UDUPI COCHIN SHIPYARD LIMITED

Ministry of Ports, Shipping and Waterways,
Government of India

UDUPI COCHIN SHIPYARD LIMITED

CONTRACT CELL DEPARTMENT

CORRIGENDUM - I

Tender No.: UCSL/CC/SB/T/172-174/87/2025 Date: 26-09-2025

Sir,

CORRIGENDUM-I – TENDER FOR LAUNCHING OF 70T BOLLARD PULL TUG UY.172-174

1. The Annexure-II A added to the Tender.
2. The Annexure-IV Revised Price Bid Format added to the Tender
3. All the other terms and conditions of the tender enquiry remains unchanged.

for

For Udupi Cochin Shipyard Limited,

Assistant 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

ADDITIONAL SCOPE OF WORK

TENDER FOR LAUNCHING OF 70T BOLLARD PULL TUG UY172-174

SCOPE OF WORK: REMOVAL AND RE-INSTALLATION OF EXTENDED SLOPPING CRADLE UNITS AND VESSEL MOORING AND RIGGING FOR Y-171

Title: Scope of Work for Removal and Re-installation of Extended Slopping Cradle Units for 72-Ton Bollard Pull Tug Launch Preparations
Location: Malpe Yard, India
Effective Date: 18 September 2025

1.0 Project Overview & Objective
This document defines the scope of work for the removal and temporary storage of two extended slopping cradle units, followed by their re-installation and a functional trial run. The purpose of this operation is to facilitate the launching of two (2) 72-ton bollard pull tugs. The total operation is to be completed within a four-day timeline.

2.0 Contractor's Scope of Work
The contractor is responsible for providing all necessary labour, supervision, specialized tools, and expertise to execute the following tasks safely and efficiently.

2.1 Phase 1: Removal & Temporary Storage (Days 1 & 2)
2.1.1 Pre-Removal Preparation:

- Perform high-pressure water jet washing on the main slopping cradle to clean the joint area.
- Remove approximately 40 M24 bolts and nuts connecting the extended slopping cradle unit (Part 1) to the main assembly using appropriate spanners.
- De-rig side winch ropes to allow for clear lifting access.
- Clear the designated Transfer Bay area to allow for safe positioning and operation of the Kobelco crane.

2.1.2 Handling of Slopping Cradle Part 1:

- Rig and lift slopping cradle Part 1 (approx. 25 tons) using the Kobelco crane.
- Carefully shift and berth the unit at the Transfer Bay on pre-arranged blocks.

2.1.3 Main Cradle Operations:
Assign a team to the main winch to assist in bringing the slopping cradle main unit closer to the transfer cradle under the direct supervision of the UCSL.

2.1.4 Handling of Extended Slopping Cradle Units:

- Relocate the Kobelco 280-ton crane to Repair Bay-2. The contractor shall clear the required space in the area using the yard's Hydra.
- Arrange for the yard's fire pump and hose to wash the wheel and locking pin areas of the extended cradle.
- Rig Extended Slopping Cradle Unit 1 using four (4) 30-ton lifting belts.
- Remove the 10 locking pins (80mm rods) at each unit without causing damage to the cradle's locking mechanism.
- Lift, shift, and berth Extended Slopping Cradle Unit 1 onto pre-arranged wooden blocks at Repair Bay-2.

- Repeat the same procedure to remove, lift, and berth Extended Slopping Cradle Unit 2 adjacent to Unit 1 at Repair Bay-2.

2.2 Phase 2: Re-installation & Trial Run (Days 3 & 4)

2.2.1 Crane Repositioning:

- De-rig and return all lifting accessories to their original position.
- Relocate the Kobelco crane from Repair Bay-2 back to the Transfer Bay.

2.2.2 Re-installation of Slopping Cradle Part 1:

- Under the guidance of the UCSL, use the 100-ton winch to lower the main slopping cradle unit by 20 meters.
- Lift slopping cradle Part 1 from the Transfer Cradle and shift it to the slipway, aligning it with the main cradle.
- Secure the unit by re-installing and tightening the 40 M24 bolts and nuts with proper spanners.
- Re-rig the side winch ropes as required.

2.2.3 Final Trial & Closeout:

- Conduct a full operational trial of the slopping cradle travel over a minimum distance of 200 meters.
- Record and verify winch readings to ensure all operational requirements are met.
- Upon successful completion, the contractor's involvement with the crane operations is complete.

3.0 After Launching of the Tugs

3.1 After launching of the vessel Everything should come to the present stage by doing the work opposite to the above.

4.0 UCSL (Yard) Responsibilities

UCSL will provide the following resources and support to the contractor:
4.1 Equipment: Provision of one (1) Kobelco crane and one (1) Hydra for the duration of the project.
4.2 Materials: Provision of welding rods, gas, and a reliable power supply.
4.3 Lifting Appliances: Provision of all necessary tested and certified lifting appliances (slings, shackles, etc.) for the execution of the work.
4.4 Operational Support: Provision of a certified winch operator for the 100-ton main winch to direct all related operations.

5.0 Safety & Quality

- All work shall be performed in strict adherence to standard safety practices and procedures.
- The contractor is responsible for conducting a pre-task safety briefing and ensuring all personnel wear appropriate Personal Protective Equipment (PPE).
- Any deviations from the planned procedures must be approved by the UCSL site supervisor.

6.0 Exclusions

The following are specifically excluded from this scope of work:

- Repair or maintenance of any yard equipment (e.g., Kobelco crane, Hydra, winches).
- Any work not explicitly mentioned in Section 2.0.
- The actual launching of the tugs.

- Any work required outside of the four-day timeline unless due to a reason attributable to UCSL.

SCOPE OF WORK: VESSEL MOORING AND RIGGING FOR Y-171

This document outlines the scope of work for a contractor to provide all necessary manpower, expertise, and assistance for the safe and efficient mooring and rigging of the Y-171 vessel after its launch. The contractor must ensure all activities are conducted with the highest safety standards and in accordance with all relevant maritime regulations.

1. Mooring Activities After Launching

The contractor will provide a team of experienced and certified riggers to execute the complete mooring of the Y-171 vessel immediately following its launch. This includes:

- **Initial Mooring**: Performing all rigging and line-handling to safely secure the vessel to the designated pier or quay.
- **Mooring Equipment**: Utilizing and managing all required ropes, hawsers, winches, and other mooring equipment.
- **Coordination**: Working in close coordination with the ship project manager to ensure synchronized and safe operations.
- **Safety**: Adhering to strict safety protocols, including avoiding snap-back zones and ensuring proper communication between the vessel and the shore team.

2. Rigging Assistance for Vessel Movements and Inclining Experiments

The contractor will provide continuous rigging assistance for any required vessel movements, including the critical inclining experiment. This work will include:

- **Inclining Experiment Support**: Providing riggers to manage mooring lines and slack them as required to allow the vessel to heel freely without restraint during the inclining experiment. This ensures accurate stability data is obtained.
- **Vessel Adjustments**: Assisting in fine-tuning the vessel's position at the dockside for various outfitting activities or to accommodate other vessels.
- **Positioning**: Ensuring the vessel remains properly secured in a manner that does not interfere with ongoing work or the safety of personnel.

3. Rigging Assistance During Trials

The contractor's rigging team will be on standby and actively involved in supporting all dock and sea trials.

- **Dock Trials**: Providing riggers to manage mooring lines during dockside engine tests, steering gear trials, and other system checks to prevent any uncontrolled movement of the vessel.
- **Sea Trials**: Assisting the crew with any rigging and line-handling requirements during the vessel's final operational tests at sea, including departure and return to the pier. This includes being ready to assist with any unexpected events or manoeuvres that may require rigging expertise.

4. Manpower and General Requirements

The contractor is responsible for providing adequate manpower to fulfil all the requirements listed above. The team must consist of experienced, certified, and knowledgeable riggers capable of performing their duties in a professional and safe manner under the direction of the vessel's Master or the designated project manager. The contractor will also be responsible for ensuring their team is equipped with all necessary personal protective equipment (PPE).

TENDER FOR LAUNCHING OF 70T BOLLARD PULL TUG UY172-174

REVISED PRICE BID FORMAT (Per Vessel)

Sl. No.	DESCRIPTION OF WORK	UOM	AMOUNT (INR)
1	Vessel movement and launching as per the scope of work	Ls	
2	Launching related work at Slopping cradle as per scope of work	Ls	
3	Vessel mooring work as per scope of work.	Ls	
4	**Total Amount:**		
5	**IGST/GST @.....:**		
6	**Grand Total Amount:**		

Note:

i. L1 will be determined based on the total amount at Sl no.6.

ii. For Serial No. 2, the work described in Annexure-IIA shall be executed as per site requirements. Accordingly, payment will be made based on actual quantities executed.

Signature:

Address of the contractor:

Date:
Seal: