



CSL/SRP/280/2025

14th June 2025

TENDER NOTICE

Dear Sir,

Tenders by password protected email are invited for **undertaking turnkey-based repair work of the vessel RV Samudra Shaudhikama** so as to reach the undersigned on or before the last date and time given below.

Enquiry no	CSL/SRP/280/2025
Name of work	Undertaking turnkey-based repair work of the vessel RV Samudra Shaudhikama
Nature of bid process	Two bid
Earnest money to be deposited (EMD)	Nil
Validity of Bid	90 days from the last date for submission of tender
Pre bid meeting date	1030 hrs on DDMMYYYY
Last date & time for submission of quotation	24 th June 2025 before 1100 Hrs
Technical bid opening date & time (Cover A)	24 th June 2025, 1400 Hrs
Price bid opening date & time (Cover B)	Price bid opening date shall be intimated
Correspondence details for pre-bid queries and submission of bids	sureshababute@cochinshipyard.in julianjose.pj@cochinshipyard.in sroffice@cochinshipyard.in
Commencement of work	01 st July 2025
Security Deposit	5% of contract value



Performance guarantee	5% of contract value
Location of job	Cochin Shipyard Limited, International Ship Repair Facility located in Cochin Port Authority Premise, Kochi
Duration of the contract	30 days
Integrity Pact	Applicable
Pre-Bid Meeting	Online through Microsoft Teams. Link for the same shall be forwarded against intimation regarding readiness for participation.

Thanking you

Yours faithfully,
(For Cochin Shipyard Ltd)


Asst. General Manager (SRP)

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UNDERTAKING TURNKEY-BASED REPAIR WORK OF THE VESSEL
RV SAMUDRA SHAUDHIKAMA

A. Company Profile

1. Cochin Shipyard Limited (CSL), incorporated in the year 1972, is India's leading Shipbuilding and Ship Repair yard. CSL is under the administrative control of Ministry of Shipping and was awarded the Category-A, 'Mini Ratna' status amongst PSU's for its consistent outstanding performance. The Company went through a successful IPO & got listed in Aug 2017 and 67.91% stake is currently held by the Govt. of India. Over the last three decades the company has emerged as the forerunner in the Indian ship building and ship repair industry. CSL has built an enviable reputation in India for quality and timely delivery of ships. CSL has secured shipbuilding orders from internationally renowned companies from Europe & Middle East and has constructed the country's first indigenous aircraft carrier.
2. CSL currently operates with 8 dry docks, 5 slipways, a 6,000-ton ship lift, about 4 km of quays, and 600-ton Goliath cranes—the highest capacity among Indian shipyards—along with a 310-meter dry dock. CSL has significantly expanded its footprint by establishing two subsidiaries, namely HCSL and UCSL, as well as three ship repair units—CMSRU, CKSRU, and CANSRU. Additionally, the newly commissioned International Ship Repair Facility (ISRF) and the new large Dry Dock have further augmented its infrastructure significantly. This transformation has helped CSL evolve from a single-unit entity in Kochi into a Pan India corporate operating out of 7 locations on both the east & west coasts. With a proven record in ship building and ship repair and with logical steps in right direction of expansion and product diversification, CSL is set to grow consistently in the future.

B. Introduction

Cochin Shipyard Limited (CSL) has entered into an agreement with Shipping Corporation of India for undertaking refit of the vessel RV Samudra Shaudhikama. The vessel will undergo refit at CSL – International Ship Repair Facility located inside Cochin Port Authority premises.

Accordingly, CSL intends to offload the work package to a reputed and capable firm in the maritime industry to undertake the work on a turnkey basis.



C. Objectives of the tender

1. The Ship Repair Division of Cochin Shipyard Limited (CSL) seeks to engage a reputed and experienced firm from the marine or shipping industry preferably with expertise in ship repair or shipbuilding for undertaking dry dock repairs of SCI owned vessel, MV Samudra Shaudhikama including liaising with IRS /MMD/Ship Staff for Survey and timely completion of refit cardinals at CSL ISRF facility as per the scope. Detailed scope (Defect List wise) is same the line items mentioned in rate format (Annexure V).
2. Scope of work includes complete surveys, inspection and certification by liaising with IRS / MMD / Ship Staff to ensure delivery of the vessel as per schedule.
3. Finalisation of scope of work in discussion with CSL and SCI, job identification, mobilisation, of materials/equipment's/manpower and carry out works as per scope of work within the schedule indicated at clause G.
4. The firm should also undertake growth of work of additional works arising during the course of repairs. All the works should be attended as per highest quality and safety standards insisted by CSL.
5. Following are the major scope of work to be undertaken by CSL as part of the project.
 - a) Hull plate renewal
 - b) Accommodation works
 - c) Surface preparation and painting
 - d) Machinery
 - e) Electrical, Instrumentation and Electronics works

Salient features of the vessel are as follows.

- a) Type of Vessel: Research Vessel
- b) LOA : 35.07 M
- c) Breadth: 8.25 M
- d) GRT: 284 MT



D. Prequalification criteria of the firm

SL no	Particulars	Eligibility Criteria	Proof/Documents Required
1	Experience in relevant field	The firm should have work experience in undertaking ship building/ship repair projects on turnkey basis. The project should include works related to hull, machinery, electrical equipment's and piping works	Any 02 work order/work completion certificate issued within the last 10 years.
2	Financial capability	The firm should have an average minimum turnover of 2 crore or above during the last 2 financial years.	Profit and loss account statement for the respective financial year/turnover certificate certified by chartered accountant
3	Recent experience in relevant field	The firm should presently be in Ship Repair business	Copy of work order of Ship Repair jobs in progress/recently concluded

E. Project Management team

1. The firm should station a team headed by a project Manager and a team of minimum 03 qualified site engineers at the yard having the following qualification and experience.

SL No.	Designation	Qualification	Experience
a)	Project Manager	B Tech – Naval architect/ Mechanical engineering /Electrical Engineering Or Marine superintendent/Marine Engineer having 15-20 Years of experience	Minimum 08 years work experience in managing ship building/ship repair projects Experience certificate
b)		Diploma or ITI	Minimum 5 for diploma and 8 years for ITI years work

	Site engineer	(a) Mechanical Engineer to handle Hull & Deck jobs - 01 Nos (b) Electrical & Electronics Engineer - 01 Nos (c) Marine/mechanical Engineers to handle machinery jobs - 01 Nos	experience in managing ship building/ship repair projects
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2. The project duration is counted on continuous running days. Hence the project Manager and site engineers should be available at CSL on all days.
3. The project Manager has to be familiar with Marine Rules & Regulations. He should be familiar with passenger / cargo vessels dry docking and Repairs. The person should be familiar with survey presentation and clearing the same for certification.
4. The same team is to be deployed throughout the contract period. In case of any change due to unavoidable circumstances, personnel with similar qualification and experience is to be deployed with the prior approval of CSL officer in charge.

F. Scope of work

1. Overall turnkey repair including planning, monitoring, execution and reporting of the project to the satisfaction of CSL and Ship Staff.
2. Presenting project progress to CSL management on a weekly basis.
3. Pre-Docking Inspection and assessment and Finalisation of repair specification regards along with the Survey requirements of the vessel in line with verifying the spares requirements for the Job.
4. Providing the project Time Lines - PERT chart based on the finalized repair specification.
5. Post Docking Inspection & Surveys to be carried out by Project Manager along with Ship Staff, Yard & vessel superintendent in liaison with surveyors
6. An opening meeting shall be arranged by the firm in coordination with Ship staff, CSL and surveyor to explain the project timelines and critical work scope during the repair.
7. The work / Job arising and not included in the initial scope to be treated as AWRF / GWRF and documents for the same to be arranged by the firm from vessel with necessary approvals. The firm to provide additional offer for the same and take approval from yard.
8. The firm shall mobilise manpower, equipment, materials and to undertake all works adhering to highest quality/safety standards as insisted by CSL as per schedule mentioned at clause G.
9. Liaising with Class/MMD for successful completion of the Surveys/Inspection and provide necessary support to certify the vessel within the period mentioned in the schedule.



G. Schedule of the project

1. The duration of the project is 30 days. The firm should complete the entire scope of work within 30 days from the date of commencement of work. Tentative date for commencement of work is 01st July 2025.
2. For any additional jobs or survey recommendations the firm has to provide the offer to yard and work can be carried out upon approval from yard/Owners.

H. Terms and conditions of the contract

1. The turnkey repair activities shall be undertaken at the CSL ISRF facility. The contractor shall ensure positioning of all required equipment, machinery, manpower and other associated items at the ISRF prior to vessel docking, to enable uninterrupted progress of the turnkey repairs. All tools, manpower, machinery, and equipment necessary for execution of the Defect List (DL) scope of work shall be within the contractor's scope. Valid calibration certificates for all tools shall be submitted.
2. Steel plates required for renewal will be supplied by CSL. All other materials including consumables, fasteners, and related items shall be arranged by the contractor, unless specifically mentioned in the DL.
3. Docking/Undocking all other allied services will be under CSL scope.
4. Crane, forklift, and boom lift assistance required for execution of the refit scope shall be provided by CSL, subject to prior intimation by the contractor.
5. Power and water shall be made available by CSL for completion of the refit activities.
6. Fire sentries for hot work operations shall be deployed by CSL.
7. The firm has to liaison with the surveyors for clearing the class surveys in line with the refit timelines. Surveyor will be arranged by Ship.
8. CSL shall arrange the paint representative. Scaffolding materials, erection and associated manpower for scaffolding shall be arranged by the contractor.
9. The contractor shall ensure completion of all undocking-related work within the stipulated dry dock period as mentioned at clause G above or within the agreed schedule as agreed by the ship owner and CSL in case of major change/addition in scope of work.
10. Pre-docking inspection shall be carried out by the Project Manager to finalize the repair specification, spares availability and list of surveys. Post docking Inspections shall be carried out jointly by the Class Surveyor, Shipp Staff, Vessel superintendent, Firms Representative along with Yard. The firm to give notice minimum 24 hours prior arranging the surveyors.



11. CSL/Ship shall arrange the services of the Class Surveyor. The contractor shall provide a minimum of 24 hours' notice for arranging such inspections.
12. Any additional work not included in the initial scope must be identified and reported within two days of inspection. Additional defect scope identified outside the initial finalized repair specification shall be taken up with ship owner as per AWRI/Growth of work by CSL. The time approved by ship owner will be binding upon the contractor. The firm to provide offer for additional work for approval of CSL. The same shall be settled in accordance with CSL's guidance rate system in the case of work part. In case of material 7.5% mark up will be considered.
13. In case, vessel owner amend the scope of work, the same shall be conveyed by CSL to the contractor. Allocation of any additional work during the refit shall be at the discretion of CSL and will be settled as mentioned at clause 12 above.
14. In case of deletion of a particular defect list, the same shall be removed from the contractor's scope.
15. CSL reserves the right to remove any defect list from contractor's scope and undertake the same directly by CSL.
16. CSL shall prepare final work completion certificate for the project based on submission of work completion report by the contractor. Project Manager deputed by the contractor shall be responsible for submission of WCC to ship and obtain certification form the vessel owner/representative before sailing of vessel.
17. The contractor shall bear full responsibility for the conduct, compliance, and liabilities of their workforce, including any subcontracted or contractual employees.
18. General lighting, ventilation and PESO certification shall be under CSL scope.
19. Quality control, emergency fire response, safety and fire sentries shall be under CSL scope.
20. The contractor should obtain hot work permit in prescribed format and procedure of CSL before commencing any hot works.
21. The contractor shall maintain cleanliness at the worksite by ensuring daily cleaning following completion of tasks. Cleanliness of the surrounding area is also to be maintained.
22. Any in-way or obstructing item requiring temporary removal for completion of the scope of work shall be removed and reinstated by the contractor in accordance with existing layouts or drawings, and to the satisfaction of CSL and ship staff. Such works shall form part of the contractor's scope.



23. The contractor shall ensure all electrical cables in the work area are adequately protected against mechanical and fire damage using approved fire cloth of Type 'E' fiberglass, silicone-coated on both sides. Any damages caused during the course of work execution shall be rectified at the contractor's cost.
24. The work shall be performed diligently and in a planned manner by deploying all necessary resources and infrastructure. Dry dock works shall be completed expeditiously. If the contractor fails to execute any offloaded work, CSL reserves the right to execute the same directly or through alternate vendors, and to invoke the risk contract clause.
25. The contractor shall ensure deployment of manpower on a 24x7 basis (in different shifts), in compliance with applicable state and central labour laws, if so required to meet the project schedule.
26. All lifting tools and tackles required for execution shall be arranged by the contractor and accompanied with valid test certificates submitted prior to commencement of the work.
27. Welding machines equipped with ELCB/RCCB (100mA trip current), single-phase extension boards with ELCB (30mA trip current), associated cables, and oxy-acetylene cutting equipment with flashback arrestors shall be arranged by the contractor.
28. All CSL quality assurance checks and procedures shall be adhered to. A work completion certificate must be obtained from the ship at the conclusion of the work.
29. The contractor shall deploy a qualified Project Manager (as specified in Para III) and experienced Site engineers for the full duration of the contract.
30. The Project Manager shall maintain a PERT chart in consultation with the Officer-in-Charge and be available for client coordination meetings throughout the contract duration.
31. All scrap, waste oil, sludge water, bilge water, etc., shall be cleared from the worksite and deposited at the designated location as directed by the CSL-in-Charge. All these materials shall become the property of CSL.
32. All gas cylinders and cutting hoses must have valid certifications. CSL reserves the right to direct replacement of hot work accessories, if required, following inspection.
33. All personnel deployed by the contractor must wear uniforms displaying their names on the front and back. Personal Protective Equipment (PPE), including safety shoes, gloves, helmets, and other items of approved standards, must be provided by the contractor.
34. All repair work shall conform to applicable CSL standards and quality norms. The QC department of CSL, along with ship staff, shall inspect the work prior to class surveyor inspection. The contractor is responsible for maintaining work quality.



35. The contractor shall adhere to CSL's Welding Procedure Specification (WPS). Only certified welders shall be deployed for steel/aluminium renewal and piping jobs. All weld joints shall be subject to inspection, including radiography, vacuum testing, and dye penetrant tests. Welder certificates shall be submitted to CSL prior to job commencement. Vacuum testing is to be carried out in the presence of CSL QC and IRS. CSL shall provide the vacuum test unit and compressed air. All welding consumables used must be from CSL's approved list, with class and batch certificates submitted.
36. The contractor shall provide a six-month guarantee for workmanship and material defects on repaired items, and a twelve-month guarantee for any new installations from the date of contract completion. During the warranty period, the contractor shall provide repair and service support at any Indian port as required.
37. The quantities mentioned are indicative and subject to change. Payment shall be made on a pro-rata basis for the actual work executed, based on certification by the Officer-in-Charge.
38. Within twelve days of refit commencement, all tanks must be cleaned and made ready for IRS survey. This will be followed by surface preparation and painting. Oil tanks must also be prepared for PESO inspection. Tank gas freeing and PESO certification including hot work Permits - Yard Scope.
39. Bidders must quote for all items and sub-items as specified in the rate format (annexure V) without deviation or exclusion. Evaluation of L1 shall be based on the lowest quoted total amount excluding GST across all items.
40. The contractor shall ensure deployment of sufficient teams and required equipment to simultaneously carry out work at multiple locations as per instruction of CSL Officer-in-Charge.
41. Empty barrels/containers for collection of oil, sludge, and bilge water shall be arranged by the contractor.
42. General lighting and ventilation shall be arranged by CSL. Industrial distribution boards, cables, hand lamps, and consumables required for work execution shall be within the contractor's scope.
43. Defects arising from poor workmanship or substandard materials supplied by the contractor shall be rectified at no additional cost.
44. The contractor shall ensure that all personnel comply fully with CSL's HSE regulations. All individuals shall wear PPE while within ISRF premises. PPE including coveralls, safety shoes, helmets, gloves, safety glasses, and full body harnesses with shock absorbers shall

be provided by the contractor. The contractor is fully responsible for personnel safety and shall ensure appropriate insurance coverage.

45. The contractor shall be liable for any consequences, losses, or damages resulting from accidents involving their personnel. CSL shall not be held responsible for any labour disputes or claims arising from the contractor's workforce. The contractor shall indemnify CSL against any such claims.
46. The contractor shall adhere to all provisions of the Dock Workers (Safety, Health and Welfare) Regulations, 1990, and implement all necessary safety measures to prevent accidents or damages within CSL premises.
47. The contractor must comply with all applicable statutory requirements, including but not limited to ESI, EPF, and prevailing labour laws. Compliance with the Minimum Wages Act and related legislation, as amended from time to time, is mandatory.
48. The contractor shall observe all relevant labour and industrial laws, including but not limited to the Factories Act, Employees Provident Funds Act, ESI Act, Payment of Gratuity Act, Minimum Wages Act, Bonus Act, and the Contract Labour (Regulation and Abolition) Act.
49. Bidders are expected to familiarize themselves with labour conditions, wage structures, working hours, and benefits prior to quoting. Submission of a bid shall be considered an acknowledgment of this understanding. No subsequent claims on these grounds will be entertained.
50. Office space for the project manager and team shall be within the contractor's scope. The contractor shall arrange for computers, internet connectivity, consumables, and all necessary peripherals.
51. The quote should be inclusive of work, materials, project management and liasoning with class, MMD, Ship Staff, vessel Superintendent & Yard for survey and Inspections. The quote to be provided only after onboard visit and finalisation of the repair specification with regards to the surveys planned for the vessel
52. The rate quoted should include all the expenses of salary, insurance/compensatory policy/ESI//EPF remittance, other statutory payment and any other miscellaneous cost etc.
53. The firm should submit a power of attorney as per format placed at annexure VII. The proposal must be signed by duly authorized person holding the power of attorney



I. Force Majeure

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 Govt. or any inevitable or unforeseen event beyond human control which will be construed as a reasonable ground for extension of time, CSL may allow such additional time as is mutually agreed to be justified by the circumstances of the case.
2. The occurrence / cessation of force majeure situation have to be informed with documentary evidence within 15 days from the date of occurrence / cessation.
3. Nothing herein contained however shall or shall be deemed to conflict with or preclude termination of the Agreement in accordance with the provisions of early termination

J. Payment terms

1. Payment shall be as stage payments as follows.
 - a) 50% of contract value after deducting deleted scope of work, if any after undocking of the vessel.
 - b) 40% of contract value after deducting deleted scope of work, if any upon completion of all works and receipt of WCC from ship.
 - c) Balance payment including that of additional works, if any after settlement of invoice with ship owner.
2. The payment shall be released "Stage Wise" through NEFT to the account of the firm within 30 days from the date of submission of invoice. The bank name, account number, IFSC code and other bank details shall be furnished by the firm in the prescribed format of CSL.
3. Invoices are to be submitted online through vendor invoice management portal of CSL.

K. Pre bid meeting

1. A pre-bid meeting shall be conducted on 19.06.2025. The bidder or his official representative is advised to attend a Pre-bid meeting to be convened online through Microsoft Teams. The pre-bid meeting shall be held at 1600 Hrs on 19.06.2025. Link for the meeting shall be shared on receipt of intimation from the bidders regarding readiness for participation.
2. The firm requiring any clarification of the proposal document must notify CSL in writing, atleast one (1) day in advance to the pre-bid date in the questionnaire format placed at Encl: annexure VI by way of an email sent to sureshbabute@cochinshipyard.in with a copy to email id: julianjose.pj@cochinshipyard.in and sroffice@cochinshipyard.in. Request for participation in the pre-bid meeting shall be sent to above e mail IDs at least 24 hrs prior to



the time of pre-bid meeting.

3. The compilation of all clarifications sought / queries raised during the pre-bid meeting and replies shall be furnished expeditiously. Any modification of the tender documents which may become necessary as a result of the pre-bid meeting shall be made by CSL through the issuance of a corrigendum which shall be informed to all participated bidders vide email and shall be published in the CSL Website and CPP Portal.
4. Non-attendance of the pre-bid meeting will not be a cause for disqualification of a bidder. In case any bidder does not attend the pre bid meeting, it shall be presumed that the bidder has a clear understanding of the scope, terms & conditions of the tender document and does not have any comments on the requirements of the tender document. Any clarification raised by the non-attending bidder shall not be entertained later. However, corrigendum, if any published by CSL after the pre-bid meeting is applicable to all bidders prior to the submission of offer.

L. Conflict of interest

1. CSL- requires that the firm must provide professional, objective & impartial service and at all times hold the interest of the Company paramount, strictly avoid conflicts with other assigned jobs or their own corporate interests. In case the applicants have any subsisting interest, either by themselves or through their partners, that is likely to conflict the work specified in the requirements, they shall declare such interests as part of their proposal.

M. Integrity Pact

1. Both parties should sign an integrity pact as per the format provided at annexure VII.

N. Entry and exit of personnel

1. Temporary entry/exit passes for the personnel to work inside ISRF shall be arranged by the agency after completing necessary formalities at the contractors cost.
2. All personnel are required to produce a valid government issued identity card to avail gate passes

O. Safety rules

1. The firm shall ensure that the personnel employed by them are working in complete compliance with CSL HSE rules. All personnel deployed at site shall wear PPE at all times when working within the factory premises of CSL. PPE is to be provided by the contractor/firm including, overall, safety shoes, safety helmet, gloves, safety glasses, full body harness etc. The firm/contractor shall be entirely responsible for the safety of all personnel employed by him on the work and should ensure that the personnel are adequately



covered under insurance.

2. The firm shall be solely responsible for any consequences arising out of any loss, damage or accident caused to the personnel engaged by him on duty. Any labour issues with employees have to be settled by the contractor or firm themselves. CSL will not have any responsibility for any issue between firm and the employees, for any injury or illness to firm's workmen/other personnel during execution of work. In this regard firm will have to fully indemnify CSL against any claim made by his workmen/other personnel.

P. Deviation list

1. Deviations if any, in the offer submitted from that of the tender enquiry in any form, should be clearly furnished in a separate document titled as "List of Deviations".

Q. Security deposit

1. The successful tenderer shall remit 5 % of the value of the contract as security deposit before commencement of work. This amount has to be remitted by way of demand draft or bank guarantee (in approved proforma of CSL) from any of the nationalized banks/ Scheduled Indian Bank, valid till the satisfactory completion of the entire work. The Security Deposit will be released after satisfactory completion of the contract on certification of nil liability to CSL by Officer-in Charge. The Security Deposit will not bear any interest

R. Performance guarantee

1. The complete work carried out by the contractor shall be guaranteed against performance of work and/or poor workmanship for a period of one year from the date of completion of work. Any damage or failure due to defects in execution of the work for a period of 12 months from the date of completion of work, should such damage or failure occur within the guarantee period, the contractor shall rectify/rework the defect as applicable without any extra expenditure to CSL and such repaired work shall be guaranteed for a further period of one year from the date of repair.
2. Towards this, a performance guarantee equivalent to 5 % of the value of the contract to be furnished by the contractor upon completion of work, by way of a bank guarantee (in approved proforma of CSL) from a nationalized bank / Scheduled Indian Bank valid till the expiry of the guarantee period. (Payment will be released only on submission of PBG)
3. PBG will be returned to the Contractor after one year from the date of completion of work on certification of nil liability to CSL by Officer-in charge.
4. Performance Guarantee is applicable for all bidders irrespective of MSME/NSIC registration for necessary coverage under the performance guarantee clause.



S. Statutory conditions and labour laws

1. The firm must comply with statutory requirements, ESI/EPF, and other labour laws/regulations in force and as amended from time to time by Govt. of India. The firm must abide by minimum wages act as governed by Govt. of India rules in force and as amended in future.
2. The firm 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 them and their workmen employed.
3. All contract workmen, 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 contract workmen at CSL. All such insured contract workmen should carry with them their ESI Identity Card for verification by the authorities. No contract workmen without a valid ESI Identity Card for verification by the authorities will be permitted to work in the company.
4. The firm shall be solely responsible for the payment of wages, salaries and other legal dues of its personnel who are employed or deployed by it from time to time. The firm shall promptly pay all due salaries and wages to its personnel providing service and salary has to effect before 10th of every month preceding the wage month. CSL reserves the right to ask the firm to submit satisfactory evidence of payment due, salaries etc. In any event, CSL shall not be liable for any payments, dues, wages and salaries of the personnel employed by the firm.

T. Arbitration

1. Any claims, disputes and or differences (including a dispute regarding the existence, validity or termination of this contract) arising out of, or relating to this contract including interpretation of its terms shall be resolved through joint discussion of the Authorized Representatives of the concerned parties. However, if the dispute from the Consultant side is not resolved by the discussions as aforesaid within a period of 30 days, then the Consultant shall take up the dispute / grievance with Cochin Shipyard. All representations to the grievance Committee shall be addressed to the nodal officer i.e., Shri. Syamkamal N, Company Secretary, Cochin Shipyard Limited, Kochi-15. The nodal officer would

forward the submission to the Grievance Committee. The Grievance Committee would subsequently call the aggrieved parties, hold a hearing and settle the disputes.

2. However, if the disputes are still not resolved by the outcome of Grievance Redressal Mechanism or after 60 days from the submission of Grievance to Grievance Committee, then the matter will be referred for arbitration. Arbitrator to be mutually decided by the Client & Consultant in accordance with the provisions of the Arbitration and Conciliation Act 1996 and Rules made there under including any modifications, amendments and future enactments thereto. The seat and venue for the Arbitration will be Kochi and the decision of the sole Arbitrator shall be final and binding on both the parties. The Parties shall share the costs of such arbitration equally unless otherwise awarded or fixed by the arbitrator. Unless otherwise provided in the arbitral award, the arbitral tribunal shall award, provide a speaking and reasoned award and shall state the reasons on which it is based.
3. All questions, disputes or differences arising under, out of, or in connection with the contract shall be subject to the exclusive jurisdiction of the Courts at Ernakulum, Kerala, India

U. Liquidated damages

1. In the event that the firm does not perform in accordance with the contract, including any delay in completion of work within the agreed schedule of 30 days due to reasons solely attributable to the firm & not on account of CSL, then CSL shall be entitled to charge Liquidated Damages @ 0.5% of the contract value for delay of each week or part thereof subject to a maximum of 10% of contract value in non-achieving the schedules of work unless such delay is duly approved by CSL.
2. If the delay is on account of reasons not attributable to the firm resulting in his failing to meet the agreed time schedule the firm shall in writing inform the Client within three days of happening of such event and seek extension of time, based on which the Client may grant extension at his sole discretion without incurring any additional cost.

V. Termination of contract

1. If at any time after issuance of work order, CSL decides to abandon the project in full or part thereof then CSL may by giving three days' notice in writing to the firm, to terminate the contract in full or part as the case may be. Alternatively, if the project or any part thereof is postponed, CSL may in lieu of terminating this agreement, intimate the firm in writing to suspend the carrying out of their services under the contract for the time as decided by CSL at the time of suspension.



2. If the contract is suspended/terminated, the firm shall be eligible for payment of proportionate amount for the portion of services already rendered and as assessed and approved by CSL. CSL's decision in this respect shall be final and binding and no other compensation whatsoever shall be paid.
3. 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 the agreed schedule, CSL, 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 the firm and the Security Deposit furnished by the firm is liable to be forfeited either in whole or in part.

W. Confidentiality

1. The firm shall use the data and other information provided by CSL solely for the purpose of performing and carrying out his obligations under the work order and shall not disclose the same to any other person, party or agency except to the extent required in performance of the work of the project, and shall maintain utmost secrecy. The data supplied by CSL shall not be passed on or made use of by the firm or his associates for the benefit of any other agency. The firm shall not without the consent in writing of CSL, publish any article or photograph relating to the project at any time.
2. The firm should submit a Non-Disclosure Agreement as per format attached at Annexure IV.

X. Indemnity clause

1. The firm shall indemnify CSL and keep harmless against any or all claims, liabilities, damages, losses, costs, charges, expenses, proceedings and actions of any nature whatsoever made or instituted against CSL directly or indirectly by reason of:
 - i. Any wrongful, incorrect, dishonest, criminal, fraudulent or negligent work, misfeasance, disregard of duties by personnel of the firm; and/or
 - ii. Any theft, robbery, fraud or wrongful act or omission by personnel of the firm.

Y. Method of awarding contract

1. Contract will be concluded with Bidder qualifying technically, agreeing to Techno Commercial conditions and emerging as L1.
2. CSL reserves the right to cancel the tender if required.
3. CSL reserves right to reduce/ increase the percentage work or cancel the order based on the performance of work at site.



4. Once work order is placed, successful contractors shall be able to start the works immediately on intimation from the execution officer.

Z. General conditions

1. The relevant clauses of general conditions of contract prevalent in CSL will be applicable to this contract also. HSE guidelines issued by CSL from time to time shall be followed by the firm.
2. Vendor details is to be provide as per annexure II.
3. The firm should submit non-disclosure agreement as per the format provided at annexure IV
4. Bid should be valid for a period of 90 days from the date of submission of tender.
5. L1 shall be determined based on the lowest total cost for completing the entire scope of work.
6. Place of work is Cochin Shipyard Limited – International Ship Repair Facility located inside Cochin Port Authority premises.
7. The contract shall be on a principal to principal basis and it will not create any employer, employee relationship between CSL and the firm or its employees/personnel. This contract shall also not be deemed to create any partnership, joint venture or any association between CSL and the firm.
8. During evaluation stage, CSL may at its discretion, ask owners/firms for clarifications on their bid. The owners/firms are required to respond within the time frame prescribed by CSL.
9. It may be noted that CSI. will not reimburse any cost incurred by the bidders towards the preparation and submission of offer.
10. The bidders are expected to familiarize themselves about labour situation, wages and benefits applicable to labourers, working hours etc. prior to quoting. The submission of a bid by bidder implies that he has made himself aware of all the above situations and conditions. Any subsequent claim on this account will not be entertained.
11. CSL reserves the right to reject any or all the offers without assigning any reason whatsoever.
12. The proposal and all associated correspondence shall be in English. All supporting document or printed literature submitted along with the offer shall also be in English
13. The contractor or the employee engaged by the contractor are strictly banned from use of any kind of Narcotics drugs/Alcohol/smoking etc. inside CSL premises and any illegal activity by the work men should be reported to the Officer-in-Charge without delay and the contractor shall remove such persons from Yard premises.
14. CSL reserves the right to terminate the contract at short notice in case the firm's performance is found not satisfactory with regard to progress of work, quality, time factor, labour dispute

with their workers, poor safety records and other violation of any contract conditions. No claim whatsoever will be entertained by CSL on this account.

15. Amendment if any will be notified on CSL/Govt. website. The bidders are requested to keep themselves informed of the development by visiting CSL website www.cochinshipyard.in and the CPP portal www.eprocure.gov.in regularly. Such amendments shall be binding upon them.
16. The firm should not subcontract the work or part of the work to any other agency if awarded the contract. An undertaking as per annexure III to be submitted along with the technical bid.

AA. Instructions to bidder for submission of bid

1. Tenders are to be submitted in password protected email and should reach CSL on or before the last date and time for submission of tender. Email address for submission of tender is sroffice@cochinshipyard.in with a copy to julianjose.pj@cochinshipyard.in and sureshbabut@cochinshipyard.in. Bidder should make sure that they get an acknowledgement by return mail after submission of tender. CSL shall not be responsible for non receipt of e mail sent by the firm.
2. Bid is to be submitted in two bid system [in two attachments with password protection- Technical bid (attachment A) & Price bid (attachment B)].
3. Following documents in respect of technical bid to be included in attachment A.
 - a) Tender document duly signed on all pages (annexure I) (including scope of work, terms & conditions).
 - b) Vendor details (annexure II).
 - c) Undertaking as per annexure III.
 - d) Non-disclosure agreement as per annexure IV.
 - e) Copy of un-priced bid format as per annexure V (price bid without prices/numerals).
 - f) Pre-bid Questionnaire Format (annexure VI).
 - g) Power of attorney (Annexure VII).
 - h) Signed and sealed copy of integrity pact (Annexure VIII).
 - i) Documents required as per Pre-qualification criteria.
 - j) Resume along with experience of project management team.
4. Price part of technically acceptable offers only will be considered for opening.
5. Price bid is to be submitted with password protection in a separate file (attachment B – price bid).



6. The bidder is expected and deemed to have read, understood and agreed to all instructions, forms, terms and specifications etc. in the tender document while bidding.
7. Failure to furnish all information required or False/ambiguous information or submission of bid not substantially responsive to the bidding documents in every respect will be at the Bidder's risk and may result in rejection of the bid.
8. All pages of the offer (including all supporting documents/attachments) should be signed by the authorized signatory of the bidder in acceptance of tender conditions. Scanned copy of the same may be attached in the bid. Unsigned and unstamped bids shall be summarily rejected.
9. The firm should indicate "quoted"/ "not quoted" against each line item as applicable in the unpriced price format. Any ambiguity may entail rejection of the offer.
10. Tender documents, downloaded from the CSL website/Central Procurement Portal, shall be downloaded in Toto and no change, whatsoever shall be made. If any alteration is made in the tender document submitted by the Bidder and if found out (be it at any stage of the tender processing and even after award of the contract), it will be viewed seriously by CSL and CSL

Thanking You,

Yours Sincerely,
For Cochin Shipyard Ltd



Asst. General Manager (SRP)

VENDOR DETAILS (to be submitted along with TECHNICAL BID)

1	Name of the Bidder/Firm	
2	Registered office Address of Company/Firm	
3	Registered office Address of the Firm	
4	Telephone No./Fax No./Mobile No	
5	E-mail address	
6	Names of the contact person & designation	(i) (ii) (iii)
7	Type of Entity-Proprietorship/Partnership firm/Company/NSIC/MSME Category etc. (Please attach registration certificate of Firm/Partnership agreement/proprietorship documents)	
8	PAN Card Number	
	GST Registration Number (GST certificate to submitted along with the technical bid)	
	EPF registration no. (EPF registration certificate to be submitted along with the technical bid)	
	Note: In case firm does not have EPF registration reasons thereof to be indicated	
	ESI Registration No. (ESI registration certificate to be submitted along with the technical bid).	
	Note: In case firm does not have ESI registration reasons thereof to be indicated	
	Copy of License applicable	



9	Whether the Agency has been blacklisted/debarred or given tender holiday or contract terminated before expiry of the contract period by any govt./autonomous bodies/ organizations where bidder has provided services earlier due to deficiencies in service or misconduct etc.	Yes/No (please tick as applicable) If yes, please furnish details on a separate sheet
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- Certified that the above information is true to the best of our belief and information.

Signature of authorised personnel:

Name of firm or authorised signatory:

Designation:



UNDERTAKING

I, Shri in my capacity as Managing Partner/Chairman & Managing Director/Proprietor of M/s do hereby give an undertaking that we shall not subcontract the work or part of work to any other agency if awarded the contract by CSL.

Signature of authorised personnel:

Name of firm or authorised signatory:

Designation:



FORMAT FOR NON DISCLOSURE AGREEMENT**NON-DISCLOSURE AGREEMENT FOR SHARING DATA RELATED TO “The Projects” WITH M/S _____ TO AVAIL DESIGN AND ENGINEERING SERVICES.**

THIS AGREEMENT IS MADE on this day..... of.....2023 BETWEEN M/S _____ AND GENERAL MANAGER, SHIP REPAIR M/S COCHIN SHIPYARD LIMITED (herein referred to as “CSL”), FOR SHARING OF DATA RELATED TO “The Project” TO AVAIL PROJECT MANAGEMENT SERVICE OF M/S _____

BOTH PARTYS TOGETHER FOR THE PURPOSE OF THIS ARRANGEMENT SHALL HEREIN BE REFERRED TO AS “PARTIES”

NOW THESE PRESENT WITNESSESS and the parties hereby agree as follows: -

1. Sharing of information related to the project within M/s _____ should strictly be on **NEED TO KNOW BASIS** only.
2. All information being exchanged between CSL and _____ must be treated as” classified information”, whether or not the specific security notation is used in notes, memorandum, analysis, compilation, studies or other documents in hard copy or in electronic media.
3. The secrecy and physical security of all documents and drawings related to project should be kept in strict confidence and should not be used in whole or in part for any purpose other than the purpose for which the same was provided to.
4. Information related to the Project should not be communicated nor caused to be disclosed whether directly or indirectly to any third Party or persons other than those for whom the same was provided by the Navy / M/s CSL.
5. Reproducing/ Xeroxing/ Duplicating in whole or in part of documents/ drawing in hard copy or in electronic media is not to be undertaken where the same has not specifically been authorised by CSL. In any case, all internal reproduction/ Xeroxing/ duplicating should be controlled by and be authorised at an appropriate level. All such activities are to be communicated and such material shall be handed over to CSL after the engagement of _____ with CSL for this particular requirement.
6. Project information should not be communicated to Navy, OEM’s or any other third party through fax, email or by any means. All the communications with respect to the project shall be routed through CSL only.
7. Special precaution needs to be taken by the M/s _____ during interaction with the other vendors/ sub-vendor and their background be ascertained. Sub-vendors and other vendors are to be sensitised on security issues. In case of foreign vendors, approval of CSL & NAVY (THROUGH CSL) is to be taken after providing requisite justification.



8. Each Party will take measures to protect the confidential information of the other Party, that, in aggregate are no less protective than those measures it uses to protect the confidentiality of its own comparable confidential information.

9. Both parties agree that any confidential information received from the other Party shall only be used for the purpose of providing or receiving Services under this arrangement or any other Contract between the parties.

10. The above non-disclosure shall continue to be in vogue after completion of work and through the operational life of the project.

Cochin Shipyard Ltd

Name:

Name:

Title:

Title:



RATE FORMAT

SL No	Description of work	Location	Unit of measurement	Quantity	Rate per unit before GST	GST %
	Deck defects					
	<u>Stores/ spares shifting ;</u>					
D25003.1	To arrange two nos 20 feet containers with lighting and locking arrangement to keep ships stores (deck & engine) and degutting items /dry dock paints.	DECK	NOS	2		
D25003.2	To arrange labour for shifting of stores/spares/equipment's from vessel to facilitate repair and place back on board after repair all inclusive basis. Estimated qty to be removed is 08 tons	DECK	TON	8		
D25003.3	All ventilation intakes on the main deck to be covered prior grit blasting and all port holes/windows to be covered before grit blasting and during painting and cleaned after completion of works.	DECK	LS	1		
	<u>Underwater hull washing</u>					
D25004.1	All external surfaces of the Hull to be cleaned with High pressure Fresh Water jets to remove all the fouling and salt deposits at a pressure . Approx. surface area is 570 Sq Mtrs. Payable as actual as prorated on prorated basis.	DECK	SQM	570		
	Above water area 145 Sq Mtrs. (approx)					
	Under water area 425 Sq Mtrs. (approx)					
D25004.2	Normal light scraping to be carried out on 30% of under water area mentioned in the above H.P washing.	DECK	SQM	130		
	<u>Thickness determination</u>					
D25004.3	Thickness determination (UTG) hull/all decks/tanks and accommodation. As per survey scope.	DECK	NOS	5000		

D25004.4	To carry out ultra-sonic scanning of ships hull(acoustic) at side shell deck plating interface. Location as per surveyor recommendations , Area approx.: 100mx1.0m	DECK	SQM	100		
	<u>Grit blasting and painting :</u>					
	Grit blasting to be carried out to sa 2.5 standard and edge of grit blasted areas to be smoothened back to a firm edge. Owners representative will inspect all blasted areas before application of any paint. Before painting all port hole glasses window glasses antennas nav.lights radar scanner and all other exposed items on deck etc to be properly covered and after all jobs completed everything to be kept as normal. If any damage occurs yard has to renew the things with out any extra charges					
	Painting as per painting scheme paints ship supply.					
	ABOVE WATER AREA : 50 Sq M (approx)					
D25005.1	Grit blasting 50 sq.mtrs	DECK	M2	50		
D25005.2	Primer coat	DECK	M2	50		
D25005.3	WHITE 1st COAT	DECK	M2	50		
D25005.4	Polyurethane white - 2nd coat	DECK	M2	145		
	UNDER WATER AREA : 120 SQ M (approx)					
D25005.5	Underwater area grit blasting 120 sq m	DECK	M2	120		
D25005.6	Primer 1 st coat	DECK	M2	120		
D25005.7	Anticorrosive 2 nd coat	DECK	M2	120		
D25005.8	Tie coat	DECK	M2	120		
D25005.9	Antifouling 1 st coat	DECK	M2	120		
D25005.10	Antifouling 2 nd coat	DECK	M2	425		
	Hull					



D25005.1 1	To paint ships name in hindi & english on port and starboard bows and also on stern port of registry owners logo on funnel and imo number(port & stbd) plimsol marks draft (p & s) and draft line cutting. Consider tabular staging for work height 10 mtr x 2 mtrs approx	DECK	LS	1		
D25005.1 2	To remove re-fit and seal bottom plugs 07 Nos.to carry out satisfactory vacuum test as per class requirement	DECK	NOS	7		
D25005.1 3	To Renew damaged bottom plugs as required. Material: yard supply	DECK	NOS	3		
D25005.1 4	20 NOS Wasted zinc anodes to be replaced . Size: 300mmx90mmx40mm. ZINC ANODES ships supply	DECK	NOS	20		
D25005.1 5	Shifting of dry dock keel blocks to facilitate painting/steel renewal etc. Apprx 5 nos.	DECK	NOS	15		
D25005.1 6	Ships bottom two nos. Net cutters at fwd and aft to be sharpened . Total length - 04 mtrs.approx	DECK	MTRS	4		
D25005.1 7	Port & Stbd 14 nos Tyre fenders attached with chain & shackle same to be removed & chain and shackles to be copper grid blasted / swepted & washed with fresh water. Same to be applied two coats of primer & one coat of finish black. Chain size 22 mm dia	DECK	NOS	14		
D25005.1 8	Damaged "D"shackles to be renewed. Each fender have six no"s shackles. Approx - 24 nos. Size: 22 mm dia GI "D"shackles. Material: yard supply.	DECK	NOS	24		
D25005.1 9	All damaged fender chain securing pads to be bolted with inside locking plate Assume : total 15nos	DECK	NOS	15		
D25005.2 0	Damaged fender to be renewed consider 10 nos used air craft tyres	DECK	NOS	10		
D25005.2 1	Before painting jobs on ship hull 15 No. Half round scuppers to be welded on port and stbd.	DECK	NOS	15		
D25005.2 2	Approx 02 nos damaged big air craft type fender to be renewed including CHAIN securing pads to be bolted with inside locking plate with eye . 8mm plate	DECK	NOS	2		
D25005.2 3	Consider tabular staging for above works - Height 10 mtrs x 2 mtrs Approx movable type and/or cherry picker as per yard convenience. -	DECK	LS	1		



D25005.2 4	Forwd and aft existing draft markings to be removed and new draft markings to be welded as per new plan(already stencilled in place with with paint).All draft marking letters and numbers available onboard ship supply. Tabular staging required-: 04 MTRS x 02 MTRS AT 04 Locations. (Letters -- ship supply)	DECK	LS	1		
Steel renewal-hull / decks/tanks and super structure						
D25006.1	After the docking as per UT gauzing & recommended by the class surveyor thin down plate to be renewed as and where required. Quote an estimated 10 tons steel renewal. Cropping and renewal of Hull decks and super structure Steel : (Plate 6 to 10 mm thick assorted sizes) steel Gr. IS 2062 and should have approval from the IRS class. PLEASE NOTE:Cost to include staging/lighting testing charges. Material yard supply.	DECK	TON	10		
D25006.2	During bottom plate renewal if found any frames/grirders and longitudinal corroded / thin down to be renewed. Approx 2 Ton. Material: yard supply. Assorted sizes.	DECK	TON	2		
D25006.3	Removal and refitment of accommodation bottom flooring. Bottom flooring consists total five layers- Bottom 25 mm marine water proof ply + GI sheet + Rubber mat + 25 mm marine water proof ply and top covered with linoleum sheet. Approx area - 200 sq mtrs.	DECK	SQM	200		
D25006.4	Renewal of accommodation bottom flooring. Bottom flooring consists total five layers- Bottom 25 mm marine water proof ply + GI sheet + Rubber mat + 25 mm marine water proof ply and top covered with linoleum sheet. Approx area - 100 sq mtrs. Material yard supply All related accessories jobs in way of panelling to be included.	DECK	SQM	100		
D25006.5	RENEWAL of accommodation insulation. Approx area 100 sq mtrs. (Fire proof insulation). Material: yard supply.	DECK	SQM	100		
D25006.6	Removal and refitment of accommodation bulk head panels and deck head panels. Approx area 400 sq mtrs. All related accessories jobs in way of panelling to be included.	DECK	SQM	400		



D25006.7	Renewal of accommodation floor vinyl flooring. Approx area - 350 sq mtrs. Material: yard supply. Location to be discuss with attd supdt prior to work.	DECK	SQM	350		
D25006.8	Removal and refitment of accommodation bunks -06 cupboards - 06 tables - 4 Sofas - 4 tube lights - 06 and electrical power points - 10 including electrical cables - 200 rmts.	DECK	LS	1		
D25006.9	For facilitating painting jobs of FWD AFT and mid ship draft markings tubular staging to be provide approx 4.0 mtr X 2 MTR at each location	DECK	LS	1		
	Monkey island					
D25007.1	Monkey deck Stbd side-Hydrography winch operating console pullies and operating frame from boat deck stbd side to be cropped and removed.	DECK	LS	1		
D25007.2	Monkey deck main mast bottom area-all cables to be covered with proper sealing fabricated with tin sheet structure. Approx Size: 1000 MM x 1000 MM.	DECK	NO	1		
D25007.3	Monkey deck aft top AWS box corroded and wasted same to be renewed.	DECK	LS	1		
D25007.4	Monkey deck pipe supporting U-clamps with foundation plate found damaged. 10MM rod and pipe dia 60mm	DECK	NOS	6		
D25007.5	Guard railings bottom rod on main deck port and stbd. Sides corroded and wasted at various locations. To C/R. Approx. Size: Dia 25mm MS Rod	DECK	MTRS	10		
D25007.6	Guard rail pipes on main deck port and stbd. Sides corroded and wasted at various locations. To C/R .Approx Size: Dia 40mm Schedule 40 pipes	DECK	MTRS	10		
D25007.7	Boat deck aft stbd side-Old corer winch console and old cable drum to be cropped- Old corer winch console and old cable drum to be cropped and removed from place(APPROX SIZE: 1500 MM x 1000 MM x 700 MM - 01 NO 400 mmx 400 mm X 300 mm - 01 NO) and New 'L' Shape steel box to be fabricated with three layer shelf keeping stores from monkey deck.(Approx Size: 1600 MM x 2000MM x 700 mm X 4 mm - 01 NO 1600 mmx 1000 MM x 700 MM X 4 MM - 01 NO.) .	DECK	LS	1		

D25007.8	Boat deck aft - removable type tent to be fabricated nearby corer winch joystick for day time operation(04 Nos steel pipe shoes to be welded on floor and 02mtr height 2 Inches dia steel pipe 04 Nos with welded hooks on top suitable for shoes).	DECK	LS	1		
D25007.9	Boat deck -aft HIAB crane operating chair to be renewed with small suitable tent same required during sunlight.	DECK	LS	1		
	Maindeck					
D25008.1	Main deck stbd side in front of chief officer cabin dented deck plate to be cropped and renewed. Approx area:1500mm X 1000mm X 8 mm.As this area is coming top of fresh water tank soon after completion of job apt or vaccum test to be shown to IRS surveyor and ship staff.	DECK	LS	1		
D25008.2	Main deck stbd side entrance wooden in deck stbd side wooden door to accommodation to be renewed with new one (Approx Size:1800mm X 800mm).Door to be fabricated with round viewing glass.	DECK	NO	1		
D25008.3	06 No. Scuppers choked same to be cleared. Scupper mouth 4" screen plate Drain pipe: 10 mtr long (3" dia MS SCH 40) including bend - .	DECK	NOS	6		
D25008.4	Main deck Fwd 02 no MULTI ANGLE FAIRLEAD assembly to be serviced and make it free.	DECK	NOS	2		
D25008.5	Fire line on maindeck to be properly chipped. Fire line to be renewed flange to flange DAI 2.0 " - 10 MTR MS SCH 80 - FLANGE size:OD 120 MM THICKNESS 12 MM - 05 NOS	DECK	MTRS	10		
D25008.6	MAIN DECK CONTAINER W/T DOOR both side accommodation entrance door compression bar corroded and wasted to be cropped and renewed approx size: 1500 mmx65 mmx 8mm	DECK	LS	1		
	Lifting appliances:					
	The following to be Annual inspection to be carried out by competent person and same to be Endorsed in Ships Chain Register.					
D25009.1	1) hiab crane swl -02 tons	DECK	NO	1		
D25009.2	2) A Frame with its accessories/construction SWL-5 Tons	DECK	NO	1		



D25009.3	3) Single Sheave block with bow shackle SWL - 5 Tons	DECK	NOS	3		
D25009.4	Three nos survey blocks to be overhauled.(5T cap - 2 nos & 2.5 T cap - 1 no.) Location - 2 nos fitted on "A frame and 1 no. Spare in sediment container.	DECK	NOS	3		
D25009.5	Corer winch hydrographic winch & HIAB crane wires to be inspected wrp to be applied. Approx. Size: 220 mtrs long x 18 mm dia.(One side connected to drum and other side thimble spliced) Wire End to End to be changed.	DECK	LS	1		
D25009.6	Before grit blasting Rescue boat - 1 and 04 nos life raft to be shifted to ashore and kept covered in safe location after the completion of all deck repaires and painting same to be fitted back on vessel in same location .	DECK	LS	1		
D25009.7	Roller bits 02 nos for vibrocorer lowering to sea and hoisting on deck need to be serviced size: dia-100mm length-1000mm . Modification required each end of rollers for avoiding entangling of vobro corer stay wire. 06 Inches length steel rod to be welded in slanted position(as per ship staff instruction)on each end of roller. Total 04 positions.	DECK	NOS	4		
D25009.8	Main deck port and stbd and aft vibro corer area wooden gratings - damaged portion to be renewed (Yard supply).Approx size: 04 MTRS x04 MTRS	DECK	SQM	16		
D25009.9	Below deck accommodation wash basin line choked in various cabins same to be cleared. Pipe to be renewed with flange to flange 2.5" DIA X 15 MTR -	DECK	MTR	15		
	Load line items					
D25010.1	Air vent hoods 08 No. To be dismantled wire mesh to be renewed with SS mesh (yard supply). Float and guard plates cleaning to be done. Fuel tanks 04 No. Size: 90mm dia OD SCH 80 700mm long each. SS wire mesh: 180 mm x 150 mm - 08 sets. FW tanks 02 No. Size: 70 mm dia OD SCH 80 700 mm long each. SS wire mesh: 190mm x 150 mm - 04 sets. 01 No. Each Sludge tank and Harbour Generator mushroom Air vent: 60mm dia OD 700 mm long each. SS wire mesh:	DECK	NOS	8		

	150mm x 130mm - 04 sets. Damaged hoods to be repaired (02 sets). Approx. Area -01 SQM x 4mm thick MS Plate.					
D55010.2	02 No. Fresh water tank gate valves 65 mm dia to be overhauled and fitted back. Consider renewal of One no. Gate valve (yard supply).	DECK	NOS	2		
D25010.3	24 No. Port holes and deadlight covers rubber packing to be renewed. Above main deck port holes chalk tested & below main deck port holes to be hose tested. Rubber packing size 10mm x 10mm x 20 MTR approx. (Yard supply). Appropriate locking arrangements for cover should be provided inside the cabins by cleats/ butterfly nuts. Before hose testing side shell port holes compression lips to be properly chipped/scrapped and if any damage to the lips same to be repaired/renewed.	DECK	NOS	24		
	The following weather tight doors and booby hatch covers to be checked for proper closing. Rubber packing to be renewed(Ship supply-available at monkey deck store) . Approx size of rubber bedding: Breadth-40mm Thickness-25mm.If any channels and compression bars corroded and wasted to be cropped and renewed.					
D25010.4	E/R-01No. Size-1440mm x 650mm	DECK	NO	1		
D25010.4.1	W/Shop-01no.Size-2050mm x 850mm.	DECK	NO	1		
D25010.4.2	Accommodation 03 nos-Size- 1700mm x 740 mm	DECK	NOS	3		
D25010.4.3	Booby hatch to forepeak void space-Dia-660mm.	DECK	NO	1		
D25010.4.4	Emergency escape from steering compartment-Size-290mm x 190mm.	DECK	NO	1		
D25010.4.5	Emergency escape from fwd accommodation area to fore castle deck-Size-550mm x 750mm.	DECK	NO	1		
D25010.4.6	Galley exhaust-Size-420mm x 420mm.	DECK	NO	1		
D25010.4.7	Ventilation of blower-Size-2100mm x 1100mm.	DECK	NO	1		
D25010.4.8	One No. Electrical junction box door. Size-2000mm x 820 mm	DECK	NO	1		
D25010.4.9	Steering flat entrance door size -700mm x 650mm	DECK	NO	1		
D25010.4.10	02 No. Harbour Generator doors size -2050mm x 1100mm	DECK	NOS	2		



D25010.4.11	BT compartment door size - 1800mm x 720mm	DECK	NO	1		
D25010.4.12	BT bobby hatch door 1000mm x 900mm	DECK	NO	1		
D25010.4.13	BT compartment door size - 1800mm x 720mm	DECK	NO	1		
D25010.4.14	BT bobby hatch door 1000mm x 900mm	DECK	NO	1		
D25010.4.15	Anchor chain bitter end cover - 2 NOS	DECK	NOS	2		
D25010.5	Total 14 No. Port Hole dead light covers (square type) on Main deck and Boat deck to be made free and top and bottom securing butter fly nuts to be provided (Material - Yard supply). Consider renewal of 01 No. Approx. Size of cover: 300mm x 300mm (Thickness: 06mm).	DECK	NOS	14		
	Painting jobs (all paints ship supply) -					
	Painting jobs (all paints ship supply)					
	A "frame"					
D25011.1	"A" frame body and top railings to be spot chipped wire brushed washed thoroughly and painted with two coats of primer and two coats of finish paint. 48 No. Rungs fitted on "A" frame with safe guard to be thoroughly chipped washed and touched up with two coats of primer and applied oveall with two coats of finish paint. Total Area 30 sq.meter. This job involves 12 mtrs x 2 mtrs height of tabular staging.	DECK	SQM	30		
	Hiab crane					
D25011.2	Hiab Crane on Nav deck: To be thoroughly washed and applied with one coat of finish paint.tubular staging to be provided if required .2 mtrs x 2 mtrs height of tabular staging.	DECK	SQM	20		
	Rescue boat davit					
D25011.3	Rescue boat davit to be throughly washed and applied with one coat of Grey paint. This job involves 5 mtrs x 2 mtrs height of tabular staging.	DECK	SQM	10		
	Monkey deck					

D25011.4	Monkey island deck to be thoroughly cleaned copper grit blasted/swept washed with fresh water. 02 coats of primer & 01 coat of deck green paint to be applied. Approx. Area: 90 SQM	DECK	SQM	90		
D25011.5	Monkey island Main Mast and stay pipes/radar platform to be cleaned and washed with FW and painted with one overall coat of finish paint.	DECK	SQM	90		
D25011.6	Monkey island awning railings with vertical support pipes to be thoroughly cleaned and applied with one coat of blue paint approx 50 RMT of 50mm dia pipe. Work including top cover to be removed and fit back after completion of work.	DECK	MTR	50		
D25011.7	Monkey island deck railings to be spot chipped wire brushed thoroughly washed touched up with two coats of primer and applied with one overall coat of white /blue size: MS pipe 1" dia x 80MTR(approx) & 40mm MS pipe 40 MTR approx.	DECK	MTR	120		
	Nav deck					
D25011.9	Nav/deck area to be cleaned & same to be applied with two coats of primer & one coat of deck green. Area - 55 sqm.	DECK	SQM	55		
D25011.1 0	Steel ladders from main deck to boat deck and boat deck to Monkey Island deck to be HP water washed with FW and to be applied with two coats of primer & one coat of deck green. Area- 07 SQM - 2 No.	DECK	SQM	14		
D25011.1 1	Deck head on main deck and Nav deck to be spot chipped wire brushed thoroughly washed touched up with two coats of primer one coat of finish white and applied with one overall coat of finish white paint. Area: Deck head area on main deck - 30 sq.mtrs approx. Deck head area on Nav.Deck: 25 sq.mtrs approx.	DECK	SQM	55		
D25011.1 2	Funnel outside area to be spot chipped wire brushed cleaned touched up with two coats of primer one coat of blue & painted overall with one coat of blue; approx. Area 23 sqm.	DECK	SQM	23		
D25011.1 3	Vibrocore winch to be thoroughly washed & applied one coat of golden yellow paint.	DECK	SQM	10		

D25011.1 4	Nav deck railings (including awning railings) to be spot chipped wire brushed thoroughly washed touched up with two coats of primer and applied with one overall coat of white/ blue. Size: MS pipe 1" dia x 80MTR (approx) & 40mm MS pipe 40 MTR approx.	DECK	MTR	120		
D25011.1 5	Life Raft craddles (P & S) to be cleaned and painted Orange.	DECK	SQM	4		
D25011.1 6	Wheel house/ accommodation bulkheads to be cleaned and to be applied with one coat primer and one coat white finish. Area - 60 sqm	DECK	SQM	60		
	Main deck					
D25011.1 7	05 No. Multiangle fairleads on main dk fwd thoroughly swept applied with two coats of primer and 1 coat of black finish. All 05 No. Fairleads to be freed.	DECK	SET	5		
D25011.1 8	Windlass to be thoroughly chipped wire brushed applied with two coats of primer and one coat of grey finish	DECK	LS	1		
D25011.1 9	Main deck area to be swept applied with two coats of primer & one coat of deck green. Area - 60 sqm. Before commencement wooden gratings to be removed & refitted.	DECK	SQM	60		
D25011.2 0	Main deck Port & Stbd bulwarks with stays area to be swept and cleaned applied with two coats of primer & one coat of white paint. Area 50 sqm.	DECK	SQM	50		
D25011.2 1	Main deck port & Stbd gunwale area to be cleaned swept to be applied with two coat of primer & one coat of finish blue. Approx 70 Rmts	DECK	MTR	70		
D25011.2 2	FWD awning railings with vertical support pipes to be thoroughly cleaned and applied with one coat of blue paint approx 30 RMT of 50mm dia pipe. Work including removal of awning cover and fit back after completion of work.	DECK	MTR	30		
D25011.2 3	Six numbers Bollards on Main deck (Ford & Aft) grit blasted & swept and to be applied with two coats of primer & one coat of black finish paint.	DECK	SQM	9		
D25011.2 4	Main deck accommodation bhd including containers and aft E/R entrance bhd /wksp bhd to be cleaned & applied with one coat	DECK	SQM	160		

	primer and one coat white finish. Area - 160 sqm					
D25011.2 5	Main dk railings & entrance opening chains / aft opening chain to be spot chipped wire brushed thoroughly washed touched up with two coats of primer and applied with one overall coat of white /blue size: 40mm MS pipe 80 MTR approx.	DECK	SQM	30		
D25011.2 6	To facilitate deck painting following items to be removed from deck and same to be kept back after painting. 1) Mooring Rope coils -08 No. 2) Waste Oil drums - 12 No. 3) Wooden deck gratings- 50 SQM 4) Gang way-1 No.	DECK	LS	1		
D25011.2 7	Steering compartment to be spot chipped and scrapped/wire brushed same to be applied 1 coat primer and finished paint.	DECK	Sqm	18		
D25011.2 8	BT compartment to be spot chipped & cleaned same to be painted with touched up with two coats of primer and one overall coat of finish paint.. Area 3 SQ mtrs. (approx)	DECK	SQM	3		
D25011.2 9	Forward void space to be thoroughly scrapped wire brushed & cleaned and applied with two coats of primer & one coat of buff finish. area 16sq mtr.	DECK	SQM	16		
D25011.3 0	15 nos toilets and bathrooms to be cleaned scrapped primer Touch up and one final coat to be painted. Approx 80 sqm	DECK	SQM	80		
D25011.3 1	Area between outside masters and ch scientists cabin to be thoroughly cleaned and applied with one coat of white paint. Area approx.--14 sqm	DECK	SQM	14		
	ACCOMODATION					
D25012.1	Five numbers Storm valves to be removed from place overhauled pressure tested and fitted back in place after surveyor's inspection. Size:100 NB PIPE:2700 MM- 3 Nos. (Junior Off & Eng Cabin) & 100 NB PIPE 1600 MM - 2 Nos. (Deck tandel cabin). All five numbers storm valves location below accommodation side bulk head port side. For removing storm valves approx 10 sq mtrs bulk head side panel to be removed for access and to be refitted back after fitment of storm valves.	DECK	NOS	5		

D25012.2	Accommodation washbasin bottle traps (15 No.) To be cleaned. Damaged bottle traps (03 No.) To be renewed. Size: 32 mm dia CP coated with 32 mm dia waste coupling.	DECK	SQM	15		
D25012.3	In lower accommodation 04 No. Wash basin fresh water taps defective same to be renewed. DIA 25MM SS	DECK	NOS	4		
D25012.4	Lower accommodation alleyway over head fresh water line corroded same to be renewed with flange to flange. Approx size: 2 inch GI pipe x 15 rmts. This job involves removal and refitment of over head panels approx 15 sq.mtrs.	DECK	MTR	15		
D25012.5	Accommodation AC leuvers to be overhauled (open/shut) cleaned and painted(Approx 10 nos)	DECK	NOS	10		
D25012.6	Accommodation W/H Mess rooms alleyway vinyl flooring to be covered with polythene cover and same to be removed after completion of all repair jobs. Complete this job in time otherwise any damage to flooring will be Yard's account.	DECK	SQM	100		
D25012.7	Galley and wash basin drain choke to be cleared approx 25 mtr and 65NB dia	DECK	MTR	25		
D25012.8	Two numbers fresh water discharge v/vs in port & Stbd accommodation area to be overhauled. Valve Size - 65 mm dia. Consider skimming of valve lid and valve seats.	DECK	NOS	2		
D25012.9	Toilet/shower room scupper stainers missing in three locations. To be fitted. Approx. Size : 90mm dia SS type.	DECK	NOS	3		
D25012.10	Health faucet sets with inlet pipe to be renewed in toilets-25 mm lines with faucet - 08 nos.	DECK	NOS	8		
D25012.11	Bath room shower heads to be renewed. 25mm inlet dia SS shower heads.- 05 nos.	DECK	NOS	5		
D25012.12	Fw line to be checked any defective line to be renewed. (approx: pipe thickness-1.25 inch. Length- 20 mtrs.	DECK	MTRS	20		
D25012.13	Sw line to be checked any defective line to be renewed. (approx size: pipe thickness-2.0 inch. Length- 20 meters.	DECK	MTRS	20		
D25012.14	Scientists and Officers bathroom mixer valve to be renewed. 1/2 INCH	DECK	NOS	2		
D25012.15	Toilet WC seat in scientists and officers cabin to be renewed. Total : 04 Nos	DECK	NOS	4		

D25012.1 6	Windlass port & stbd brake existing 'L' shaped brake lever to be replaced with Wheel type brake lever. Wheel Size : 300 mm Dia Rod thickness: 20mm - 02 Nos	DECK	NOS	2		
	Tanks					
D25013.1	Man hole covers of the following tanks to be opened and rubber packing of manhole to be renewed. Approx 11 No. Manholes. (A) Fresh water tank (P & S); (B) Bunker tank (port & Stbd); (C) Service tank (Port & stbd); (D) Sewage tanks; (E) L.O. Tank (Stbd). Material: yard supply.	DECK	NOS	11		
D25013.2	Fresh water tanks port and stbd to be cleaned completely inspected and applied with 02 coats of fresh water tank paint 16 cubic mtrs each. After painting tanks to be cleaned and fresh water to be filled two times and pumped out for avoiding paint smell and dust. approx tons of water required - 64 MT	DECK	NOS	2		
D25013.3	Bunker tanks Port and Stbd (Capacity-12.14 T each) to be cleaned	DECK	NOS	2		
D25013.4	DO Service tanks Port and Stbd (Capacity-7.6 T each) to be cleaned.	DECK	NOS	2		
D25013.5	Sewage tank to be thoroughly cleaned wire brushed and applied primer & two coats of Bituminous paint. Area: 12sqm.	DECK	NO	1		
	Fumigation					
D25014.1	After completion of dry dock repairs entire vessel to be fumigated by chemical free non organic compound .Approx. Area 1423 cqm. After completion of fumigation all dead rats and debris material etc. To be removed & v/l should thoroughly cleaned/gas freed Vessel particulars GRT-284T LOA-35.04MTRS BREADTH-8.25MTRS MOULDED DEPTH-2.8MTRS.	DECK	CBM	1423		
	Anchor and chain					
D25015.1	Anchor gypsy engagement lever on both side not engaging properly need to rectified.	DECK	LS	1		

D25015.2	Port & Stbd. Anchor ten lengths of chains to be lowered and layed in dry dock thoroughly C.G blasted cleaned and painted with two coats of bituminous paints and fitted back.	DECK	SET	2		
D25015.3	Chain locker compartment to be thoroughly cleaned bailed out water & removed mud. Bottom perforated plate to be removed chipped and to be applied with one coat of bituminous paint. Area - 10 sq mtrs. This job involves opening and closing of two man hole covers (Gaskets - Yard suply). Consider 2 CBM mud & water in Chain locker.	DECK	LS	1		
	Navigational/ communicational equipment's					
D25016.1	AIS annual test to be carried out and certificate to be issued. Make- JRC Model- JHS -182. Last tested on SEPT 2024.	DECK	NO	1		
D25016.2	Radio technician to be provided to carry out SRT survey and EPIRB (1039/1040) SART to be tested and certificate to be issued . AIS annual servicing and test certificate to be issued.	DECK	NO	1		
D25016.4	Wheel house radar magnetron to be renewed same is due from last 08 years.	DECK	NO	1		
D25016.5	Aneroid barometer calibration to be done. Make: Observer; Last done on AUG 2024	DECK	NO	1		
D25016.6	Multigas detector calibration to be done. Make: MCI Last done on AUG 2024	DECK	NO	1		
D25016.7	Alchol detector calibration to be done. Model: AT6000 Last done on AUG 2024	DECK	NO	1		
D25016.8	GMDSS battery and charger was defective same to be repaired.- 2 Nos	DECK	NOS	2		
D25016.9	Magnetic compass to be swung and deviation card to be made during sea trial after completion of dry dock repairs. Make: Sperry marine	DECK	NO	1		
D25016.10	Gyro compass annual servicing to be done. Make : ANSCHUTZ	DECK	NO	1		
	LSA and FFA equipment's					
D25017.1	03 No. Fire line isolation v/v to be overhauled. Size- 65 mm dia. During overhauling if any damage to the valves	DECK	NOS	3		

	same to be renewed. consider 01 no Valve size-40NB					
D25017.2	EPIRB annual test (1040) and (1039) to be done and certificate to be issued. Make- MC Murdo Model- E5 SSMARTFIND Last done on AUG 2024. 1.EPIRB: Make- ACR	DECK	SET	2		
D25017.3	SART annual test to be carried out. Last done on AUG 2024. Make: Mc Murdo/ Model - S4 RESUE SART/ Sr no. S4/1977446.-	DECK	SET	1		
D25017.4	09 nos fire Hydrants to be overhauled. 65 mm dia	DECK	NOS	9		
D25017.5	Fire line relief valve to be pressure tested. pressure set to be at 5 kg and certificate to be issued for the same.	DECK	NO	1		
D25017.7	Rescue boat davit arm to be properly chipped and gauging to be done if required to be cropped and renewed. approx 1000 mmx 400 mm x 10 mm .Tubular STAGING to be provided 4mtr x 2 mtr	DECK	NO	1		
D25017.8	Inflatable Rescue Boat Annual Servicing to be carried out by DG Approved workshop. Last done - AUG 2024 Make- DSB CONTINENTAL MODEL: 470-IRB Sr.no. 1-39079/08 capacity 07 Person.	DECK	NO	1		
D25017.9	Rescue Boat Davit Annual Servicing to be carried out and certificate to be issued. Gear box overhauled and leakage to be rectified.	DECK	NO	1		
D25017.10	04 nos Life raft Annual servicing to be done by OEM/DG Approved workshop last done on AUG 2024 (Make - SHAINGHAI YOULONG & SHM ship care TYPE INFLATABLE) 20 Persons capacity.	DECK	NOS	4		
D25017.11	05 nos Water Type Fire Extinguishers (cap 09 ltr) to be recharged Annual Service and pressure testing to be done. CO2 cartridge to be weighed. Annual Service last done on AUG 2024 and PTD on 06/22.	DECK	NOS	5		
D25017.12	06 nos Foam Type Fire Extinguishers (cap 09 ltr) to be recharged Annual Service and pressure testing to be done. CO2 cartridge to be weighed. Annual Service last done on AUG 2024 and PTD on 17.06.2022	DECK	NOS	6		



D25017.1 3	01 no DCP Type Fire Extinguishers (cap 02 Kgs) to be recharged and Annual Service & Pressure test to be done. CO2 cartridge to be weighed. Annual Service last done on AUG 2024 and PTD on June.2024.	DECK	NO	1		
D25017.1 4	09 nos DCP Type Fire Extinguishers (cap 5 Kgs) to be recharged and Annual Service and pressure testing to be done. CO2 cartridge to be weighed. Annual Service last done on AUG 2024 and PTD on 17.06.2022	DECK	NOS	9		
D25017.1 5	01 nos 50 Ltr AFFF Fire Extinguishers Annual Service and pr testing to be done. CO2 cartridge to be weighed. Annual Service last done on AUG 2024 and PTD on 17.06.2022	DECK	NO	1		
D25017.1 6	Spare CO2 cartridge : 60 gms- 12 nos 120 gms- 09 nos 300 gms- 01 nos to be weighed and inspected..	DECK	NOS	22		
D25017.1 7	Rescue Boat 01 No. DCP Portable Type Fire Extinguisher Annual Service and pr testing to be done. Next annual service due on July 2024	DECK	NO	1		
D25017.1 8	SCBA Annual Servicing to be carried out. 06 nos SCBA Cylinders to be Refilled. Last annual done AUG 2024 and PTD July 2023	DECK	NOS	6		
D25017.1 9	EEBD Annual Servicing to be carried out. If required 03 nos EEBD cylinders to be filled. Last annual done AUG 2024	DECK	NOS	3		
Containers						
D25018.1	CORE SAMPLE CONTAINER SPLIT AC 2T capacity TO BE SERVICED	DECK	NO	1		
D25018.2	Both lab containers doors to be removed hinges to be changed and fitted back to prove proper locking of doors.	DECK	NOS	2		
GSI equipment's						
The following survey equipment's shifted to workshop for maintenance and necessary repairs to be carried out as per GSI instructions. Entire equipment Painting to be done after completion of overhauling.						
D25019.1	Grab 02 nos.to be overhauled .	DECK	NOS	2		
D25019.2	Dredge buckets with slings 02 nos. To be overhauled	DECK	NOS	2		
D25019.3	Gravity corers 02 nos. To be overhauled	DECK	NOS	2		

D25019.4	Vibro corer MS barrels 31 nos. Size- 4.9 mtrs x 65mm dia to be supplied new .	DECK	NOS	31		
D25019.5	Complete Vibro corer unit 01 no (Dismantled onboard and to be shifted to workshop.) Corroded and thin down bottom frame to be renewed. Motor securing flanges with step pieces to be renewed. If lifting bracket thin down during chipping same to be renewed with both securing flanges. All load taking parts to be dismantled and inspected for any corrosion and cracks. Entire equipment Painting to be done after completion of overhauling.	DECK	NO	1		
D25019.6	Sparker reel 01 no. To be overhauled . Entire equipment Painting to be done after completion of overhauling.	DECK	NO	1		
D25019.7	Magneto meter reel 01 no.to be overhauled. Entire equipment Painting to be done after completion of overhauling.	DECK	NO	1		
D25019.8	Wooden stands for keeping MS barrels 05 nos (03small & 2 big) to renew	DECK	NOS	5		
	Wood work / carpentry jobs					
D25020.1	New heavy duty Pilot chair to be fabricated for bridge.	DECK	LS	1		
D25020.2	Six numbers scientist cabins bunks/tables and cup boards to be wooden polished.	DECK	NOS	6		
D25020.3	Lower accommodation - Officer's recreation room bilge viewing window is covered with vinyl sheet same to be opened.	DECK	LS	1		
D25020.4	Oxy deck coating to be fixed on monkey island (water seeping in bridge and masters cabin) Approx area 01m x 01m	DECK	SQM	1		
D25020.5	Wooden cupboard Mika to be repaired in galley . Size : 1500mm x 900 mm	DECK	LS	1		
D25020.6	Scientists cabin wall paper damaged same to be renewed (Approx area: 50 sqm)	DECK	sqm	50		
D25020.7	Crew cabin No- 07 mirror cabinet mirror broken to be renewed -1 No.	DECK	NO	1		
D25020.8	Cabin door locks with handle need to be changed- Total=5 Nos.(Chief Scientist cabin No.10 Mess room Cabin No.5 Cabin No.3).	DECK	NOS	5		



D25020.9	Cabins NO 17 and 4EO cabin cupboard door not closing properly to be repaired and wash basin soap tray to be renewed.	DECK	NOS	2		
D25020.10	Crew toilet stbd side bidet shower pipe clamp 1 No damaged soap holder 1 No and cloth hanger- 2 Nos to be installed.	DECK	LS	1		
D25020.11	02 NOS Toilet European system full set need to be renewed (01 in officers toilet & 01 in Ladies toilet)	DECK	NOS	2		
D25020.12	4 Nos Self door closing arrangements to be changed (Chart room Chief off cabin officers recreation room mess room).	DECK	NOS	4		
D25020.13	Galley cupboard hinges to be renewed- Total 8 Nos	DECK	NOS	8		
D25020.14	03 mtr wooden skirting's in galley to be renewed	DECK	mtr	3		
D25020.15	Mica of locker box near mess room damaged to be changed . Size : 1mtr x 1 mtr	DECK	SQM	1		
D25020.16	Bed curtain for Second office cabin to be installed. Bed. Size: 3mtr x 2.5mtr with all hook fitting	DECK	LS	1		
D25020.17	In accommodation two nos wooden ladders to be polished.	DECK	NOS	2		
D25020.18	All scientist cabins 12 nos bunks to be polished	DECK	NOS	12		
D25020.19	05 Door closers at various cabins is defective. To be renewed. Type : Heavy duty	DECK	NOS	5		
	Engine room defects					
E 25001.1	Shore electrical power supply to be provided during dry dock-380V50 Hz100 AMPS 3 PH supply @ 250 UNITS / DAY connection.(detachable)	ENGINE	KWH	15000		
E 25001.2	Sludge oil rags & E/R bilges to be removed.	ENGINE	CBM	5		
E 25001.3	Air chutes to be provided in e/room whenever requested.	ENGINE	NOS	4		
E 25001.4	E/room & steering bilge area de-rust clean and epoxy paint and final painting to be done as per coding before completion of dry dock	ENGINE	SQM	90		
E 25001.6	Dirty oil & Bilge water to be taken out for safe disposal to shore reception facility.(Dirty oil- 1 cbm and Bilge water - 3 cbm Approx.)	ENGINE	CBM	4		



E25001.7	Arrangement to be made for 10kl (approx) of lshfhsd grade f.o transfer to shore storage tank from ship bunker tank & kept till completion of dry dock job. same to transfer to ship bunker tank after completion of dry dock job.	ENGINE	KL	10		
	Port main engine (Kirloskar Cummins)					
	Running Hours since Last Decarburization- 10884.1Hrs.					
	Running Hours since Last "D" check routine - 3306.8Hrs. (As on 31.12.2024)					
	Model : type-kt 1150 m bhp-370rpm-1800					
	D-checks routine to be carried out.					
	(yard to arrange OEM service Engineer)					
E 25002.1	All CYL. Head to be overhauled & mountings to be checked and tightened.	ENGINE	NOS	6		
E 25002.2	Fuel Valve timing and tapped clearance to be check and adjusted.	ENGINE	NOS	6		
E 25002.3	J.C.W. water pump to be overhauled and fitted back.	ENGINE	NO	1		
E 25002.4	All fuel injectors to be overhauled & fitted back.	ENGINE	NOS	6		
E 25002.5	Turbo charger to be cleaned bearing clearance to check tighten manifold nuts and cap screws to be check.	ENGINE	NO	1		
E 25002.6	Air inlet and exhaust manifold to be cleaned and fitted back.	ENGINE	NOS	2		
E 25002.7	PT fuel pump calibration to be done screen filter & magnet to replace and fitted back.	ENGINE	NO	1		
E 25002.8	Lub. Oil cooler to be chemically cleaned & pressure tested & fitted back.	ENGINE	NO	1		
E 25002.9	Entablature water space to be cleaned.	ENGINE	NO	1		
E 25002.10	Engine trial to be arranged after completion of work.	ENGINE	NO	1		



E 25002.11	To carry out renewal of Bottom Shell plates and frame below engine following necessary arrangement to be made (IF REQUIRED): To lift the engine from place. To Shift the engine to safe location. To refit engine at original place after plate renewal. This include dis-connecting & re-connecting pipeline electrical wiring mounting pads dismantling & re fitting of propeller shaft coupling and other misc. Arrangements to facilitate the bottom plates and frame renewal.	ENGIN E	NO	1		
	Stbd main engine (kirloskar cummins)					
	Model : type-kt-1150-m bhp-370rpm-1800					
	Running Hours since Last Decarburization- 10881.9Hrs.					
	Running Hours since Last "D" check routine - 3304.6Hrs.(As on 31.12.2024)					
	D-checks routine to be carried out.					
	Job to be done by OEM service engineer with one year					
	Workman ship guarantee (yard to arrange OEM service Engineer					
E25003.1	All CYL. Head to be overhauled & mountings to be checked and tightened.	ENGIN E	NOS	6		
E25003.2	Fuel Valve timing and tapped clearance to be check and adjusted.	ENGIN E	NOS	6		
E25003.3	J.C.W. water pump to be overhauled and fitted back.	ENGIN E	NO	1		
E25003.4	All fuel injectors to be overhauled & fitted back.	ENGIN E	NOS	6		
E25003.5	Turbo charger to be cleaned bearing clearance to check tighten manifold nuts and cap screws to be check.	ENGIN E	NO	1		
E25003.6	Air inlet and exhaust manifold to be cleaned and fitted back.	ENGIN E	NOS	2		
E25003.7	PT fuel pump calibration to be done screen filter & magnet to replace and fitted back.	ENGIN E	NO	1		
E25003.8	Lub. Oil cooler to be chemically cleaned & pressure tested & fitted back.	ENGIN E	NO	1		
E25003.9	Sme fuel pump front cover to be renewed. Pump to remove from place dismantle cracked front cover to renew pump to fit back with new gaskets. Spares ship supply.	ENGIN E	NO	1		



E25003.1 0	Both main engines' accessory drive pulley and locking nut to renew. Spares ship supply.	ENGINE	NOS	2		
E25003.1 1	Sme exhaust leakage from uptake pipe inside funnel to be rectified. Job involves removal and refit of funnel flaps removal and refit of exhaust lagging approx 5m2. New lagging to be provided. Pipe dia:8".	ENGINE	NO	1		
E25003.1 2	Entablature water space to be cleaned.	ENGINE	NO	1		
E25003.1 3	Engine trial to be arranged after completion of work.	ENGINE	NO	1		
E25003.1 4	To carry out renewal of Bottom Shell plates and frame below engine following necessary arrangement to be made(IF REQUIRED): To lift the engine from place. To Shift the engine to safe location. To refit engine at original place after plate renewal. This include dis-connecting & re-connecting pipeline electrical wiring mounting pads dismantling & re fitting of propeller shaft coupling and other misc. Arrangements to facilitate the bottom plates and frame renewal.	ENGINE	NO	1		
Port main reduction gearing(make-twin disc modl-514c)						
E 25004.1	Lub. Oil cooler to be chemically cleaned pressure tested & fitted back.	ENGINE	NO	1		
E 25004.2	Necessary arrangement to be made to lift the engine during renewal of bottom shell plate bottom & near shaft gland bellow Port A.C. compartment. Which include hanging arrangement dis-connecting & connecting pipe line connection which required at the moment to complete the job also to be done.	ENGINE	NO	1		
Stbd. Main reduction gearing(make-twin disc modl-514c)						
E 25005.1	Lub. Oil cooler to be chemically cleaned & pressure tested & fitted back.	ENGINE	NO	1		
E 25005.2	Necessary arrangement to be made to lift the engine during renewal of bottom shell plate bottom & near shaft gland bellow Port A.C. compartment. Which include hanging arrangement dis-connecting & connecting pipe line Which required at the moment to complete the job also to be done.	ENGINE	NO	1		
#1 aux. Engine stbd (kirloskar cummins) aft						

	Model : type-nt-855-g2bhp-280@1500rpm					
	Running Hours since Last "D" check routine - 1908 Hrs.(As on 31.12.2024)					
	C-check routine to be carried out & shown to surveyor					
	(yard to arrange OEM service engineer.)					
E 25006.1	All 6 units mountings to be checked and tightened.	ENGINE	NOS	6		
E 25006.2	Fuel timing and tappet clearance to be checked	ENGINE	NOS	6		
E 25006.3	All fuel injectors to be overhauled and calibrated	ENGINE	NOS	6		
E 25006.4	Air inlet and exhaust manifold to be cleaned	ENGINE	NOS	2		
E 25006.5	Turbo charger to be cleaned bearing clearance to check tighten manifold nuts and cap screws to be check.	ENGINE	NO	1		
E 25006.6	A successful trial to be given after completion	ENGINE	NO	1		
E 25006.7	Necessary arrangement to be made to lift the engine during renewal of bottom shell plate which include hanging arrangement dis-connecting & connecting pipe line which required at the moment to complete the job.	ENGINE	NO	1		
	#2 aux. Engine port (kirloskar cummins) fwd					
	Model : type-nt 855 g2bhp-280@1500rpm					
	Running Hours since Last "D" check routine -1580 Hrs.(As on 31.12.2024)					
	C-check routine to be carried out & shown to surveyor					
	Job to be done by OEM service engineer					
E 25007.1	All 6 units mountings to be checked and tightened.	ENGINE	NOS	6		
E 25007.2	Fuel timing and tappet clearance to be checked	ENGINE	NOS	6		
E 25007.3	All fuel injectors to be overhauled and calibrated	ENGINE	NOS	6		
E 25007.4	Air inlet and exhaust manifold to be cleaned	ENGINE	NOS	2		
E 25007.5	Turbo charger to be cleaned bearing clearance tighten manifold nuts and cap screws to be check.	ENGINE	NO	1		



E 25007.6	A successful trial to be given after completion	ENGINE	NO	1		
E 25007.7	Necessary arrangement to be made to lift the engine during renewal of bottom shell plate which include hanging arrangement dis-connecting & connecting pipe line which required at the moment to complete the job.	ENGINE	NO	1		
	#3 aux. Engine harbour generator (kirloskar cummins)					
	Model : type-nt-495mg bhp-130rpm-1500					
	Total Running Hours since Installed - 66560 Hrs.					
	(yard to arrange OEM service engineer.)					
E25008.1	Hardour Generator Engine all connection of L.O. F.O. F.W. to be removed. All alarm & Trip of L.O. & F.W. connection to be removed. Engine to be de-coupled from Alternator .All foundation bolts to be removed. Engine to be removed from place and shifted to poop deck and to yard by crane. Generator to be completely ovnew Harbour Generator Engine to be installed in place with similar capacity and coupled with alternator (If old Alternator to be used) and proper alignment to be done foundation bolts to be secure. All L.O. F.O. F.W. safety trips & Alarms connection to be made as per new engine requirement and satisfactory trial to be shown to ship staff.	ENGINE	NO	1		
E25008.2	Harbour Generator ventilation metal door panel to be cut and removed & after completion of job same to be fitted back in place.	ENGINE	NO	1		
E25008.4	A successful trial to be given after completion	ENGINE	NO	1		
	Air conditioning system model - 5f60 make - carrier					
E 25009.1	Evaporator unit air side to be cleaned with soap and chemical.	ENGINE	NO	1		
E 25009.2	AHU blower to be overhauled Plummer blocks to be renewed. (Spares to be arranged by yard).	ENGINE	NOS	2		
E 25009.3	Port & Stbd. A.C. Compressor all safety cut out & alarms pressure switch to be checked & defective switch to be renewed (yard supply).	ENGINE	NOS	6		

E 25009.4	PORT & STBD oil separator to be cleaned.	ENGINE	NOS	2		
E 25009.5	PORT & STBD drier filter to be renewed.(Yard Supply)	ENGINE	NOS	2		
E 25009.6	10nos valve seats & gland to be renewed.	ENGINE	NOS	10		
E 25009.7	12 no. Ac louvers on/off knob to be check & made operational.	ENGINE	NOS	12		
Split air-conditioning system capacity-1.5tons						
E 25010	Wheel House GEO container and sediment container split AC units 04 no's to be serviced includes the jobs of: a) cleaning of condenser fins & evaporator filters. B) Inspection of fan motor compressor expansion v/vs capacitors of starting and running & relays. System gas quantity to be checked and charged if required. Satisfactory running trial to be shown to ships staff. OEM to supply spares.	ENGINE	NOS	4		
E 25011.2	04 Nos D.O. tank to be cleaned and manhole door oil joint to be renewed. (Capacity approx. 44 cubic metre including all 4 tanks)	ENGINE	NOS	4		
Windlass						
Make- elephant metz 5.5kw bhp-750 rpm-1500						
E 25012.1	Port & Stbd break bands to be renewed with new counter sunk bolt/ screw. (yard supply)	ENGINE	NOS	2		
E 25012.2	Windlass gear box to be checked & worn out parts to be renewed. Suspecting shaft key for engaging & dis-engaging the Anchor chain drum of STBD. Side is worn out (sidewise) same to be checked & repaired. Oil to be drained & after cleaning Fresh oil to be taken in sump. (Oil ship supply)	ENGINE	NO	1		
E25012.3	Both port and stbd side anchor chains slipping from gypsey while doing let go of anchor. Gypseys to be refurbished or renewed for smooth movement chain on gypsey.	ENGINE	NO	2		
E 25012.4	Satisfactory trial to be shown to surveyor after completion of works.	ENGINE	NO	1		
Steering hydraulic system						

E 25013.1	Rudder angle to be calibrated in rudder compartment and compare it with W/H indicator and error to be rectified.	ENGINE	NO	1		
	Hydraulic system					
E 25014.1	Both side hydraulic rams' lip seals leaking seals to renew seal od:45mm id:36mm thickness:7mm. Seal yard supply.	ENGINE	NOS	2		
E 25014.2	Steering gear unit hydraulic oil tank low level alarm float switch not working same to be replaced with suitable float switch and alarm to be made operational.	ENGINE	NO	1		
E25014.3	Direction control valves to be overhauled o-rings to renew solenoid coil to check leakages to be rectified.	ENGINE	NOS	2		
E25014.4	Oil leaking from pressure switch body. Pressure switch to be replaced with same type or similar type. Pressure switch yard supply.	ENGINE	NO	1		
E25014.5	No:1 hydraulic pump not developing sufficient pressure pump to be overhauled and calibrated at test bench. satisfactory performance to be proved.	ENGINE	NO	1		
E25014.6	Hydraulic pumps tripping while using hydraulic crane for more than 15 minutes suspecting overloading of electric motors due to hard movement of crane cylinders operating pressure of various cylinders and wire drum to check and defect to be rectified.	ENGINE	NO	1		
E25014.7	Corer winch not holding load of vibrocorer unit while lifting from water counter balancing valve to overhaul and defect to be rectified.	ENGINE	NO	1		
E25014.8	Manually operating direction control valves of a-frame and corer winch to be overhauled. Make:yuken model: dmg-06-3c2-50.	ENGINE	NOS	2		
E25014.9	To fabricate and supply spare hydraulic hoses connecting operating valve to corer winch hydromotor and a-frame. Size: 1" dia x 1.7mtr long en 856/isd 3862 4sh dn 25 w.p-380 bar(5510psi).	ENGINE	NOS	4		

	Keel coolers - 2 nos make-BRFU 825 FAS 20+15					
E 25015.1	Keel cooler of both Main Engines & Aux Engines (forward & aft) to be taken out chemically cleaned pressure tested at 3 BAR. Anodes to be renewed & fit back. Size:-960x750x340mm. Includes the following work pipes and valves to be removed and fitted back. NEW NEOPRENE RUBBER JOINTS TO BE USED. (All necessary Spares to be arranged by yard).	ENGINE	NOS	2		
E 25015.2	Cooler housing to be cleaned and painted. Area:5m2.	ENGINE	SQM	5		
E 25015.3	For carrying out above job following items to remove and refit.	ENGINE	LS	1		
	A) 8 NOS OF C.W PIPES OF 2.5 mtrs LONG 90 mm DIA.					
	B) GS PUMP OVERBOARD VALVE WITH PIPE.1.2 mtr LONG 70 mm dia.					
	C) BILGE PUMP OVERBOARD VALVE WITH PIPE.1.2 mtr LONG 70 mm dia.					
	D) AC C.W PUMP OVERBOARD VALVE WITH PIPE.1.2 mtr LONG 70 mm dia.					
	E) LADDER 3.5 mtrs LONG X 70 cm WIDTH.					
	Propellers					
E 25016.1	Port and Stbd propellers to be removed cleaned & buffed . After fitment of propeller shaft same to be fitted back.(Each propeller 1015mm Dia.)	ENGINE	NOS	2		
E 25016.2	DP test to be carried out on PORT &STBD propellers and bow thruster propeller.	ENGINE	NOS	3		
E 25016.3	Propeller rope guard to be removed cleaned and fitted back.	ENGINE	NOS	2		
E 25016.4	Propeller shaft gland packing to be renewed. Worn out stud to be renewed.	ENGINE	NOS	2		
E25016.5	Bow thruster propeller to be cleaned and buffed. (propeller dia:600mm)	ENGINE	NO	1		
E25016.6	Both side gratings of tunnel to remove for man entry gratings to fit back and secured after completion of job. scaffolding to be provided upto height of 2 meters.	ENGINE	NO	1		
E25016.7	Bow thruster unit gear case oil to be drained off and fresh oil to be replenished.	ENGINE	NO	1		
	Rudder					



E 25017.1	Rudder shaft gland packing to be renewed. Worn out studs to be renewed.	ENGINE	NOS	2		
E 25017.2	Both rudder stocks to be lowered includes the job of removing of rudder tie rod linkages in both sides both glands to be removed and lowering the rudder using chain blocks.(Consider plate renewal also)	ENGINE	NOS	2		
E 25017.3	Jumping clearance of rudder to measure and record Bottom pintle clearance & to bush clearance to measure and record. Pressure testing of rudder to be done.	ENGINE	NOS	2		
E 25017.4	Rudder bushes condition to be checked if required same to be renewed(Bush to be arranged by ship yard)	ENGINE	NOS	2		
E 25017.5	Cementing & re-cementing to be done in rudder stock palm coupling after repairs & refitting.	ENGINE	NOS	2		
E 25017.6	Arrange staging of 2.5 x 7 x 1 mts height & other lifting gears to carry out for above work	ENGINE	NOS	2		
Shaft seal						
E 25018.1	To check the leakage & water flow through the Thordon bush before the vessel reflatates after dry dock.	ENGINE	NOS	4		
E 25018.2	Thorden Bushes to be checked after removal of propeller shaft and clearance to be measured and recorded .	ENGINE	NOS	4		
E25018.3	Both port and stbd stern tube fwd and aft thordon sxl bearings to renew .size : id-120mm od-155mm fwd bearing 240mm long and aft bearing 480mm long. Job involves removal of old bearings cleaning of stern tube fitment and alignment of bearings insitu machining of bearings for even clearance and id calibration. Scaffolding to be provided for removal and refit of tail shaft and bearings. job to be carried out by oem m/s. Vanson engg pvt ltd.	ENGINE	NOS	4		
Tail shaft						
E 25019.1	Both tail shafts to be replaced with new ship supplied tail shafts. Job involves removal and refit of forward end couplings removal and refit of gland stuffing box. Tail shaft dia:120mm x length: 3745mm.	ENGINE	NOS	2		

E25019.2	Both tail shafts' gland packing's to be renewed. Size 20mm no. Of packing's: 12 nos. packing ship supply.	ENGINE	NOS	2		
E25019.3	Both tail shafts' couplings to overhaul worn out parts to renew.	ENGINE	NOS	2		
E 25019.2	Final alignment of the shaft to be done with engine & gear box shown to ship staff & certificate for the same to be provided.	ENGINE	NOS	2		
Halon system (2 yearly) mfg- ginge cylinder - 01capacity - 36kg.						
E 25020	FIXED FIRE FIGHTING HALON SYSTEM 2 YEARLY ROUTINE TO BE CARRIED OUT (bottle Weightment pipeline blown through Contents verification and other items) as per DGS Circular 06 of 2013 to be done and certificate for same to be provided.	ENGINE	LS	1		
FOLLOWING PUMPS TO BE OVERHAULED (Spares yard supply)						
E 25021.1	FIRE AND GS PUMP -30m3/hr.BE PUMP A5120	ENGINE	NO	1		
E 25021.2	A/c cooling water pump (stbd) be pump a 5110k	ENGINE	NO	1		
E 25021.3	Sewage pump (aft) 0.5m3/hr kirloskar	ENGINE	NO	1		
Following sea chest suction valves to be overhauled and necessary repairs to be carried outland packing and joint to be renewed. If required renewal same to be arrange by ship yard.						
E 25022.1	Stbd a/c s/w cooling suction valve size - 65mm	ENGINE	NO	1		
E 25022.2	Stbd s/w hyd . Pump suction valve size - 65mm	ENGINE	NO	1		
E 25022.3	Port a/c s/w cooling suction valve size - 65mm	ENGINE	NO	1		
E 25022.4	Bilge & g.s pump sea suction valve size - 65mm	ENGINE	NO	1		
Following ship side (over board) valve to be overhauled and necessary repairs to be carried outland packing and joints to be renew.						
E 25023.1	Stbd a/c s/w cooling over board valve size -65mm	ENGINE	NO	1		
E 25023.2	Sewage pump over board valve size-65mm	ENGINE	NO	1		
E 25023.3	Port a/c s/w cooling obd valve size -65mm	ENGINE	NO	1		
E 25023.4	G.s pump over board valve size -65mm	ENGINE	NO	1		

E 25023.5	Bilge pump over board valve size -65mm	ENGINE	NO	1		
E 25023.6	Port and STBD main sea chest column to be cleaned gauging to be done. Column to be painted internally with approx. H- 3mtr Dia-300mm.Both side top cover studs to be renewed (stainless steel)	ENGINE	NOS	2		
Following valves to be renewed						
E 25024.1	Out board sewage pump discharge valve (gate v/v-40-mm) (yard supply) Certified by class.	ENGINE	NO	1		
E 25024.2	Both a/c sea water cooling line butterfly valve after sea suction filter valve. (Yard Supply)	ENGINE	NOS	2		
E 25024.3	S.W. hydrophore outlet to accommodation 48 mm ball valves. (yard supply)	ENGINE	NOS	2		
Pipelines						
Following Pipe lines to be removed pressure tested at 05kg/cm2 or renewed as required and fitted back with new gaskets & painted. All dimensions are approximate and material MSSCH 40Seamless pipe.						
Following pipelines to be renewed material: ms sch 40. Old flanges can be used.						
E 25025.1	Sw hydrophore suction pipe line. Length-2mtr flanges-04 nos od-30mm bends-04 nos.	ENGINE	MTR	2		
E 25025.2	PORT AC C.W PUMP SUCTION PIPE.LENGTH:01 MTR FLANGE-01 no OD-60mm Elbow Bends-01 nos.	ENGINE	MTR	1		
E 25025.3	STBD AC C.W PUMP DISCHARGE PIPE.LENGTH:02 MTR FLANGE-04 no OD-60mm Elbow Bends-03 nos.	ENGINE	MTR	2		
E 25025.4	Aft sewage pump suction line length -3 mtr od:90mm flanges:04 nos bends:04 nos.	ENGINE	MTR	3		
E 25025.5	Ac cooling pump common suction line length- 4mtr od:60mm no of flanges: 06 nos no of bends:04 nos.	ENGINE	MTR	4		
E 25025.6	Fire and gs pump suction and discharge pipe length- 04 mtr od: 75mm no.of flanges:04nos no of bends:04 nos.	ENGINE	MTR	4		
E 25025.7	Main sea chest pipeline to be pressure tested and defective same to be renewed. OD - 60 mm Length - 06 mtrs.	ENGINE	MTRS	6		
E 25025.8	Miscellaneous					



E 25026.1	Both auxiliary engines dash board to renew all gauges and pressure switches to be mounted on single panel and panel to be secured properly. Panel board size 0.5 x 0.5 m	ENGINE	NOS	2		
E 25026.2	Engine room blowers flap hinges to be removed eased and fitted back.	ENGINE	NOS	2		
E25026.3	Following pr.gauges and releif valve to calibrate and certificate to be issued.	ENGINE	NOS	4		
	Emergency fire p/p-disch pr.gauge.					
	Fire & gs p/p suction and disch. pressure gauge--2 nos.					
	Fire line relief valve.					
E 25026.4	Engine room bilges to clean and paint area:160m2 paint ship supply.	ENGINE	SQM	160		
E 25026.5	Steering compartment bilges to clean and paint area:30m2 paint ship supply.	ENGINE	SQM	30		
E 25026.6	Damaged Exhaust laggings of the PME SME AE1 AE2H/G & Emerg. Fire pump engine to renew	ENGINE	M2	10		
E 25026.7	PORT AND STBD Propeller shaft rpm indicators in engine room and wheel house erratic in operation same to check and calibrate repair/renew if found defective.(Yard Supply)	ENGINE	NOS	4		
E 25026.8	Port & stbd. Bunker & service tank quick closing valve to be overhauled. All defective parts to be renewed . (yard supply)	ENGINE	NOS	2		
E 25026.9	Air compressor & air bottle relief valve to be pressure set and certificate to be issue	ENGINE	NOS	2		
E 25026.10	Sea water and fresh water hydrophore tank cleaning and chipping need to carried out and defective parts need to be renewed. 300 lts each. Approx.	ENGINE	NOS	2		
E 25026.11	AHU FILTER 02 nos. To be fabricated new as per sample with new felt filter element.(Size of the filter is 1150 mm X 460 mm of L-channel of width - 25 mm total length - 3600 mm. Fillet filter of 1150 mm X 460 mm fillet covering steel mesh of 1150 mm X 460 mm X 02 nos.(both side) securing plate of length - 3600 mm width - 25 mm thickness - 4mm.)	ENGINE	NOS	2		



E 25026.12	Port & Stbd. Bunker flange manifold blank to be renewed. Flange OD - 146 mm Thickness - 10 mm PCD - 126 mm. Holes - 04 nos. Hole Dia. - 16mm.	ENGINE	NOS	2		
E 25026.13	Forward Deck light rotary switch cable hanging same to be provided with cable securing base of Width - 1 inches length - 1mtrs thickness - 3 mm.	ENGINE	MTRS	1		
E25026.1 4	Both main engines' rpm control from wheel house sluggish in operation speed range very less the push - pull remote control operation mechanism to check and worn out parts in control box to be renewed. Job to be carried out by OEM m/s. technocraft engineers Mumbai.	ENGINE	SET	2		
	Electrical jobs					
	The following motors to be overhauled (includes the job of dismantling and assembling checking the insulation values of stators & rotors checking the bearings checking the end covers checking the rotor keyway checking the terminal box and the body threads.) Worn out parts to be renewed.					
E 25027.1	Self-Starter Motors (ME)-2NOS & A/E- 3 NOS 24V DC to be overhauled includes the job of checking the pinion pinion lever solenoid coil and the brush hold unit with brushes. If required spares may be changed. Main Engine-24v DC -1 no's & Aux Engine- 24v DC- 1 no's (spares yard supply)	ENGINE	NOS	4		
E 25027.2	Hydraulic pump motors- 22kw	ENGINE	NOS	2		
E 25027.3	Ac blower motor 5.5 kw	ENGINE	NOS	2		
E 25027.4	Galley exhaust blower motor 1.1 kw	ENGINE	NO	1		
E 25027.5	Engine room blower motor 1.1 kw	ENGINE	NOS	2		
E 25027.6	Toilet exhaust blower motor 0.5 kw	ENGINE	NO	1		
	Battery chargers make- trafo and main circuit breaker					
E25028	24 volt 200 AH battery charger in wheelhouse and E/Rto be serviced job involves adjustments of control card potentiometers or replacement of the control card if required for satisfactory operation in auto mode.-----	ENGINE	SET	3		
	Main circuit breakers					

E25028.1	Main Circuit Breaker of A/E 1 & 2 (1000Amps Terasaki type- AH-10 B) and A/E 3 (660Amps Terasaki Type AH-6B) to be cleaned overhauled. All trips i.e Overload reverse power low voltage high current trips to be checked & shown to surveyor for satisfactory operation.	ENGINE	NOS	3		
	Main switch board jobs.					
E25029	A) Main switch board to be cleaned and all connections tightness to be checked. B) Switch gear involved in switchboard control to be checked if found damaged to be renewed. C) Insulation test to be carried out for switch board. D) All switch board safeties to be shown to surveyor/ship staff.	ENGINE	SET	1		
	Meters calibration.					
	Following meters to calibrate and certificate to provide defective meters to renew spares yard supply					
	In wheel house					
E25030.1	Volt meter 0-500 v indication panel for AE's running	ENGINE	NOS	3		
E25030.2	Volt meter 0-40 v DC 24 V DC panel	ENGINE	NO	1		
E25030.3	Ammeter 0-100 A DC 24 V DC panel	ENGINE	NO	1		
E25030.4	1000 to 1000 rpm on both direction of BT motor speed on BT control panel	ENGINE	NO	1		
E25030.5	500 to 500 rpm on both direction of BT propeller speed on BT control panel	ENGINE	NO	1		
E25030.6	0 to 250 A ammeter for of BT motor on BT control panel	ENGINE	NO	1		
	In Engine room					
E25030.7	AE 1 volt meter 0-500 v Ammeter 0-600A kwmeter 30-300 KW frequency meter 45-55 Hz Cos Ø +.5 to -.5	ENGINE	NOS	5		
E25030.8	AE 2 volt meter 0-500 v Ammeter 0-1200A kwmeter 30-300 KW frequency meter 45-55 Hz Cos Ø +.5 to -.5	ENGINE	NOS	5		
E25030.9	AE 3 volt meter 0-500 v Ammeter 0-400A kwmeter 30-100 KW frequency meter 45-55 Hz Cos Ø +.5 to -.5	ENGINE	NOS	5		
E25030.10	Shore supply panel volt meter 0-500 V Ammeter	ENGINE	NOS	2		

E25030.1 1	Hydraulic Winch 1 & 2 supply panel Ammeter 0-80A	ENGINE	NOS	2		
E25030.1 2	AC compressor P & S supply panel Ammeter 0-200A	ENGINE	NOS	2		
E25030.1 3	Bilge p/p & G.S p/p supply panel Ammeter 0-50A	ENGINE	NOS	2		
E25030.1 4	220V supply panel Volt meter 0-300 V & Ammeter 0-200 A	ENGINE	NOS	4		
E25030.1 5	Battery charger panel Volt meter 0-40 V & Ammeter 0-60 A	ENGINE	NOS	4		
Total cost (A)						
Total cost in words						

Note: (a) L1 shall be determined based on the lowest Total Cost (A) before GST.

(b) The firm should submit soft copy of the rate format in excel after opening of price bid.

(c) In case if there is a discrepancy between the unit price and the total price (which is obtained by multiplying the unit price by the quantity and computing total of all line items), the unit price shall prevail and the total price shall be corrected accordingly.

(d) Quoting for all line items are mandatory. The firm is bound to undertake the entire scope of work in the total cost (A).

Signature of authorised personnel:

Name of firm or authorised signatory:

Designation:

Pre-bid Questionnaire Format

<i>Sl</i>	<i>Reference Clause</i>	<i>Page no.</i>	<i>Description</i>	<i>Bidder's Query</i>	<i>CSL Reply</i>

(Authorized Signature & Seal of Bidder)



POWER OF ATTORNEY**TO WHOMSOEVER IT MAY CONCERN**

To know all men by these presents that, I, _____, holding the post of _____ and competent authority of _____ do hereby constitute, appoint, authorise and nominate Mr. (Name of the Person(s), domiciled at

(Address), acting as.....(Designation and name of the company), and whose signature is attested below, as the lawful attorney to do all such acts, deeds and things necessary to the application in connection or incidental with tender No: CSI/SRP/280/2025 dated 14.06.2025, floated by Cochin Shipyard Limited including signing and submission of all the documents and providing necessary information/response to Cochin Shipyard Limited and also to bid, negotiate and also to execute the contract, in case if the tender is awarded.

This Power of Attorney shall remain valid, binding and irrevocable until the completion of the tender or till the completion of the tenure of contract to be executed between the _____ and Cochin Shipyard Limited, if tender is awarded to _____, whichever is applicable.

We hereby agree to ratify all the acts, deeds and things lawfully done by the Attorney pursuant to this Power of Attorney and that all acts, deeds and things done by above mentioned Attorney shall always be deemed to have been done by us on behalf of

(Attested signature of Mr.)

For.....

(Name & designation of the member of the Bidder)



PRE CONTRACT INTEGRITY PACT

General

This pre-bid pre-contract Agreement (hereinafter called the Integrity Pact) is made on day of the month of between Cochin Shipyard Ltd (CSL), A Government of India Enterprise under the Ministry of Ports, Shipping & Water Ways having its registered office at Cochin, Kerala, India (hereinafter called the "PRINCIPAL") of the First part and M/s..... (hereinafter called the "BIDDER/Seller") of the second part.

WHEREAS the PRINCIPAL proposes to procure and the BIDDER/Seller is willing to offer/has offered the stores and

WHEREAS the BIDDER is a private company / public company / Government undertaking / partnership/registered export agency, constituted in accordance with the relevant law in the matter and the PRINCIPAL is a Government of India Enterprise.

NOW, THEREFORE.

To avoid all forms of corruption by following a system that is fair, transparent and free from any influence/prejudiced dealings prior to, during and subsequent to the currency of the contract to be entered into with a view to:-

Enabling the PRINCIPAL to obtain the desired said stores/equipment/item at a competition price in conformity with the defined specifications by avoiding the high cost and the distortionary impact of corruption on public procurement, and

Enabling BIDDERS to abstain from bribing or indulging in any corrupt practice in order to secure the contract by providing assurance to them that their competitors will also abstain from bribing and other corrupt practices and the PRINCIPAL will commit to prevent corruption, in any form, by its officials by following transparent procedures.

The parties hereto hereby agree to enter into this Integrity Pact and agree as follows:-

Commitments of the PRINCIPAL

- 1.1 The PRINCIPAL undertakes that no official of the PRINCIPAL, connected directly or indirectly with the contract, will demand, take a promise for or accept, directly or through intermediaries, any bribe, consideration, gift, reward, favour or any material or immaterial benefit or any other advantage from the BIDDER, either for themselves or for any person, organization or third party related to the contract in exchange for an advantage in the bidding process, bid evaluation, contracting on implementation process related to the contract.
- 1.2 The PRINCIPAL will, during the pre-contract stage, treat all BIDDERS alike and will provide to all BIDDERS the same information and will not provide any such



information to any particular BIDDER which could afford an advantage to that particular BIDDER in comparison to other BIDDERS.

- 1.3 The officials of the PRINCIPAL will report to the appropriate Government office any attempted or completed breaches of the above commitments as well as any substantial suspicion of such a breach.
2. In case any such preceding misconduct on the part of such official(s) is reported by the BIDDER to the PRINCIPAL with full and verifiable facts and the same is prima facie found to be correct by the PRINCIPAL, necessary disciplinary proceedings, or any other action as deemed fit, including criminal proceedings may be initiated by the PRINCIPAL and such a person shall be debarred from further dealings related to the contract process. In such a case while an enquiry is being conducted by the PRINCIPAL, the proceedings under the contract would not be stalled.

3. Commitments of BIDDERS

The BIDDER commits itself to take all measures necessary to prevent corrupt practices, unfair means and illegal activities during any stage of its bid or during any pre-contract

or post-contract stage in order to secure the contract or in furtherance to secure it and in particular commit itself to the following:-

- 3.1 The BIDDER will not offer, directly or through intermediaries, any bribe, gift, consideration, reward, favour, any material or immaterial benefit or other advantage, commission, fees, brokerage or inducement to any official of the PRINCIPAL, connected directly or indirectly with the bidding process, or to any person, organization or third party related to the contract in exchange for any advantage in the bidding, evaluation, contracting and implementation of the contract.
- 3.2 The BIDDER further undertakes that it has not given, offered or promised to give, directly or indirectly any bribe, gift, consideration, reward, favour, any material or immaterial benefit or other advantage, commission, fees, brokerage or inducement to any official of the PRINCIPAL or otherwise in procuring the Contract or forbearing to do or having done any act in relation to the obtaining or execution of the contract of any other contract with the government for showing or forbearing to show favour or disfavor to any person in relation to the contract of any other contract with the Government.
- 3.3 BIDDERS of foreign origin shall disclose the name and address of their Indian agents and representatives, if any and Indian BIDDERS shall disclose their foreign principals or associates, if any, in the bid.
- 3.4 BIDDERS shall disclose the payments to be made by them to their Indian agents/brokers or any other intermediary, in connection with this bid/contract in the bid and the payments have to be in Indian Rupees only.



- 3.5 The BIDDER further confirms and declares to the PRINCIPAL that the BIDDER is the original manufacturer/ integrator/authorized agent of the stores/equipment/items and has not engaged any individual or firm or company whether Indian or foreign to intercede, facilitate or in any way to recommend to the PRINCIPAL or any of its functionaries, whether officially or unofficially to the award of the contract to the BIDDER, nor has any amount been paid, promised or intended to be paid to any such individual, firm or company in respect of any such intercession, facilitation or recommendation.
- 3.6 The BIDDER, either while presenting the bid or during pre-contract negotiations or before signing the contract, shall disclose any payments he has made, is committed to or intends to make to officials of the PRINCIPAL or their family members, agents, brokers or any other intermediaries in connection with the contract and the details of services agreed upon for such payments.
- 3.7 The BIDDER will not collude with other parties interested in the contract to impair the transparency, fairness and progress of the bidding process, bid evaluation, contracting and implementation of the contract.
- 3.8 The BIDDER will not accept any advantage in exchange for any corrupt practice, unfair means and illegal activities.
- 3.9 The BIDDER shall not use improperly, for purposes of competition or personal gain, pass on to others, any information provided by the PRINCIPAL as part of the business relationship, regarding plans, technical proposals and business details, including information contained in any electronic data carrier. The BIDDER also undertakes to exercise due and adequate care lest any such information is divulged.
- 3.10 The BIDDER commits to refrain from giving any complaint directly or through any other manner without supporting it with full and verifiable facts.
- 3.11 The BIDDER shall not instigate or cause to instigate any third person to commit any of the actions mentioned above.
- 3.12 If the BIDDER or any employee of the BIDDER or any person acting on behalf of the BIDDER, either directly or indirectly, is a relative of any of the officers of the PRINCIPAL, or alternatively, if any relative of an officer of the PRINCIPAL has financial interest/stake in the BIDDER's firm, the same shall be disclosed by the BIDDER at the time of filing of tender.
The term 'relative' for this purpose would be as defined in section 6 of the Companies Act 1956.
- 3.13 The BIDDER shall not lend to or borrow any money from or enter into any monetary dealings or transactions, directly or indirectly, with any employee or the PRINCIPAL.



4. Previous Transgression

- 4.1 The BIDDER declares that no previous transgression occurred in the last three years immediately before signing of this Integrity Pact, with any other company in any country in respect of any corrupt practices envisaged hereunder or with any Public Sector Enterprise in India or any Government Department in India that could justify; BIDDER's exclusion from the tender process.
- 4.2 The BIDDER agrees that if it makes incorrect statement on this subject, BIDDER can be disqualified from the tender process or the contract, if already awarded, can be terminated for such reason.

5. Earnest Money (Security Deposit)

- 5.1 While submitting commercial bid, the BIDDER shall deposit an amount **NIL** (to be specified in RFP) as Earnest Money as applicable/Security Deposit, with the PRINCIPAL through any of the following instruments:
- (i) Bank Draft of Pay Order in favor of CSL.
 - (ii) A confirmed guarantee by an Indian Nationalized Bank, promising payment of the guaranteed sum to the PRINCIPAL on demand within three working days without any demur whatsoever and without seeking any reasons whatsoever. The demand for payment by the PRINCIPAL shall be treated as conclusive proof of payment.
 - (iii) Any other mode or through any other instrument (to be specified in the RFP).
- 5.2 The Earnest Money if applicable/Security Deposit shall be valid upto the complete conclusion of the contractual obligations to the complete satisfaction of both the BIDDER and the PRINCIPAL, including warranty period.
- 5.3 In case of the successful BIDDER a clause would also be incorporated in the Article pertaining to Performance Bond in the Purchase Contract that the provisions of sanctions for Violation shall be applicable for forfeiture of Performance Bond in case of a decision by the PRINCIPAL to forfeit the same without assigning any reason for imposing sanction for violation of this Pact.
- 5.4 No interest shall be payable by the PRINCIPAL to the BIDDER on Earnest Money/Security Deposit for the period of its currency.



1. Sanctions for Violations

- a. Any breach of the aforesaid provisions by the BIDDER or any one employed by it or acting on its behalf (whether with or without the knowledge of the BIDDER) shall entitle the PRINCIPAL to take all or any one of the following actions, wherever required:-
- (i) To immediately call off the pre contract negotiations without assigning any reason or giving any; compensation to the BIDDER. However, the proceedings with the other BIDDER(s) would continue.
 - (ii) The Earnest Money Deposit (in pre-contract stage) and/or Security Deposit/ Performance Bond (after the contract is signed) shall stand forfeited either fully or partially, as decided by the PRINCIPAL and the PRINCIPAL shall not be required to assign any reason therefore.
 - (iii) To immediately cancel the contract, if already signed, without giving any compensation to the BIDDER.
 - (iv) To recover all sums already paid by the PRINCIPAL, and in the case of an Indian BIDDER with interest thereon at 2% above the prevailing Prime Lending Rate of State Bank of India, while in case of a BIDDER from a country other than India with interest thereon at 2% above the LIBOR (London Inter Bank Offer Rate). If any outstanding payment is due to the BIDDER from the PRINCIPAL in connection with any other contract for any other stores, such outstanding payment could also be utilized to recover the aforesaid sum and interest.
 - (v) To encash the advance bank guarantee and performance bond/warranty bond, if furnished by the BIDDER, in order to recover the payments, already made by the PRINCIPAL, along with interest.
 - (vi) To cancel all or any other contracts with the BIDDER. The BIDDER shall be liable to pay compensation for any loss or damage to the PRINCIPAL resulting from such cancellation / recession and the PRINCIPAL shall be entitled to deduct the amount so payable from the money(s) due to the BIDDER.
 - (vii) To debar the BIDDER from participating in the future bidding processes of CSL for a minimum period as deemed appropriate, which may be further extended at the discretion of the PRINCIPAL.
 - (viii) To recover all sums paid in violation of this Pact by BIDDER(s) to any middleman or agent or broker with a view to securing the contract.
 - (ix) In cases where irrevocable Letters of Credit have been received in respect of any contract signed by the PRINCIPAL with the BIDDER, the same shall not be opened.



- (x) Forfeiture of Performance Bond in case of a decision by the PRINCIPAL to forfeit the same without assigning any reason for imposing sanction for violation of this pact.
- b. The PRINCIPAL will be entitled to take all or any of the actions mentioned at para 6.1(i) to (x) of this pact also on the Commission by the BIDDER or any one employed by it or acting on its behalf (whether with or without the knowledge of the BIDDER), of an offence as defined in chapter IX of the Indian Penal code, 1860 or Prevention of Corruption Act, 1988 or any other statute enacted for prevention of corruption.
- c. The decision of the PRINCIPAL to the effect that a breach of the provisions of this pact has been committed by the BIDDER shall be binding on the BIDDER. However, the BIDDER can approach the Independent Monitor(s) appointed for the purposes this Pact.

2. Fall Clause

- a. The BIDDER undertakes that it has not supplied/is not supplying similar product/systems/items or subsystems at a price lower than that offered in the present bid in respect of any other Ministry/Department of the Government of India or PSU and if it is found at any stage that similar product/systems or sub systems/items was supplied by the BIDDER to any other Ministry/Department of the Government of India or PSU at a lower price, then that very price, with due allowance for elapsed time, will be applicable to the present case and the difference in the cost would be refunded by the BIDDER to the PRINCIPAL, if the contract has already been concluded.

3. Independent Monitors

- a. The PRINCIPAL has appointed Independent Monitors (hereinafter referred to as Monitors) for this Pact in consultation with the Central Vigilance Commission.
- 1) Dr. Rajan S Katoch, IAS (Retd.)
A-91, Alkapuri,
Bhopal (MP) - 462022.
Mobile: 8800919222
Email: rkatoch@nic.in
- 2) Dr. Vinod Bihari Mathur, IFoS (Retd.)
D302, Arborea Luxury Homes,
Tarla Nagal, Near Doon Helidrome,
Dehradun, Uttarakhand – 248001.
Mobile: 9412054648
Email: vbm.ddn@gmail.com
- b. The task of the Monitors shall be to review independently and objectively, whether and to what extent the parties comply with the obligations under this Pact.



- c. The Monitors shall not be subject to instructions by the representatives of the parties and perform their functions neutrally and independently.
- d. Both the parties accept that the Monitors have the right to access all the documents relating to the project/procurement, including minutes of meetings.
- e. As soon as the Monitors notices, or has reason to believe, a violation of this pact, he will so inform the Authority designated by the PRINCIPAL.
- f. The PRINCIPAL accepts that the Monitors have the right to access without restriction to all Project documentation of the BUYER including that provided by the BIDDER. The BIDDER will also grant the Monitors, upon his request and demonstration of a valid interest, unlimited access to his project documentation. The same is applicable to Subcontractors. The Monitors shall be under contractual obligation to treat the information and documents of the BIDDER/Subcontractor(s) with confidentiality.
- g. The PRINCIPAL will provide to the Monitors 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 parties. The parties will offer to the Monitors the option to participate in such meetings.
- h. The Monitors will submit a written report to the designated Authority of PRINCIPAL /Secretary in the Department/ within 8 to 10 weeks from the date of reference or intimation to him by the PRINCIPAL /BIDDER and, should the occasion arise, submit proposals for correcting problematic situations.

4. Facilitation of Investigation

In case of any allegation of violation of any provisions of this pact or payment of commission, the PRINCIPAL or its agencies shall be entitled to examine all the documents including the Books of Accounts of the BIDDER. The BIDDER shall provide necessary information and documents in English and shall extend all possible help of the purpose of such examination/inspection.

5. Law and Place of Jurisdiction

- a. This Pact is subject to Indian Law. The place of performance and jurisdiction is the seat of the PRINCIPAL.
- b. A person signing Integrity Pact shall not approach the Courts while representing the matters to Independent External Monitors and shall await their decision in the matter.

6. Other Legal Actions

The actions stipulated in this Integrity Pact are without prejudice to any other legal action that may follow in accordance with the provisions of the extent law in force relating to any civil or criminal proceedings.



7. Validity

- a. The validity of this Integrity Pact shall be from date of its signing and extend upto 5 years or the complete execution of the contract to the satisfaction of both the PRINCIPAL and the BIDDER/Seller, including warranty period, whichever is later. In case BIDDER is unsuccessful, this Integrity Pact shall expire after six months from the date of the signing of the contract.
 - b. Should one or several provisions of this Pact turn out to be invalid; the remainder of this pact shall remain valid. In this case, the parties will strive to come to an agreement to their original intentions.
8. The parties hereby sign this Integrity Pact aton

For & on behalf of PRINCIPAL
Cochin Shipyard Limited
(Office Seal)

For & on behalf of BIDDER
(Office Seal)

Witness

1.....

2.....

Witness

1.....

2.....

