
Udupi, Karnataka - 576 108, India.  
Tel - 0820 2538604.

## **TENDER FOR SHIP TROLLEY REPAIR & REFURBISHMENT WORK**

Tender No. & date	UCSL/CC/SER/T/DOCKING/49/2025 DT. 26 <sup>TH</sup> JULY 2025
Name of work	SHIP TROLLEY REPAIR & REFURBISHMENT WORK
Last date & time of receipt of tender	04 <sup>TH</sup> AUGUST 2025 (MONDAY), 15:00HRS
Date & time of opening of Bid	04 <sup>TH</sup> AUGUST 2025 (MONDAY), 15:00HRS

### **1. DESCRIPTION OF WORK:**

- 1.1. This enquiry pertains to the award of a contract for repair and refurbishment of damaged ship trolleys & is Covers at UCSL Malpe site.
- 1.2. The objective is to restore them to full functional, safe, and dimensionally accurate operating condition, ensuring extended service life and optimal performance in their intended application.
- 1.3. The Bidder should have prior experience in similar field.
- 1.4. The work is to be carried out at Udupi Cochin Shipyards Limited (UCSL) facility at Malpe, Udupi.

### **2. METHOD OF AWARDING CONTRACT:**

- 2.1. Contract will be concluded with Bidder agreeing to Tender conditions and emerging as L1.
- 2.2. UCSL also reserves the right to split the optional work orders to any number of bidders willing to match with L1 rate, if the performance of selected bidder is not satisfactory.
- 2.3. UCSL reserves the right to cancel the tender if required.

### **3. SCOPE OF WORK:**

#### **3.1. SHIP TROLLEY REPAIR AND REFURBISHMENT**

##### **A. Preparation and Dismantling:**

The initial phase focuses on the safe and efficient preparation of the damaged trolleys for repair.

- i). Transportation to Designated Area: Damaged trolleys will be safely transported using appropriate lifting equipment (e.g., hydra, forklift, or crane, depending on size and weight) to a dedicated, controlled cutting and dismantling area. This area will be clearly marked, isolated, and equipped with necessary safety signage and fire prevention measures.
- ii). Hilman Roller Detachment: Hilman rollers will be meticulously detached from the trolley structure. The primary method will involve the systematic removal of bolts and nuts using appropriate hand or power tools. In instances where fasteners are seized, corroded beyond removal, or inaccessible, controlled gas cutting (oxy-acetylene or plasma, as appropriate) will be employed by certified operators. All cutting operations will include pre-heating and post-cutting considerations to minimize material stress.
- iii). Initial Rust and Contaminant Removal: A critical preparatory step involves comprehensive chipping and hard hammering. This process targets the removal of all loose rust, scale, old paint, and accumulated debris from the trolley's surfaces. This aggressive pre-cleaning is essential to optimize the efficiency and quality of subsequent gas cutting operations, reduce abrasive wear on cutting tools, and provide a clearer visual for assessing structural integrity. Debris will be regularly collected and disposed of in designated waste receptacles.







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**B. Cutting and Grinding:**

This stage focuses on precise material removal and surface preparation for subsequent fabrication.

- i). **Precise Structural Member Cutting:** Damaged Indian Standard Medium Beam (ISMB) sections and other associated structural members (e.g., channels, plates, angles) identified for replacement or repair will be precisely cut. Cutting will be performed using appropriate methods such as gas cutting (oxy-fuel) or plasma cutting, depending on material thickness and required precision. Cuts will be made to engineering drawings and marked lines, ensuring minimal distortion to adjacent intact structures.
- ii). **Gouging of Side Covers:** Both existing side covers will be accurately gouged to facilitate their proper removal and ensure a clean, precise edge for re-fitting new or repaired sections. Gouging will be performed by skilled operators to avoid damage to surrounding intact material.
- iii). **Surface Preparation Grinding:** All cut edges, gouged areas, and any other spots where material has been removed or modified will undergo thorough grinding. This process aims to achieve a smooth, clean, and prepared surface, free from sharp edges, slag, or surface irregularities. The prepared surfaces are critical for ensuring optimal weld quality, promoting proper fit-up during assembly, and enhancing the adhesion of subsequent protective coatings. Grinding dust will be managed with appropriate dust extraction systems.

**C. Surface Treatment (UCSL Scope):**

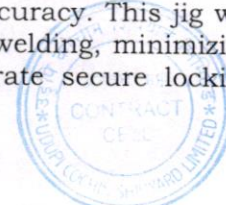
This critical phase ensures the longevity and protective qualities of the trolley's structure.

- i). **Component Transport to Blasting Chamber:** Due to the substantial weight and size of trolley components, they will be safely transported using heavy-duty lifting equipment (e.g., hydra or overhead crane with appropriate rigging) to a dedicated, enclosed abrasive blasting chamber. This chamber will be equipped with proper ventilation, dust collection, and lighting.
- ii). **Abrasive Blasting:** Components will undergo comprehensive abrasive blasting (e.g., grit blasting, shot blasting) to achieve a specified surface cleanliness standard (e.g., Sa 2.5 near-white metal or Sa 3 white metal, as per ISO 8501-1). This process effectively removes all residual rust, mill scale, old paint, and other surface contaminants, creating an optimal profile for coating adhesion. Blast media will be selected based on the material type and desired surface profile.
- iii). **Immediate Priming/Painting:** Immediately following abrasive blasting and within the specified recoat window, components will receive an initial coat of primer or the first coat of the multi-coat paint system. This rapid application prevents flash rusting and safeguards the newly prepared surface from environmental contamination, ensuring maximum adhesion and corrosion protection. The specific primer and paint system will be selected based on the trolley's operational environment and manufacturer specifications.

**D. Fabrication and Re-fitting:**

This stage focuses on the structural repair and accurate re-assembly of the trolley.

- i). **Skid and Jig Fabrication & Securement:** A specialized fabrication jig (fixture) will be designed and constructed with meticulous attention to dimensional accuracy. This jig will serve as a stable and precise platform to hold trolley sections during welding, minimizing distortion and ensuring geometric consistency. The jig will incorporate secure locking mechanisms to prevent movement during fabrication.







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- ii). Sequential Trolley Section Positioning and Controlled Welding: Trolley sections, including new or repaired ISMBs and other structural elements, will be positioned sequentially onto the fabricated jig. Each section will be meticulously aligned and tack-welded into place. Full welding will then proceed in a controlled, pre-determined sequence (e.g., skip welding, back-step welding) to distribute heat evenly and minimize distortion. Weld procedures (WPS) will be strictly followed, ensuring appropriate welding parameters, filler materials, and pre/post-heating as required.
- iii). Continuous Dimensional Verification: Throughout both the welding operations and the fitment of subsequent sections, continuous dimensional verification will be performed by skilled fabricators and quality control personnel. Measurements will be taken using calibrated tools (e.g., tape measures, laser levels, calipers, jigs, and fixtures) against engineering drawings to ensure all tolerances are maintained. Any deviations will be immediately addressed through corrective action.
- iv). Side Bracket Fitment: Side brackets, essential for various trolley functionalities, will be precisely fitted to the main structure. Their positioning will be verified against drawings before secure welding.
- v). Precise Positioning and Welding of Trolley Side Cover Plates: The trolley side cover plates will be accurately positioned, ensuring flush fitment and proper alignment with the main structure. These plates will then be securely welded, completing the primary structural integrity of the trolley. All welds will be visually inspected for quality and completeness.

**E. Final Inspection and Hilman Roller Refurbishment:**

This dual-focus stage ensures structural integrity and prepares critical moving components.

- i). Final Structural Integrity Inspection: Upon completion of all welding and fabrication, a comprehensive final structural integrity inspection will be conducted by qualified personnel (e.g., CWI - Certified Welding Inspector). This inspection will include:
- ii). Visual Inspection (VT): All welds will be visually inspected for continuity, proper penetration, absence of defects (e.g., cracks, porosity, undercut, overlap), and overall quality.
- iii). Dimensional Verification: A final check of all critical dimensions will be performed against engineering drawings to confirm adherence to specified tolerances.
- iv). Load Test (if applicable): Depending on the trolley's intended use and design, a non-destructive load test may be performed to verify its structural capacity and stability under simulated operational conditions.
- v). Hilman Roller Comprehensive Refurbishment: Concurrently with the structural inspection, Hilman rollers will undergo a thorough refurbishment process.
- vi). Degreasing and Cleaning: Each roller will be meticulously cleaned using an industrial-grade degreaser to remove all accumulated mud, grease, rust, and foreign contaminants. This ensures smooth operation and proper lubrication.
- vii). Bearing Inspection and Replacement (if necessary): Bearings will be inspected for wear, damage, or excessive play. Worn or damaged bearings will be replaced with new, approved components.
- viii). Application of Fresh Lubrication: Following cleaning and inspection, high-quality, application-specific fresh lubrication (e.g., grease or oil) will be applied to all moving parts of the Hilman rollers to ensure optimal performance, reduce friction, and extend service life.







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**F. Painting and Final Assembly:**

The final steps involve aesthetic and protective coating application and re-assembly of components.

- i). Final Paint Coat Application: A final coat (or coats) of paint will be professionally applied to the entire trolley structure. This application will adhere to manufacturer specifications regarding thickness, curing times, and environmental conditions. The paint system will provide complete long-term corrosion protection, enhance durability, and provide a finished appearance suitable for the marine environment. Quality checks will ensure uniform coverage and absence of defects.
- ii). Refurbished Hilman Roller Re-installation: Once the final paint coat has cured sufficiently, the fully refurbished Hilman rollers will be precisely re-installed onto the trolley structure. This will involve careful alignment and secure fastening (e.g., re-bolting with specified torque or re-welding as per design) to ensure proper functionality and safe operation of the trolley.

**G. Manpower and Safety:**

These overarching principles are critical for the successful and safe execution of the entire project.

- i). Skilled and Certified Manpower: The successful execution of this comprehensive scope of work mandates the exclusive deployment of skilled, qualified, and certified manpower. This includes, but is not limited to, certified welders, experienced fabricators, trained abrasive blasters, qualified painters, and competent lifting equipment operators. All personnel will possess the necessary certifications and experience relevant to their assigned tasks.
- ii). Strict Adherence to Safety Protocols: Throughout all phases of work, strict adherence to established safety protocols and procedures is paramount. This includes compliance with all local, national, and international safety regulations, company-specific safety policies, and job-specific hazard assessments.
- iii). Mandatory Use of Personal Protective Equipment (PPE): The mandatory use of appropriate Personal Protective Equipment (PPE) by all personnel on-site is non-negotiable. This includes, but is not limited to, safety helmets, safety glasses/goggles, hearing protection, safety footwear, gloves, respirators (when required for blasting/painting), welding masks, and flame-retardant clothing.
- iv). Continuous Maintenance of Clean and Organized Workspace: A clean, organized, and well-maintained workspace will be continuously upheld throughout the duration of the project. This includes proper waste segregation and disposal, clear pathways, proper storage of tools and materials, and immediate clean-up of spills or debris. A tidy workspace enhances efficiency, reduces hazards, and reflects a professional approach to quality work.

**3.2. REPAIR OF SHIP TROLLEY COVERS (7 UNITS):**

The comprehensive repair of seven ship trolley top covers. These covers are critical strength members, responsible for supporting vessel loads during docking and launching, and they also house inflated balloons for ship launching. Each cover measures approximately 4000mm (L) x 1150mm (W) x 500mm (H). The current condition of the covers is severely rusted, with partial holing and degraded internal members.







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**A. Preparation and Disassembly:**

i). Mobilization:

- Shift damaged covers: Carefully move all seven damaged ship trolley covers from the conservation shed's backside to Repair Bay-1.
- Arrange skids: Prepare suitable skids for each cover to ensure stable positioning during repairs.

ii). Jigging and Securing:

- Fabricate/Set-up Jig: Construct or set up a robust jig for each cover. This jig will secure all four corners of the top cover to prevent distortion during cutting and subsequent reassembly. The jig must remain undisturbed until the final cutting of the unit.
- Locking: Securely lock all four corners of the cover to the jig.

iii). Cutting and Removal (Sequential):

- Top Cover Removal: Using gas cutting, and potentially gouging for internal welds, carefully remove the existing top cover. This section is approximately 4000mm (L) x 280mm (W), with four such sections per cover. Take extreme care due to internal welding.
- Internal Member Removal: After removing the top cover, chip away and cut out the damaged internal members. There are three internal members per cover, each approximately 4000mm (L) x 240mm (W) x 10mm (Thk).
- Bottom Portion Removal: Cut and remove the bottom portion of the cover, measuring approximately 2410mm (L) x 1150mm (W) x 10mm (Thk). There is one such section per cover.

**B. Surface Preparation and Fabrication:**

i). Grinding and Rectification:

- Initial Grinding: Thoroughly grind the remaining portions of the unit.
- Pitting Rectification: Inspect for minor pitting. Any minor pitting found must be built up through welding and then ground smooth.

ii). New Material Fabrication:

- Fabricate replacement components according to the following specifications for each cover:
- Top Plates: 4 pieces of 10mm (Thk) x 3930mm (L) x 280mm (W)
- Internal Stiffeners: 3 pieces of 10mm (Thk) x 3930mm (L) x 240mm (W)
- Bottom Plate: 1 piece of 10mm (Thk) x 2410mm (L) x 1150mm (W)

**C. Blasting and Painting (Initial):**

- i). Pre-Blasting Locking: Create a temporary locking arrangement to facilitate shifting the partially prepared cover unit to the blasting chamber.
- ii). Blasting: Transport the cover unit to the blasting chamber. Perform abrasive blasting to achieve the specified surface cleanliness (e.g., Sa 2.5) to remove all rust, scale, and contaminants.
- iii). Initial Coating: Immediately after blasting, apply an initial coat of primer/paint as per specifications to prevent re-rusting.







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**D. Reassembly and Welding:**

- i). Jig Re-establishment: After blasting and initial painting, re-establish the jig precisely as it was during the initial setup to ensure accurate reassembly of internal parts.
- ii). Fit-up and Welding:
  - Sequential Assembly: Fit-up and weld the new internal members and plates sequentially, following approved welding procedures.
  - Critical Welding: All welding must be performed by skilled welders, adhering to high-quality standards. Given the critical nature of these members for ship movement, launching, and docking, proper and robust welding is paramount.
  - Total Weld Length: The approximate total weld length per cover is 160 meters. Ensure full penetration and sound welds.
- iii). Post-Welding Grinding: After the completion of all welding, thoroughly grind all weld seams smooth, ensuring no sharp edges or irregularities.

**E. Final Coating and Quality Assurance:**

- i). Final Painting: Apply the final coats of paint as per specifications, ensuring complete coverage and adherence to the manufacturer's guidelines.
- ii). Quality Inspection: Conduct a thorough quality inspection of each repaired cover to verify:
  - Dimensional accuracy
  - Weld integrity (visual inspection, and potentially NDT if required)
  - Surface finish and paint quality
  - Overall structural integrity
- iii). Documentation: Maintain detailed records of all repair activities, including material certifications, welding procedures, and inspection reports.

**F. General Requirements:**

- i). Skilled Workforce: All work must be performed by properly skilled and certified workers.
- ii). Safety: Adhere to all relevant safety regulations and procedures throughout the repair process, including proper handling of tools, equipment, and hazardous materials.
- iii). Material Handling: Exercise extreme care when shifting the units from one place to another to prevent further damage or distortion.
- iv). Environmental Considerations: Dispose of all waste materials (e.g., rusted metal, paint residues) in an environmentally responsible manner.

**4. SCOPE OF UCSL**

- 4.1. Electricity at the nearest location to the site will be provided. Contractor has to arrange proper cables for taking electricity at site.
- 4.2. Water for drinking and other purpose will be provided.

**5. SCHEDULE OF COMPLETION**

- 5.1. Schedule of work should be planned without affecting yard production.
- 5.2. The project should be completed within the 30 days from the Commencement of Work.







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## **6. VALIDITY**

6.1. The offer shall be valid for a period of 06 months.

## **7. TAXES & DUTIES**

7.1. GST shall be applicable extra on the prescribed work from 01.07.2017 onwards. You are requested to furnish the following details in the invoice/Bill.

- Applicable rate of GST/SAC Code
- Firms GST Reg. NO.
- Service accounting code (SAC) as prescribed by statutory authorities.
- GST Reg. No. of Udupi Cochin Shipyard Limited **(29AAACT1281B1ZO)**.

## **8. PAYMENT**

8.1. Payment shall be made within 30 days from the date of submission of bill and work completion certificate from the executing UCSL officer.

8.2. Invoice shall be submitted with necessary work completion certificate duly certified by UCSL representative and payment will be made on actuals only.

8.3. Payment will be made by RTGS/NEFT to the account of Agency. The name of the bank, branch, A/C No., IFSC code & other particulars shall be furnished by the Agency in the proforma of UCSL.

## **9. LIQUIDATED DAMAGES**

9.1. The progress of work will be monitored against the mutually agreed detailed schedule. Liquidated damages for delays in execution of the work beyond the scheduled date of completion, for any reason other than force majeure conditions, will be recovered at the rate of half percent of the value of the contract per week or part thereof, subject to a maximum of ten (10) percent of the value of the contract.

9.2. For better clarity, order values mentioned in LD clause are values excluding duties and taxes (Basic value). Liquidated damages, if any, shall be decided and settled only after the completion of the entire project but prior to the release of Final stage Payment.

9.3. If, for any reasons, supplier has a justification towards delay in supply / work execution and would intend to consider applicability/ non applicability of LD, the same shall be intimated to UCSL by way of a letter, failing which it will be deemed that delay is attributable to the supplier.

9.4. Delay in supply/Interruption of the work for reasons not attributable to supplier shall entitle extension of the order execution period for proportionate period without any additional cost to UCSL.

## **10. TERMINATION & LIMITATION OF LIABILITY**

10.1. This contract may be terminated upon the occurrence of any of the following events

10.2. By agreement in writing of the parties hereto;

10.3. By the non-defaulting party, upon default by the other party, of any clause of this contract, if not remedied within fifteen (15) days, or such longer time as may be agreed upon by the parties, after receipt of notice thereof in writing from the non-defaulting party;

10.4. By the other party, upon either party;







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- i. Making the assignment for the benefit of creditors, being adjudged a bankrupt or becoming insolvent; or
- ii. Having a reasonable petition filed seeking its' dissolution or liquidation, not stayed or dismissed within sixty (60) days; or
- iii. Ceasing to do business for any reason.

10.5. For fraud and corruption or other unacceptable practices.

10.6. Upon expiry or termination of this Contract, neither party shall be discharged from any antecedent obligations or liabilities to the other party under this Contract unless otherwise agreed in writing.

10.7. UCSL may by notice in writing to Agency to terminate the order after issuing due notice i.e., 30 days' notice period. UCSL shall be entitled to compensation for loss limited to the order value.

10.8. Liability maximum that can be claimed by the Agency shall be limited to what is due to be and has been paid by UCSL for work done as per the payment milestones and limited to work order value.

## **11. ARBITRATION & JURISDICTION**

11.1. Any disputes arising during the period of the contract shall, in the first instance be settled by mutual discussions and negotiations. The results of such resolution of dispute shall be incorporated as an amendment to the contract, failing which supplier shall approach the UCSL Grievance Redressal Committee as per relevant clause of the Contract.

11.2. If any dispute, disagreement or question arising out of or relating to or in consequence of the contract, or to its fulfillment, or the validity of enforcement thereof, cannot be settled mutually or the settlement of which is not herein specifically provided for, then the dispute shall within thirty days from the date either party informs the other in writing that such disputes, disagreement exists, be referred to arbitration. The arbitrators shall be appointed and the arbitration proceedings shall be conducted in accordance with and subject to the Arbitration and Conciliation Act, 1996 (No. 26 of 1996) as amended from time to time and the decision of the Arbitrators shall be final and binding on the parties hereto. The arbitration will be done by a Board comprising one arbitrator nominated by each party, and a mutually agreed Umpire. Each party shall bear its own cost of preparing and presenting its case. The cost of arbitration shall be shared equally by the parties unless the award provides otherwise. Performance under this Contract shall however, continue during arbitration proceedings and no payment due or payable by the parties hereto shall be withheld unless any such payment is or forms a part of the subject matter of arbitration proceedings.

11.3. Seat & Venue of Arbitration: The seat & venue of arbitration shall be at Bangalore.

11.4. Language of Arbitration: The Language of arbitration shall be English.

11.5. Governing Law: The contract shall be governed by Indian Law.

11.6. In case of disputes, the same will be subjected to the jurisdiction of courts at Bangalore, Karnataka.

## **12. SUB CONTRACTING AND ASSIGNMENT**

12.1. Contractor shall not assign nor transfer the Purchase Order/ Work Order nor shall any share or interest therein in any manner or degree be transferred or assigned by Contractor to a third party without prior consent in writing of UCSL.







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- 12.2. Contractor shall not contract with any subcontractor and/or vendor without the prior written consent of UCSL. Such consent shall not relieve the Contractor from any of his responsibilities and liabilities under the Purchase Order/ Work Order. In addition, Contractor shall ensure that the terms and conditions of any such contract shall comply with and correspond to the terms and conditions of the Purchase Order/ Work Order.

**13. SECRECY & RESTRICTION ON INFORMATION TO MEDIA**

- 13.1. The information contained in the enquiry as such shall NOT be communicated to any third party without prior approval of UCSL.
- 13.2. Information in respect of contracts/orders shall NOT be released to the national or international media or anyone not directly involved in its execution without the written approval of UCSL.

**14. CANCELLATION OF ORDER AND RISK CONTRACTING**

- 14.1. In the event the contractor fails to complete the work promptly and satisfactorily as per the terms of the order, and if the work is delayed beyond thirty (30) days from the agreed schedule, UCSL, without prejudice, reserves the right to cancel the order and get the work done at contractor's cost and the expenditure so incurred including any damage or loss will be recovered from him and the Security Deposit furnished by him is liable to be forfeited either in whole or in part.

**15. FORCE MAJEURE**

- 15.1. Should failure in performance of any part of this contract arise from war, insurrection, restraint imposed by Government act or legislation of other statutory authority, from explosion, riot, legal lock-out, flood, fire, act of God or any inevitable or unforeseen event beyond human control which will be construed as a reasonable ground for extension of time, UCSL may allow such additional time as is mutually agreed to be justified by the circumstances of the case.

**16. STORAGE OF MATERIAL AND EQUIPMENT**

- 16.1. The Contractor shall arrange the storage of the materials/ equipment etc. if any, at a suitable location assigned by UCSL and shall ensure the safe and secure possession and handling of the items thus handed over to contractor. UCSL shall allot storage space within UCSL premises, if available.
- 16.2. As regards the equipment/materials stored by him as above as also in use by him, UCSL will not be responsible for any damage, pilferage, accident that may take place during the course of execution of the work. It will be entirely his responsibility to keep all the equipment, materials etc., in safe custody as also hold them duly insured at his expense.

**17. IMS GUIDELINES**

- 17.1. UCSL implemented an Integrated Management System (IMS) and the Quality Management System (QMS) within the yard. As part of IMS, subcontractors shall comply with the following measures related to the Quality, Health, and Safety & Environment (QHSE) policy of UCSL.

- a) Meeting or exceeding customer requirements.
- b) Assuring quality of the products and service.
- c) Preventing occupational ill health & injuries.
- d) Ensuring safe work sites.







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- e) Conserving natural resources.
- f) Preventing / minimizing air, water & land pollution.
- g) Handling and disposal of Hazardous wastes safely.
- h) Complying with statutory & regulatory and other requirements.
- i) Developing skills and motivating employees.

17.2. Occupational Health, safety & Environmental requirements of UCSL shall also include the following.

- a) The contractor (or a sub-contractor performing work on behalf of the contractor) is deemed to comply with the Occupational health, safety and environmental policy of the company and also to all operational controls/standard operating procedures and shall undertake the work in total compliance with the requirements of the established Integrated Management System (IMS) of the company.
- b) The Contractor shall undertake the work in total compliance with all applicable legal/statutory requirements related to occupational health, safety and environment effective in the state of Kerala.
- c) It is the sole responsibility of the contractor to assure that any sub-contractor/s who shall perform works in company lands/facilities/worksites on behalf of the contractor, is also following all requirements related to the Integrated Management System of the company and the health/safety/environmental Rules effective in the state.
- d) The contractor shall provide/implement and operate/practice all occupational health, safety and environmental management measures/facilities, for their period of contract, in their activities/at their work sites, which shall be required according to the IMS of the company or that required by the health/safety/environmental Rules established and effective in the state, at their own cost.
- e) If any contractor failed to comply with or violated any clauses/requirements of occupational health, safety and environmental Rules effective in the state, in their activities or at work sites and the same shall be exposed to the government or any competent authorities upon inspections, the contractor shall be solely responsible for all liabilities caused by his/her action and shall be responsible for paying the penalty and taking stipulated corrective actions insisted by the authorities within the specified time, at their own cost. Any liability to the company in this regard needs to be compensated by the contractor.
- f) Upon completion of the work, contractor shall clear the area and shall not leave any Occupational health/safety/environmental liabilities to the company, from their activities at the worksites.
- g) Any clarification related to IMS requirements of the yard, may be obtained by the contractor from the AGM (HSE) or the authorized representative of the contract, prior to the commencement of work.

## **18. SAFETY OF PERSONNEL AND FIRST AID**

18.1. The Agency shall be entirely responsible for the safety of all the personnel employed by him on the work. In this regard, he may adopt all the required safety measures and strictly comply with the safety regulations in force. In this regard, the Contractor will have to fully indemnify UCSL against any claims made by his workmen/other personnel.

18.2. The Agency may arrange to suitably insure all his workmen/ other personnel in this regard. UCSL will not be responsible for any injury or illness to the Contractor's workmen/other personnel during execution of the works due to whatsoever reasons.







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18.3. The Agency shall provide and maintain so as to be readily accessible during all working hours, a first aid box with prescribed contents at every place where he employs contract labor for executing the works.

## 19. LABOUR LAWS AND REGULATIONS

19.1. The Contractor should employ **INDIAN NATIONALS** with valid citizenship only for works inside UCSL premises.

19.2. The Agency shall undertake and execute the work with contract Labor only after taking license from the appropriate authority under the Contract Labor (Regulation & Abolition) Act 1970.

19.3. The Agency shall observe and comply with the provisions of all labour and industrial laws and enactments and shall comply with and implement the provisions of the Factories Act, 1948, Employees Provident Funds & Miscellaneous Provisions Act, 1952, Employees State Insurance Act, Payment of Gratuity Act, minimum Wages Act, Payment of Bonus Act, Contract Labour (Regulation and Abolition) Act and all other enactments as are applicable to him and his workmen employed by him. The Agency shall inform UCSL his license number from the Central Labour Commissioner.

19.4. All Persons, except those exempted under the respective Acts, shall necessarily be insured under the ESI scheme and be made members of the EPF Scheme from the day of their engagement as personnel in the Company. In Case 1, All such insured Persons should carry with them their ESI Identity Card for verification by the authorities. No Persons without a valid ESI Identity Card for verification by the authorities will be permitted to work in the company.

19.5. The Agency shall submit the Labour Reports/Returns as required by the Company from time to time in respect of their workmen in standard format to the concerned contracting officer so as to enable the same to reach Contract cell by the 5th of every month. Delayed submission of the same shall attract penal interest /damages at the rate as levied by the respective authorities under the relevant Acts.

19.6. The Agency shall maintain the records viz. Muster Roll, Acquittance Roll with full details, Account books etc., in original. These are required for inspection by the concerned authorities under each scheme.

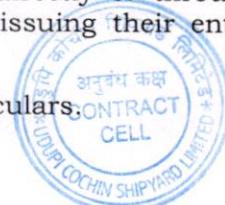
19.7. If the Agency fails to pay any contributions, charges or other amounts payable under any of the aforementioned provisions of law, UCSL shall deduct or adjust amounts equivalent to such contribution, charges or amounts from amount payable to him by UCSL, including any deposit or amounts payable against bills and make payments on his account to the appropriate authority. He shall not be entitled to question or challenge such deductions, adjustments or payment made by UCSL.

19.8. Any other amount payable under any law or in respect of any person employed by the Agency, if not paid by him, shall be deducted or adjusted by UCSL out of any amount payable to the Agency including any Security Receipt and paid over or withheld for payment by UCSL.

19.9. The Agency shall be fully responsible for the conduct and discipline of the workmen employed by him in the Company premises. If such workmen commit any misconduct or criminal act inside the Company, the Agency shall take appropriate action against such workmen. The Agency shall abide by the instructions/ guidelines issued by the Company for maintenance of discipline and good conduct among the workmen employed by him.

19.10. All persons who are engaged for various works in UCSL either directly or through Agency/contractors, should produce the following documents prior to issuing their entry passes:

19.11. Passport/Aadhaar attested copy of passport with photo and address particulars.



UDUPI COCHIN SHIPYARD LIMITED  
KARANTAKA-576 108





**UDUPI COCHIN SHIPYARD LTD**  
**TENDER FOR SHIP TROPPEY REPAIR & REFURBISHMENT WORK**  
**UCSL/CC/SER/T/DOCKING/49/2025 DT: 26.07.2025**

OR

Police clearance certificate with photo and address particulars. (Police clearance certificate to the effect that the concerned person is staying in the area of jurisdiction of the certificate issuing Police Station and that the person is not involved in any criminal offences as per the records available therein.)

19.12. Agency shall familiarize themselves with the labour rules & regulations.

**20. ELECTRICITY RULES AND REGULATION**

20.1. The contractor shall adhere to the various rules in respect of electrical installation as per the Indian Electricity Rules and Regulations and Electrical Inspectorate Standards in order to make sure that men and materials are safe from hazards.

**21. OVERWRITING & CORRECTIONS**

21.1. Tenders shall be free from overwriting or erasures. Corrections and additions, if any, shall be duly attested and a separate list of such corrections shall be attached with the offer

**22. OTHER TERMS & CONDITIONS**

22.1. UCSL reserves the right to accept / reject any offer.

22.2. Damages caused to the Shipyard properties/tools/accessories should be rectified by the Contractor at his cost or proportional recoveries will be made from the contractor while passing their bills for payment.

22.3. The Agency shall have to engage workforce on round the clock basis and also on Sundays and holidays, if required.

22.4. Work has to be completed to the satisfaction of Udupi Cochin Shipyard Ltd.; Engineers deputed for the job. The job should be completed at the time specified by the supervising Engineer for each stage of work.

22.5. The Contractor shall indemnify UCSL or its officers against any claims arising out of accidents or injuries to workmen or other persons or damage to other property which may arise during the execution of the contract or from breach of any Law or Regulation prior to delivery and acceptance of the items at UCSL.

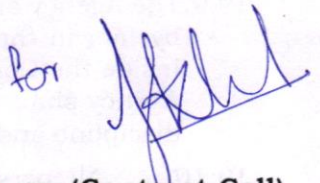
22.6. It is also to be understood by the Contractor that Udupi Cochin Shipyard Limited does not bind itself to give the Contractor any regular or specific quantity or area of work and it shall be done at the sole discretion of UCSL depending on the prevailing site conditions and other limiting factors and no claim on this account from the contractor shall be entertained.

22.7. The Contractor shall also be governed by the General Conditions of Contract of UCSL, General Safety Rules and other relevant labour laws.

22.8. Assistant General Manager or his authorized representative will be the Officer-in-charge of this Contract.

22.9. Contact Person: Shri Srinivasa Rao (Senior Manager) : +91 9341637005



for   
**Asst. General Manager (Contract Cell)**

**गोकुल पी एन**  
**GOKUL P N**  
 सहायक महाप्रबंधक / ASSISTANT GENERAL MANAGER  
 उडुपि कोचीन शिपयार्ड लिमिटेड  
**UDUPI COCHIN SHIPYARD LIMITED**  
 माल्पे, कर्नाटक / MALPE, KARNATAKA-576 108





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**23. PRICE BID FORMAT**

Sl. No.	DESCRIPTION OF WORKS	UOM	QTY	RATE	TOTAL PRICE (INR)
1	Ship Trolley Repair and Refurbishment work as per scope of work	Unit	7		
2	Repair of ship Trolley Covers as per scope of work	Unit	7		
3	<b>TOTAL AMOUNT</b>				
4	<b>IGST/GST @.....%</b>				
5	<b>GRAND TOTAL AMOUNT (INR):</b>				



Signature:

Address of the contractor:

Date:

Seal:

23.1. Prices are to be quoted in the Pricing Format. The quotations to be submitted in the company letter head and forwarded to [contractcell@udupicsl.com](mailto:contractcell@udupicsl.com)

23.2. Quotations shall be submitted as Password Protected File. The bidders are advised to share the password through only SMS while opening the quotations.

23.3. L1 will be determined based on the Grand total amount.