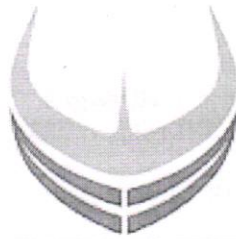


**TENDER NO: UCSSL/CC/SB/T/175-182/231/2026**  
**DT:07-07-2026**

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**TENDER FOR LAUNCHING OF 6300DWT GENERAL CARGO VESSEL**

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UDUPI COCHIN SHIPYARD LIMITED

**UDUPI COCHIN SHIPYARD LIMITED**  
**MALPE, UDUPI 576108**





UDUPI COCHIN SHIPYARD LIMITED  
Tender For Launching of 6300DWT General Cargo Vessel  
UCSL/CC/SB/T/175-182/321/2026 DT:07.07.2026

## TENDER NOTICE

Tender No. & date	UCSL/CC/SB/T/175-182/231/2026 DT: 07-07-2026
Name of work	LAUNCHING OF 6300 TDW GENERAL CARGO VESSEL
Last date & time of receipt of tender	21 <sup>st</sup> JULY 2026 (TUESDAY) 15:30 HRS.
Date & time of opening of Technical Bid (Part-I)	21 <sup>st</sup> JULY 2026 (TUESDAY) 15:30 HRS.

1. Password protected quotations in the prescribed form is invited from bidders for the work specified above, subject to the terms and conditions as mentioned in the annexure to the tender enquiry so as to reach the undersigned by email mentioned on or before the date and time as stipulated.

2. **The following shall be submitted along with the quote: -**

### **PART- I: TECHNICAL BID**

- a. **Tender document duly signed on all pages** - Including Terms & conditions and scope of work placed at Annexure I and II respectively.
- b. **The Techno commercial Check List** at Annexure V to be filled up completely and duly signed.
- c. Duly filled form at Annexure – III and VI
- d. **Unpriced Price bid** (Price bid without price and marked as “QUOTED”) to be submitted along with Part-I.

### **PART-II: PRICE BID**

- a. The price bids shall be prepared based on the price bid format at Annexure IV.

### **3. Mode of Submission of Quote:**

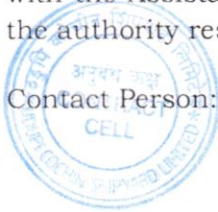
- i. Bid shall be submitted as **Password Protected Zip File** in two parts.  
Part I: Technical Bid – with all enclosures and annexures as mentioned in Para 3 above  
Part II: Price Bid.
- ii. The files are to be forwarded as **Two (2) separate password protected Zip files** to [contractcell@udupicsl.com](mailto:contractcell@udupicsl.com)





UDUPI COCHIN SHIPYARD LIMITED  
Tender For Launching of 6300DWT General Cargo Vessel  
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- iii. Part I and Part II are to be protected with separate and distinctly different passwords.
- iv. The Bids will be opened on online mode during which the bidder will be advised to share the password through SMS with which the technical bid will be opened.
- v. The price bids will be opened after technical evaluation and **only the technically qualified bidders will be invited for opening of price bids** which shall also be conducted on online mode as above.
- vi. The contractors can also submit the quotations in sealed covers (Two-Bid) – as separate sealed covers for Technical Bid and Price bid, both enclosed in a common sealed cover to reach the below mentioned address before the stipulated time.
4. The bidders shall ensure the receipt of bids at [contractcell@udupicsl.com](mailto:contractcell@udupicsl.com) An acknowledgement mail shall be sent to the bidders on receipt of bids. UCSL takes no responsibility for delay, loss or non-receipt of tenders by mail by the stipulated time.
5. The tender should be addressed to the Assistant General Manager (Contract Cell), Udupi Cochin Shipyard Limited, Malpe Harbor Complex, Malpe, Udupi 576 108, Karnataka, India.
6. No deviations on the tender conditions will be accepted, and bids with deviations will be considered technically disqualified. The acceptance of a tender or part thereof will rest with the Assistant General Manager (Contract Cell), Udupi Cochin Shipyard Limited and the authority reserve the right to reject the tender received without assigning any reason.
7. Contact Person: Mr. Akhil R P (+91 8129624149)



Assistant General Manager (Contract Cell)

*[Handwritten signature]*  
07/07/26

के पी प्रजीत चंद्रन  
K P PRAJIT CHANDRAN  
प्रबंधक MANAGER  
उडुपि कोचीन शिपयार्ड लिमिटेड  
UDUPI COCHIN SHIPYARD LIMITED  
मालपे, कर्नाटक/MALPE, KARNATAKA-576 108



UDUPI COCHIN SHIPYARD LIMITED  
Tender For Launching of 6300TDW General Cargo Vessel  
UCSL/CC/SB/T/175-182/231/2026 DT:07.07.2026

## TERMS AND CONDITIONS

### TENDER FOR LAUNCHING OF 6300 DWT GENERAL CARGO VESSEL

#### 1. DESCRIPTION OF WORK

- 1.1. This tender enquiry pertains to the awarding of contract for Vessel Movement & Launching for 08 numbers of 6300 DWT General Cargo Vessel through **Slopping cradle mechanism** being built at Udupi Cochin Shipyard Limited (UCSL), Malpe, Karnataka.
- 1.2. The work includes Vessel movement from NBS shed to Transfer Bay, shifting to slopping cradle, launching of vessel, vessel mooring activity & cleaning of slopping cradle as required to the satisfactory completion of works in accordance with the requirements of UCSL and owner requirements.
- 1.3. The Contractor shall execute the work as per the specifications / docking plan drawings issued and to the satisfaction of UCSL.
- 1.4. Infrastructure and Consumables: The contractor shall complete the work with the available infrastructure facilities and materials provided by Udupi Cochin Shipyard Ltd (UCSL) in accordance with the enclosed Specifications and drawings, delivery schedule and UCSL - General Terms and conditions in all respects.
- 1.5. **You are requested to obtain clarifications, if any, and carefully study the documents and the scope of services, before submitting your offer.**

#### 2. SCOPE OF WORK

- 2.1. The scope of work includes Vessel movement, Launching, Mooring & Cleaning of slopping cradle to the satisfactory completion of works in accordance with the requirements of UCSL, Classification society and owner requirements. Refer **Annexure II** for detailed scope of work.
- 2.2. This is a turnkey job and any additional works up to 10% growth of work on scope of work to be envisaged and is to be undertaken without any additional price impact.
- 2.3. Consumables
  - Gases (DA, Oxygen, CO2) will be provided free of cost by UCSL
  - Welding consumables: All welding consumables shall be provided by UCSL on chargeable basis. For bidding of the project, the following rates may be considered which shall be charged to the contractor.

<u>Welding Electrodes</u>	<u>Rate</u>
Mig Coil E71t 1c 1.2mm Dia	177.10
Flux Cored Wire of Ss 309l 0.8mm Dia	977.50
Tig Filler Wire 70 S2, 2.4mm	276.00
Mig Solid Wire Er-70s-6 1.2mm	126.50
Welding Electrode: E 6013: 2.5 Mm	126.50
Welding Electrode: E 6013: 3.15 Mm	168.48
Welding Electrode: E 6013: 4 Mm	168.48
Welding Electrode: E 7018: 2.5 Mm	120.75
Welding Electrode: E 7018: 3.15 Mm	143.75





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Welding Electrode: E 7018: 4 Mm	195.50
SS Welding Electrode 309I 3.15mm	740.60
SS Welding Electrode E316 L, 2.5 Mm	740.60
SS Welding Electrode E316 L, 3.15 Mm	740.60
MS to SS Welding Electrode 309 X2.5mm	753.25

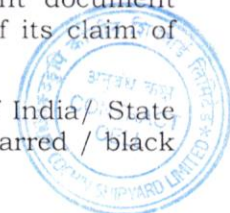
\*The above prices are excluding of GST.

### **3. METHOD OF AWARDING CONTRACT**

- 3.1. Contract will be concluded with Bidder qualifying technically, agreeing to Techno-Commercial conditions (Annexure V) and emerging as L1 based on Annexure - IV.
- 3.2. The bidder shall submit the prices at the Annexure-IV and the same rates shall be applied for L1 determination.
- 3.3. Yard intends to award the total scope of work for 08 ship (UY-175 to UY-182), out of which 01 ship is confirmed and remaining 07 ship as optional.
- 3.4. In case of the contractor fails to perform at any stage of the project, the yard reserves the right to delink the scope of work and will award the same to alternate contractor. In such cases, the value shall be determined based on Annexure-IV which shall be deduction from the total contract value for payments.
- 3.5. UCSL reserves the right to cancel the tender if required.

### **4. QUALIFICATION CRITERIA FOR BIDDERS**

- 4.1. The Bidder shall be a single firm having experience in Launching of Vessels for the last two years, bidders should have experience in the field of slopping cradle launching mechanism itself, if any bidder participating in this tender is claiming experience in other mode of launching activities rather than slopping cradle system, then the same will not be considered for technical qualification.
- 4.2. Bidder shaving experience in balloon system/side launching/ dry dock methods, will not be considered as experience under slopping cradle area.
- 4.3. The bidders shall have minimum 2 years of experience in handling vessel movement, launching and should submit the document as evidence.
- 4.4. The technical experience means "the experience of successfully completed similar works (as per clause 5.1, 5.2) for period of 2 years. In the case of ongoing works, work progress report from the authorized officer of the work order issued firm shall be submitted for considering UCSL requirement.
- 4.5. The contractor must have a site-in charge/ supervisor to execute work, with a minimum experience of 3 yrs. in Vessel Movement/Launching field.
- 4.6. The Bidder should furnish the required work-specific information and satisfactory documentary evidence such as copy of work order / agreement and a certificate from the employer for satisfactory completion of work or any other relevant document indicating completion of work shall be submitted to UCSL in support of its claim of experience.
- 4.7. Bidder shall not be under a declaration of ineligibility issued by Govt. of India/ State govt./ Public Sector Undertakings etc. The bidder shall not have been debarred / black





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listed by UCSL or by any of the Public Sector Undertaking or Government department etc.

## **5. SCHEDULE OF COMPLETION**

Vessel	Location	Pullout	Launch
UY-175	Malpe	29-Aug-26	27-Sep-26
UY-176	Malpe	03-Dec-26	30-Dec-26
UY-177	Malpe	13-Mar-27	12-Apr-27
UY-178	Malpe	28-May-27	27-Jun-27
UY-179	Malpe	29-Aug-27	28-Sep-27
UY-180	Malpe	11-Nov-27	11-Dec-27
UY-181	Malpe	14-Feb-28	15-Mar-28
UY-182	Malpe	02-Apr-28	02-May-28

- 5.1. The schedule and duration (days) indicated in the Scope of Work/Tender are tentative and may be revised based on project requirements. The contractor shall mobilize the required manpower in accordance with the yard's operational requirements and as instructed by the Executive Officer/Engineer-in-Charge to ensure the timely execution of the work.
- 5.2. The work is urgent in nature hence, contractor to mobilize the men and material for execution of the work not later than 7 days from the placement of work order / Confirmation.
- 5.3. Work must be completed within 60 days per vessel from the date of commencement Work.

## **6. VALIDITY**

- 6.1. The offer shall be valid for a period of 06 months and no escalation in rate shall be allowed by UCSL on whatsoever reason.

## **7. RATE**

- 7.1. Rates are to be quoted in the Price Bid Format at Annexure-IV attached herewith.

## **8. PAYMENT TERMS**

- 8.1. Payment will be made in 3 stages:

### **STAGE I: 75% OF CONTRACT VALUE:**

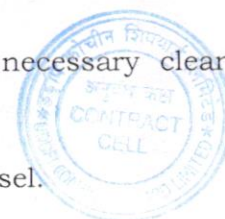
Deliverables: Vessel movement from NBS to Slooping Cradle and successful launching of the same.

### **STAGE II: 15% OF CONTRACT VALUE:**

Deliverables: After successfully Launching of the vessel & necessary cleaning & maintenance ailed works at slooping cradle.

### **STAGE III: 10% OF CONTRACT VALUE:**

Deliverables: Vessel mooring activities till the delivery of the vessel.





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- 8.2. Payment shall be made on the basis of certification by UCSL Representative on actuals.
- 8.3. The payment shall be made within 30days from submission of invoice along with the work completion certificate.
- 8.4. All claims for payment for the work/additional work shall be submitted by the contractor within one month of completion of work.
- 8.5. Payment will be made by RTGS/NEFT to the account of Contractor. The name of the bank, branch, A/C No., IFSC code & other particulars shall be furnished by the Contractor in the proforma of UCSL.

**9. TAXES & DUTIES**

- 9.1. GST shall be applicable extra on the prescribed work. You are requested to furnish the following details in the invoice/Bill.
- Applicable rate of GST/SAC Code
  - Firms GST Reg. NO.
  - Service accounting code (SAC) as prescribed by statutory authorities.
  - GST Reg. No. of Udupi Cochin Shipyard Limited(**29AAACT1281B1ZO**).

**10. PERIOD OF CONTRACT & COMMENCEMENT OF SERVICES**

- 10.1. Period of contract will be Six (06) months from the date of work order, for each vessel.
- 10.2. The rates quoted and all other terms and conditions will remain unchanged for the entire period and also for the extended period (if extended).
- 10.3. Detailed schedule will be prepared mutually by the contractor and UCSL and the same will be verified for execution.

**11. SECURITY DEPOSIT**

- 11.1. The successful tenderer shall remit 5% of the value of the contract as security deposit within 15 days of receipt of the work order. This amount may be remitted by way of demand draft or bank guarantee (in approved proforma of UCSL) from any of the nationalized banks, valid till the satisfactory completion of the entire work. The Security Deposit will be released on certification of satisfactory completion of the contract and no liability to UCSL by Officer-in charge. The Security Deposit retained will not bear any interest.

**12. LIQUIDATED DAMAGES**

- 12.1. The progress of work will be monitored against the mutually agreed detailed schedule. Liquidated damages for delays in execution of the work beyond the scheduled date of completion, for any reason other than force majeure conditions, will be recovered at the rate of half percent of the value of the contract per week or part thereof, subject to a maximum of ten (10) percent of the value of the contract.
- 12.2. For better clarity, order values mentioned in LD clause are values excluding duties and taxes (Basic value). Liquidated damages, if any, shall be decided and settled only after the completion of the entire project but prior to the release of Final stage Payment.





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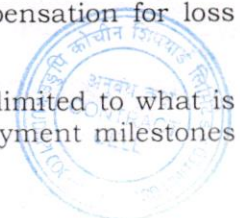
- 12.3. If, for any reasons, supplier has a justification towards delay in supply / work execution and would intend to consider applicability/ non applicability of LD, the same shall be intimated to UCSL by way of a letter, failing which it will be deemed that delay is attributable to the supplier.
- 12.4. Delay in supply/Interruption of the work for reasons not attributable to supplier shall entitle extension of the order execution period for proportionate period without any additional cost to UCSL.

**13. POWER OF ATTORNEY**

- 13.1. The tenderer(s) shall have to sign in each page of the tender documents with official stamp as a token of his acceptance of the conditions stated therein.
- 13.2. The person signing the tender form on behalf of another or on behalf of a firm, shall enclose to the tender, a Power of Attorney or the said deed duly executed in his favour or the partnership deed giving him such power showing that, he has the authority to bind such other persons or the firm, as the case may be, in all matters pertaining to the contracts. If the Person so signing the tender, fails to enclose the said Power of Attorney, his tender shall be liable for being summarily rejected. The Power of Attorney shall be signed by all partners in the case of partnership concern, by the Proprietor in the case of a proprietary concern, and by the person who by his signature can bind the company in the case of a Limited Company.

**14. TERMINATION & LIMITATION OF LIABILITY**

- 14.1. This contract may be terminated upon the occurrence of any of the following events
- 14.2. By agreement in writing of the parties hereto;
- 14.3. By the non-defaulting party, upon default by the other party, of any clause of this contract, if not remedied within fifteen (15) days, or such longer time as may be agreed upon by the parties, after receipt of notice thereof in writing from the non-defaulting party;
- 14.4. By the other party, upon either party;
- i. Making the assignment for the benefit of creditors, being adjudged a bankrupt or becoming insolvent; or
  - ii. Having a reasonable petition filed seeking its' dissolution or liquidation, not stayed or dismissed within sixty (60) days; or
  - iii. Ceasing to do business for any reason.
- 14.5. For fraud and corruption or other unacceptable practices.
- 14.6. Upon expiry or termination of this Contract, neither party shall be discharged from any antecedent obligations or liabilities to the other party under this Contract unless otherwise agreed in writing.
- 14.7. UCSL may by notice in writing to Contractor to terminate the order after issuing due notice i.e., 30 days' notice period. UCSL shall be entitled to compensation for loss limited to the order value.
- 14.8. Liability maximum that can be claimed by the Contractor shall be limited to what is due to be and has been paid by UCSL for work done as per the payment milestones and limited to work order value.





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## **15. ARBITRATION & JURISDICTION**

- 15.1. Any disputes arising during the period of the contract shall, in the first instance be settled by mutual discussions and negotiations. The results of such resolution of dispute shall be incorporated as an amendment to the contract, failing which supplier shall approach the UCSL Grievance Redressal Committee as per relevant clause of the Contract.
- 15.2. If any dispute, disagreement or question arising out of or relating to or in consequence of the contract, or to its fulfillment, or the validity of enforcement thereof, cannot be settled mutually or the settlement of which is not herein specifically provided for, then the dispute shall within thirty days from the date either party informs the other in writing that such disputes, disagreement exists, be referred to arbitration. The arbitrators shall be appointed and the arbitration proceedings shall be conducted in accordance with and subject to the Arbitration and Conciliation Act, 1996 (No. 26 of 1996) as amended from time to time and the decision of the Arbitrators shall be final and binding on the parties hereto. The arbitration will be done by a Board comprising one arbitrator nominated by each party, and a mutually agreed Umpire. Each party shall bear its own cost of preparing and presenting its case. The cost of arbitration shall be shared equally by the parties unless the award provides otherwise. Performance under this Contract shall however, continue during arbitration proceedings and no payment due or payable by the parties hereto shall be withheld unless any such payment is or forms a part of the subject matter of arbitration proceedings.
- 15.3. Seat & Venue of Arbitration: The seat & venue of arbitration shall be at Bangalore.
- 15.4. Language of Arbitration: The Language of arbitration shall be English.
- 15.5. Governing Law: The contract shall be governed by Indian Law
- 15.6. In case of disputes, the same will be subjected to the jurisdiction of courts at Bangalore, Karnataka.

## **16. SUB CONTRACTING AND ASSIGNMENT**

- 16.1. Contractor shall not assign or transfer the Purchase Order/ Work Order or any share or interest therein in any manner or degree to any third party without the prior written consent of UCSL.
- 16.2. Contractor shall not contract with any subcontractor and/or vendor without the prior written consent of UCSL. Such consent shall not relieve the Contractor from any of his responsibilities and liabilities under the Purchase Order/ Work Order. In addition, Contractor shall ensure that the terms and conditions of any such contract shall comply with and correspond to the terms and conditions of the Purchase Order/ Work Order.

## **17. SECRECY & RESTRICTION ON INFORMATION TO MEDIA**

- 17.1. The information contained in the enquiry as such shall NOT be communicated to any third party without prior approval of UCSL.





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17.2. Information in respect of contracts/orders shall NOT be released to the national or international media or anyone not directly involved in its execution without the written approval of UCSL

### **18. CANCELLATION OF ORDER AND RISK CONTRACTING**

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

18.2. UCSL also reserves to right to impose penalties ranging from Rs. 100 to Rs.500 to the employees of contractors and will be deducted from the bills, for any habitual offence on the cleanliness of uniforms, lack of obedience, not attending the tasks etc., and will be to the discretion of the Officer in charge for the work.

### **19. FORCE MAJEURE**

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

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

20.1. The contractor shall be entirely responsible for the safety of all the personnel employed by him on the work. In this regard, he may adopt all the required safety measures and strictly comply with the safety regulations in force. A copy of UCSL's "Safety Rules for Contractors (Revised)" is available with HSE department for reference.

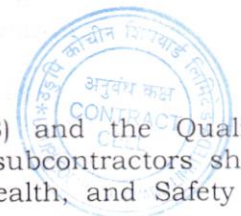
20.2. The Contractor may arrange to suitably insure all his workmen/ other personnel in this regard. UCSL will not be responsible for any injury or illness to the Contractor's workmen/other personnel during execution of the works due to whatsoever reasons.

20.3. In this regard, the Contractor will have to fully indemnify UCSL against any claims made by his workmen/other personnel

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

### **21. IMS GUIDELINES**

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





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- a) Meeting or exceeding customer requirements.
- b) Assuring quality of the products and service.
- c) Preventing occupational ill health & injuries.
- d) Ensuring safe work sites.
- e) Conserving natural resources.
- f) Preventing / minimizing air, water & land pollution.
- g) Handling and disposal of Hazardous wastes safely.
- h) Complying with statutory & regulatory and other requirements.
- i) Developing skills and motivating employees.

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

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



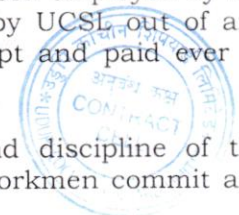


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- g) Any clarification related to IMS requirements of the yard, may be obtained by the contractor from the AGM (HSE) or the authorized representative of the contract, prior to the commencement of work.

## **22. LABOUR LAWS AND REGULATIONS**

- 22.1. The Contractor should employ **INDIAN NATIONALS** with valid citizenship only for works inside UCSL premises.
- 22.2. The Contractor shall undertake and execute the work with contract Labor only after taking license from the appropriate authority under the Contract Labor (Regulation & Abolition) Act 1970.
- 22.3. The Contractor shall observe and comply with the provisions of all labour and industrial laws and enactments and shall comply with and implement the provisions of the Factories Act, 1948, Employees Provident Funds & Miscellaneous Provisions Act, 1952, Employees State Insurance Act, Payment of Gratuity Act, minimum Wages Act, Payment of Bonus Act, Contract Labour (Regulation and Abolition) Act and all other enactments as are applicable to him and his workmen employed by him. The Contractor shall inform UCSL his license number from the Central Labour Commissioner.
- 22.4. All Persons, except those exempted under the respective Acts, shall necessarily be insured under the ESI scheme and be made members of the EPF Scheme from the day of their engagement as personnel in the Company. In Case 1, All such insured Persons should carry with them their ESI Identity Card for verification by the authorities. No Persons without a valid ESI Identity Card for verification by the authorities will be permitted to work in the company.
- 22.5. The Contractor shall submit the Labour Reports/Returns as required by the Company from time to time in respect of their workmen in standard format to the concerned contracting officer so as to enable the same to reach Contract cell by the 5th of every month. Delayed submission of the same shall attract penal interest /damages at the rate as levied by the respective authorities under the relevant Acts.
- 22.6. The Contractor shall maintain the records viz. Muster Roll, Acquittance Roll with full details, Account books etc., in original. These are required for inspection by the concerned authorities under each scheme.
- 22.7. If the Contractor fails to pay any contributions, charges or other amounts payable under any of the aforementioned provisions of law, UCSL shall deduct or adjust amounts equivalent to such contribution, charges or amounts from amount payable to him by UCSL, including any deposit or amounts payable against bills and make payments on his account to the appropriate authority. He shall not be entitled to question or challenge such deductions, adjustments or payment made by UCSL.
- 22.8. Any other amount payable under any law or in respect of any person employed by the Contractor, if not paid by him, shall be deducted or adjusted by UCSL out of any amount payable to the Contractor including any Security Receipt and paid over or withheld for payment by UCSL.
- 22.9. The Contractor shall be fully responsible for the conduct and discipline of the workmen employed by him in the Company premises. If such workmen commit any





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misconduct or criminal act inside the Company, the Contractor shall take appropriate action against such workmen. The Contractor shall abide by the instructions/ guidelines issued by the Company for maintenance of discipline and good conduct among the workmen employed by him.

- 22.10. All persons who are engaged for various works in UCSL either directly or through Contractor, should produce the following documents prior to issuing their entry passes:
- 22.11. Passport/Aadhaar attested copy of passport with photo and address particulars.  
 OR  
 Police clearance certificate with photo and address particulars. (Police clearance certificate to the effect that the concerned person is staying in the area of jurisdiction of the certificate issuing Police Station and that the person is not involved in any criminal offences as per the records available therein.)
- 22.12. Application and Declaration for enrolling under Employees Provident Fund and ESI Scheme- 3 individual passport size photographs and two copies of family photographs of the members.
- 22.13. **Contractor shall familiarize themselves with the labour rules & regulations.**

### **23. OVERWRITING & CORRECTIONS**

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

### **24. OTHER TERMS & CONDITIONS**

- 24.1. Quality of services shall conform to the specification/ standards laid down by UCSL.
- 24.2. UCSL reserves the right to accept / reject any offer.
- 24.3. **UCSL reserves the right to award the work to more than one contractor or to take over partially or fully the work depending upon the schedule requirements.**
- 24.4. During the evaluation of tender, officer-in-charge may seek clarifications from the bidders. Clarification if any shall be given in writing/e-mail. Officer-in-charge's decision will be final and binding on the bidder.
- 24.5. Compliance of all statutory safety requirements and other safety rules stipulated by UCSL and other applicable statutory bodies shall be the responsibility of the Contractor while working at UCSL premises. The Contractor should ensure that their workmen and staff are adequately covered under Insurance.
- 24.6. Damages caused to the Shipyard properties/tools/accessories should be rectified by the Contractor at his cost or proportional recoveries will be made from the Contractor while passing their bills for payment.





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- 24.7. The service provider shall have to engage men on round the clock basis and also on Sundays and holidays. Service has to be completed to the satisfaction of Udupi Cochin Shipyard Limited officer in-charge.
- 24.8. The service provider shall indemnify UCSL or its officers against any claims arising out of accidents or injuries to workmen or other persons or damage to other property which may arise during the execution of the contract or from breach of any Law or Regulation prior to delivery and acceptance of the items at UCSL.
- 24.9. The service provider shall also be governed by the General Conditions of Contract of UCSL, General Safety Rules and other relevant labour laws.
- 24.10. Local Service provider (Make-In-India), MSME firms and Startups will be eligible for various Relaxations in pre-qualification criteria and other Benefits as per the orders promulgated by Government of India. Bidders are advised to refer the details of various Benefits and Relaxation in pre-qualification criteria as published at CSL website ([www.cochinshipyard.in](http://www.cochinshipyard.in)) under the Tenders tab for further reference.
- 24.11. Restriction of bidders sharing land border with India vide Office memorandum dt 23.7.2020 Order - Public Procurement no 1 dt 23.7.2020, Order no 2 dt 23.7.2020 and order no 3 dt 24.7.2020.
- 24.12. Assistant General Manager, or his authorized representative will be the Officer-in-charge of these contracts.





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## SCOPE OF WORK

### TENDER FOR LAUNCHING OF 6300 DWT GENERAL CARGO VESSEL

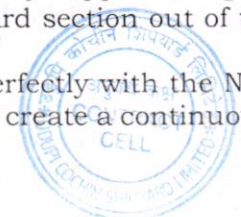
#### SCOPE OF CONTRACTOR:

#### 1. **Assembly of Ship Trolley, Roller Cleaning, and Strategic Placement:**

- 1.1. **Trolley Mobilization & Top Cover Assembly:** The contractor shall shift eighty (80) Hillman trolleys to the New Build Shed (NBS), ensuring perfect linear alignment. All top covers must be physically secured and locked using appropriate bolts and nuts.
- 1.2. **Roller Overhaul & Servicing:** Complete a comprehensive technical servicing of all Hillman rollers. This includes meticulous cleaning to remove debris, full greasing of the internal bearings, and rigorous physical verification to ensure free, unhindered movement.
- 1.3. **Placement & Rail Setup:** Establish and build up the final trolley configuration on top of the existing NBS rails directly at the vessel's current construction location. The structural placement, spacing, and alignment must strictly conform to the approved docking arrangement drawings.
- 1.4. **Rail Track Cleansing:** Perform a thorough cleaning of the entire rail track length to eliminate any scale, rust, or physical obstructions that could impede the smooth rolling of the ship trolley assembly.
- 1.5. **Supporting Block Clearance:** Systematically remove or relocate all existing supporting blocks around the keel and bilge areas to facilitate clear access for trolley insertion and required bottom painting operations.
- 1.6. **Structural Tie-In & Binding:** Structurally interconnect the positioned trolleys using pipes, I-beams, or C-channels. All connections must provide robust cross-bracing and support to guarantee complete structural stability during subsequent heavy transit.
- 1.7. **Dock Block Height & Seating Control:** Maintain the exact dock block heights mandated by the engineering layout drawings. Implement high-density wooden seating arrangements equipped with secure mechanical locking to prevent any local shifting or settlement under load.
- 1.8. **Sideways Launch Accommodation:** The final block layout and positioning matrix must be pre-engineered to directly accommodate the dynamic sideways launching sequence immediately after the vessel achieves floatation.

#### 2. **Segmented Shifting of Forward Hull Section to Repair Bay-1**

- 2.1. **Separation Shifting Phase (Days 1-2):** The contractor shall initiate the independent shafting and shifting of the vessel's forward hull section separately from the main hull body.
- 2.2. **Winch Rigging for Transfer:** Rig a 50-ton side winch utilizing a 36 mm diameter steel wire rope. This wire rope must be multi-reeved through double or triple sheave pulleys positioned at two distinct anchoring locations to optimize load distribution and ensure smooth, controlled movement.
- 2.3. **NBS to Transfer Cradle Shift:** Clear all temporary blocks and safety supports, engage the 50-ton side winch, and safely transfer the independent forward section out of the NBS and onto the main Transfer Cradle.
- 2.4. **Track Integration & Welding:** Align the Transfer Cradle rails perfectly with the NBS shop rails. Structurally weld the connecting rail tracks together to create a continuous, seamless bridge for the trolleys.





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- 2.5. **Safety Rigging Supervision:** A highly experienced certified rigger must be permanently stationed at the 50-ton side winch controller to monitor rope tension and braking action throughout the entire operation.
- 2.6. **Track Severing & Cradle Transit:** Once the forward section is completely centered on the Transfer Cradle, use oxy-acetylene gas cutting to sever the temporary connecting tracks. Derig the winch ropes, secure the section, and rig the 50-ton side winch to transit the Transfer Cradle along the Transverse Bay.
- 2.7. **Repair Bay-1 Insertion (Days -4):** Align the Transfer Cradle with the Repair Bay-1 track rails. Weld the connecting tracks, rig the pulling winches, and safely shaft the forward section into its temporary holding position inside Repair Bay-1 (REP 1). Lock the cradle assemblies to ensure zero movement.

### 3. Overhaul and Structural Assembly of Sloping Cradle Extended Units

- 3.1. **Phase 1: Slipway Mud Evacuation:** Prior to extension assembly, the contractor shall thoroughly clean the slipway area by washing away accumulated river mud and silt (approximately 1 meter in depth) using the yard high-pressure fire pump to expose the baseline rail infrastructure for a formal engineering survey.

**Heavy Equipment Setup:** Mobilize and position the 250-Ton KOBELCO Crane at Repair Bay-2 to handle heavy lifting during the component overhaul.

**Material Transfer:** Shift the required wooden blocks and wedges from the NBS to the sloping cradle work area.

- 3.2. **Phase 2: Cradle Dismantling & Lifting (Tide-Dependent)**  
**Front Portion Dismantling:** Remove the middle joint bolts and nuts to dismantle the front portion of the sloping cradle.

**Rigging & Shifting:** Rig the front portion of the cradle using properly arranged wire slings. Lift and shift it safely using the Zoom line Crane/ Kobelco crane. Ensure stable temporary supports are placed beneath the cradle during this shift.

**Cradle Lifting (Low Tide Operation):** During low tide, position the two 100-ton hydraulic jacks underneath the lower portion of the cradle. Lift the cradle up to 1500mm.

**Structural Support:** Once the cradle is lifted, immediately provide proper structural support at all 10 designated locations using the wooden blocks transferred from NBS.

- 3.3. **Phase 3: Wheel Extraction & Repair Bay Overhaul**  
**Wheel Removal:** Remove all damaged wheels (approximately 100 units) from the cradle structure and transfer them safely to Repair Bay-2.  
**Component Dismantling:** Completely dismantle the wheel assemblies, including the bearings, seals, shafts, sleeves, and lock rings.  
**Shaft Reclamation:** Reclaim the damaged shaft areas by welding up to a 5mm thickness using E-7018 welding rods. Once welding is complete, send the shafts for precise machining work.  
**Housing Preparation:** Clean the internal areas of the wheel housings. Repair any structural defects and prepare the surfaces for new components. Note: Apply controlled surface heating if required to facilitate deep cleaning.

- 3.4. **Phase 4: Reassembly & Reinstallation**  
**Wheel Rebuilding:** Reassemble the wheels with brand-new bearings, oil seals, sleeves, lock rings, and associated accessories.





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**Site Transfer & Mounting:** Shift the overhauled wheels back to the sloping cradle area. Assemble 24 wheels specifically with the axle blocks and GI U-bolts.

**Fastener Torquing:** Securely tighten all GI U-bolts along with their respective lock nuts to the specified torque.

**Lubrication:** Thoroughly grease all wheels and moving assemblies prior to lowering the structure

3.5. **Phase 5: Lowering & Demobilization (Tide-Dependent)**

**Cradle Lowering (Low Tide Operation):** During low tide, engage the two 100-ton hydraulic jacks to take the weight, then carefully remove all 10 locations of wooden supports. Lower the cradle back to its baseline position.

**Housekeeping & Storage:** Gather all removed wooden blocks, wedges, and old hardware. Shift them back to the NBS and secure them properly to clear the dry dock/slipway area.

3.6. **Extension Unit Specifications:** Assemble five (5) additional heavy-duty cradle units to extend the existing sloping cradle at the slipway by an additional length of 30 meters. The extension must be configured in five distinct segment lengths matching the yard design drawings: 7500mm-02 nos, and 5000 mm.

3.7. **Heavy Lifting Infrastructure:** Position the UCSL-provided 250-ton KOBALCO Crane at Repair Bay-2. The contractor shall provide all specialized lifting belts, wire slings, and shackles to lift, shift, and lower the extension units onto the slipway track.

3.8. **Vertical Pin-Locking System:** Integrate the 5 extension units with the existing baseline cradle structure using a robust locking system. This requires the precise fitment and insertion of twelve (12) Vertical lock pins per set, across five (5) distinct sets (Totalling 60 high-tensile vertical pins).

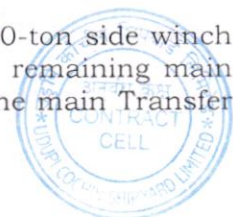
3.9. **Mechanical Bolting & Fastening:** Secure both the new and existing units of the cradle permanently using M22 structural bolts and nuts tightly torqued down. Ensure a dedicated rigging crew is positioned at the 100-ton winch and crane to manage movement vectors safely.

3.10. **Wheel Rehabilitation & Axle Assembly:** Overhaul and reassemble approx. hundred (100) wheels complete with fresh bearings, oil seals, and associated sleeves. Mount the assemblies onto the extended cradle frame using heavy axle blocks and galvanized (GI) U-bolts, securely tightened with mechanical lock nuts. Thoroughly grease all components before lowering.

3.11. **Extended Cradle Trial Run:** Lower the extended assembly onto the slipway rails using two 100-ton hydraulic jacks during low tide. Remove the temporary support blocks and execute a comprehensive physical trial run of the extended sloping cradle down to the 7-1/2 bollard mark and back to verify free rolling and zero binding. Perform full greasing and servicing of all sloping cradle pulleys before the launch.

#### 4. Shifting of the Main Vessel Hull Structure

4.1. **NBS Shifting Preparation (Day 35):** The contractor shall rig the 50-ton side winch 38mm wire rope with double/triple sheave pulleys to transfer the remaining main vessel hull structure from its building berth inside the NBS onto the main Transfer Cradle.





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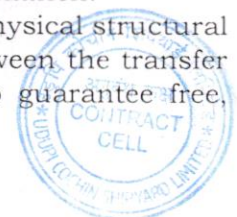
- 4.2. **Track Interconnection & Move:** Weld the track connections between the NBS berth and the Transfer Cradle. Station a certified rigger at the winch controls, clear the primary keel/bilge blocks, and winch the main vessel hull onto the Transfer Cradle.
- 4.3. **Severing & Transverse Bay Alignment (Day 36):** Sever the connecting tracks via gas cutting, derig the pulling lines, and re-rig the 50-ton side winch rope to shift the Transfer Cradle carrying the main vessel along the Transverse Bay tracks.
- 4.4. **Sloping Cradle Rail Alignment:** Position the main vessel hull directly in line with the sloping cradle rails. Align the tracks precisely and weld the connecting joints to secure the cradle against unexpected movement.

**5. Partial Sloping Cradle Shifting and Structural Integration of Forward Unit (Day 40-46)**

- 5.1. **Partial Slipway Shifting:** Rig the side winch rope using double sheave pulleys and shift the main vessel hull structure partially forward over/onto the upper section of the sloping cradle tracks.
- 5.2. **Forward Section Retrieval:** Rig the transfer winches to extract the independent forward hull section out of its temporary holding berth in Repair Bay-1 (REP 1) and shift it onto the Transverse Bay rails.
- 5.3. **Structural Mating Alignment:** Move the forward section in line with the sloping cradle and shift it backward to interface directly with the main vessel body.
- 5.4. **Hull Unification Assembly (Day 40-46):** Align, fit up, and structurally join both independent units together to re-establish the single, unified vessel hull structure. Complete all structural integration, root runs, and mandatory welding checks before any further downhill movement is attempted.

**6. Final Sloping Cradle Transfer and Pre-Launch Readiness**

- 6.1. **Final Sloping Cradle Transfer (Day 47):** The contractor shall execute the final shift, moving the completely integrated, unified vessel structure fully onto the sloping cradle assembly.
- 6.2. **Vessel Seating & Support De-rigging:** Safely position the vessel at its designated pre-launch drop mark, lock both sides securely using mechanical stoppers, disengage the side winches, and completely remove all temporary transit rope and pulley rigging.
- 6.3. **Weld Structural Sea-Locks:** Weld strong, rigid steel sea-supports and stoppers directly on top of the sloping cradle at all free ends of the hull to tightly secure the vessel and prevent any premature sliding.
- 6.4. **Pre-Launch Winch Rigging:** Rig the side winch rope directly to the sloping cradle frame utilizing a single pulley configuration, locked down tightly using heavy-duty dock clamps.
- 6.5. **Winch Manpower Deployment:** Station a competent technical team of operators and riggers at the 100-ton main winch and all auxiliary/supporting winches across the yard.
- 6.6. **Slack Rope Configuration:** Loosen and payout both side winch ropes by approximately 200 meters. This slack is mandatory to facilitate the unhindered, smooth downhill gravity movement of the sloping cradle during the launch.
- 6.7. **Track Severing & Block Stripping:** Dismantle and strip away all physical structural locks, temporary sea-fasteners, and connecting rails spanning between the transfer cradle and the sloping cradle. Double-check the slipway path to guarantee free, unobstructed movement of the sloping cradle.





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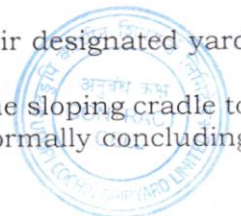
- 6.8. **Afloat Mooring Team Readiness:** Pre-arrange and layout appropriate high-tensile mooring ropes onboard the vessel to secure it immediately post-launch. Position an experienced rigging team onboard the vessel deck to handle the lines and execute mooring operations as required.

### 7. Execution of Final Vessel Launching

- 7.1. **Launch Execution (Day 50):** Execute the final launching of Hull Y-175-182 at the designated slipway (Malpe) during the scheduled high tide, as determined by the yard.
- 7.2. **Controlled Winch Descent:** Initiate the launch by starting the 100-ton main winch at a very slow speed. Once the static friction is overcome, gradually increase the winch speed to maintain a steady, controlled descent down the slipway.
- 7.3. **Underwater Leak Surveys:** Stop the downhill travel of the vessel at regular, pre-determined intervals to allow the inspection team to check for any internal or underwater structural hull leaks.
- 7.4. **Emergency Retrieval Rigging:** If an active leak is identified, the contractor must immediately utilize the pre-rigged side and main winches to reverse the travel vector and pull the vessel back up the slipway for emergency repairs. Proper recovery rig-ups must be executed quickly by the standby crew.
- 7.5. **Float-Off & Sideways Towing:** Resume the launch sequence after receiving formal clearances from the yard launching team. Immediately upon the vessel achieving full float-off from the cradle, deploy the auxiliary mooring ropes sideways toward the repair bay. Connect these lines to the yard capstans and pull the vessel in using yard hydras to manage the momentum.
- 7.6. **Jetty Mooring & Securing:** Guide the vessel safely alongside the outfitting jetty and secure it permanently using a standard multi-line marine mooring arrangement.

### 8. System Dismantling, Cradle Recovery, and Site Demobilization

- 8.1. **Empty Cradle Retrieval:** Rearrange the rigging ropes and lines to pull the empty, submerged sloping cradle back up the slipway rails. Deploy sufficient manpower across the 100-ton main winch and both side winches to haul the cradle safely back to its baseline position.
- 8.2. **Transfer Cradle Locking:** Re-align the main transfer cradle with the sloping cradle rails, weld temporary tracks to bridge the gap, and install heavy-duty block supports to mechanically lock the transfer cradle in place.
- 8.3. **Cradle Extension Stripping:** Under low-tide conditions, disengage and extract the horizontal locking system pins from the 15 + 15-meter extension. This requires the extraction of all twelve (12) pins across the five (5) sets (60 horizontal pins total).
- 8.4. **Extension Crane Stripping:** Utilizing the UCSL-provided 250-ton KOBALCO crane alongside heavy lifting belts and wire slings, hoist the 5 additional cradle extension units off the slipway tracks. Shift all dismantled extension units, pins, slings, and belts back to their designated yard storage locations and stack them neatly.
- 8.5. **Trolley Recovery & Stripping:** Shift the entire ship trolley configuration setup back onto the transfer cradle rails. Use gas cutting to remove the temporary tracks and rig the winches for side movement along the Transverse Bay.
- 8.6. **Docking Arrangement Dismantling:** Fully dismantle all temporary docking arrangements, wooden blocks, and wedges, and return them back to the NBS storage area.
- 8.7. **Trolley De-mobilization:** Shift all 80 Hillman trolleys back to their designated yard storage zones and secure them against environmental exposure.
- 8.8. **Final Slipway Washdown:** Perform a thorough pressure wash of the sloping cradle to clear away residual mud, marine growth, and launching debris, formally concluding all field operations.





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## 9. Scope of Supply & Facilities Provided by UCSL

- 9.1. UCSL will provide the following inputs, equipment, and dedicated personnel free of cost to the contractor, subject to standard yard scheduling:
- 9.2. **Heavy Machinery & Equipment:** Provision of the 280-ton Kobelco Crane, the 100-ton Main Winch, 50-ton Side Winches, and all auxiliary yard winches/capstans required for transit and launching phases.
- 9.3. **Qualified Equipment Operators:** UCSL staff operators will be provided to operate the 280-ton Kobelco crane, the 100-ton main winch, the 50-ton side winches, and all associated yard heavy equipment.
- 9.4. **Engineering Data:** All necessary technical specifications, layout designs, and approved fabrication/structural drawings.
- 9.5. **General Material Handling:** Access to standard yard forklifts and secondary material handling machinery (subject to operational allocation).
- 9.6. **Utilities:** Supply of electrical power, industrial water, compressed air, Welding consumables and gases (cutting gas, Argon)

## 10. Turnkey Conditions, IMS, Safety, and Personnel Compliance

### A. Job-Related Technical Focus & Execution Integrity

**All-Inclusive Turnkey Obligation:** This is a zero-deviation, turnkey contract. The contractor is fully responsible for executing every rigging, structural stabilization, and manual alignment phase mandated by the 50-day sequence. No claims for extra financial compensation or extension of time will be entertained for variations or secondary handling up to a 10% margin within the defined technical scope.

**Incidental Deliverables:** Any operational tasks, minor fabrication adjustments, rigging tools provisioning, or alignment activities not explicitly spelled out in this document but technically essential for the safe, successful structural integration and launching of Hull Y-175 shall be performed by the contractor at no additional cost to UCSL.

### B. Integrated Management System (IMS) Requirements

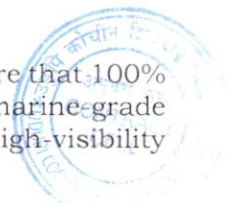
**Compliance with IMS Standards:** As Udupi Cochin Shipyard Limited is an IMS-approved shipyard, the contractor shall strictly comply with all established protocols under ISO 9001:2015 (QMS), ISO 14001:2015 (EMS), and ISO 45001:2018 (OHSMS).

**Quality Assurance & Documentation:** The contractor must maintain traceable records for all specialized operations, including weld inspections on track connections, torque values for GI U-bolts, and functional trial-run logs of the extended sloping cradle.

**Environmental Responsibility:** All waste generated during operations—including residual slipway mud, discarded contractor wire ropes, used grease, bearings, scrap steel from track cutting, and industrial chemical containers—must be collected, segregated, and disposed of at designated yard scrap yards or waste containment stations.

### C. Occupational Health, Safety, and Environment (HSE) Regulations

**Mandatory Personal Protective Equipment (PPE):** The contractor shall ensure that 100% of the deployed workforce is equipped with and continuously wears approved marine-grade PPE. This includes high-impact safety helmets, steel-toed safety shoes, high-visibility





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industrial jackets, and double-lifeline safety harnesses for work at heights. Life jackets are mandatory for all over-water operations.

**Industrial Work Permits:** No high-risk activity shall commence without securing a valid, signed permit from the UCSL HSE department. This includes Hot Work Permits for track welding/cutting, Confined Space Permits for hull double-bottom checks, and Critical Lifting Permits for Kobelco Crane coordination.

**Daily Tool-Box Talks (TBT):** The contractor's safety supervisor must conduct documented Tool-Box Talks before the start of every shift, briefing the crew on specific hazard zones, including winch rope snapback zones, crane swing radii, and slipway slide pathways.

**Emergency Response Readiness:** During the Day 50 launching phase, a dedicated emergency rescue team must be stationed at the slipway. The contractor must keep emergency recovery rigging lines, backup shackles, and high-capacity pulling tools on standby to facilitate immediate recovery actions if instructed by UCSL.

#### **D. Qualified & Certified Contractor Personnel Requirements**

**Deployment of Certified Riggers:** All lifting, shifting, and structural mating manoeuvres—specifically the split-hull movements and the installation/removal of the 5 cradle extension units—must be executed exclusively by certified, experienced contractor riggers who provide clear signalling and coordination to the UCSL equipment operators.

**Statutory Welder Qualifications:** Any structural welding performed on the transfer tracks, cradle extensions, or sea-locking stoppers must be executed by experienced welders holding valid performance qualification certificates approved by UCSL.

**Mandatory Supervision & Gate Pass Verification:** The contractor shall deploy a dedicated, qualified Site Engineer and a certified Safety Officer to permanently oversee all field operations. Competency certificates, medical fitness certifications, and insurance coverage documents for the entire workforce must be submitted to UCSL Security and HSE for strict verification before yard gate passes will be issued.

**Change Management:** No rework, modification, or out-of-scope work is to be executed without obtaining prior explicit written consent from the designated UCSL Officer-in-Charge. All work must rigidly adhere to the shipyard's approved engineering drawings

#### **11. TECHNICAL VESSEL SPECIFICATIONS (HULL Y-175)**

Parameter	Value / Specification
Vessel Type	6300 DWT General Cargo Vessel
Length Overall (LOA)	99.90 Meters
Length Between Perpendiculars (LBP)	84.19 Meters
Breadth (Moulded)	15.85 Meters
Depth (Minimum to Main Deck)	8.80 Meters





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Parameter	Value / Specification
Design Draft	Approximately 6.75 Meters
Launch Displacement	Approximately 8,501 Tons
Maximum Deadweight Capacity	6,300 Tons (Max)
Gross Tonnage (GRT)	4,639
Classification Society & Flag	DNV, NIS Flag
Main Propulsion / Machinery	Diesel Generators: Volvo Penta (D16 MG KC) Rating: 1800 RPM, 4-Stroke, MGO Fuel Horsepower: 796 HP x 4 Units Propeller: One 4-Bladed Propeller with 1 Gearbox
Bow Thruster	350 kW
Complement / Crew Accommodation	9 Persons



**POWER OF ATTORNEY**

*(On Applicant's letter head)*

(Date and Reference)

To  
The Assistant General Manager (Contract Cell)  
Udupi Cochin Shipyard Limited,  
Fishing Harbour complex, Malpe,  
Udupi - 576 108.

**Subject: Power of Attorney**

Mr. / Mrs. / Ms.....  
(Name of the Person(s)), domiciled at.....  
(Address), acting as..... (Designation and name of the  
company), and whose signature is attested below, is hereby appointed as the Authorized  
Representative and authorized on behalf of ..... (Name  
of the company) to provide information and respond to enquiries etc. as may be required by the  
Employer for the project of ..... (Project title) and is  
hereby further authorized to sign and file relevant documents in respect of the above.

(Attested signature of Mr. ....)

For.....  
(Name & designation)

(Company Seal)





**UDUPI COCHIN SHIPYARD LIMITED**  
**Tender For Launching of 3800TDW General Cargo Vessel**  
**UCSL/CC/SB/T/175-182/231/2026 DT:07.07.2026**

**TENDER FOR LAUNCHING OF 6300 TDW GENERAL CARGO VESSEL**

**PRICE BID FORMAT (Per Vessel)**

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

Note: L1 will be determined based on the total amount at Sl no.4.



Signature:

Address of the contractor:

Date:

Seal:



**UDUPI COCHIN SHIPYARD LIMITED**  
**Tender For Launching of 6300TDW General Cargo Vessel**  
**UCSL/CC/SB/T/175-182/231/2026 DT:07.07.2026**

**ANNEXURE-VI**  
**TECHNO COMMERCIAL CHECK LIST (To be submitted by the bidder)**

(Bidders may confirm acceptance of the Tender Conditions/deviations if any to be specified)

SL No.	Tender Enquiry Requirements	Confirmation from bidder (Strike off whichever is not applicable)	Specific comments /Remarks
1	Terms & Condition, Scope of work (Annexure-I & II)	Agreed as per tender /Do not agree	
2	Schedule Clause 5 (Annexure-I)	Agreed as per tender/Do not agree	
3	Eligibility criteria documents	Submitted/Not submitted	
4	Unconditional Acceptance	Agreed as per tender/Do not agree	
5	Offer Validity	06 Months - Agreed as per tender/Do not agree	
6	Taxes & Duties	Specified/included in Price	
7	Payment terms - confirm		
a	As per Clause 08 of Annexure - I	Agreed as per tender/Do not agree	
8	Price shall remain firm and fixed and No Escalation in prices after awarding of contract	Agreed as per tender/Do not agree	
9	Security Deposit	Agreed as per tender/Do not agree	
10	Force Majeure	Agreed as per tender/Do not agree	
11	Liquidated damages and cancellation of contract	Agreed as per tender/Do not agree	
12	Arbitration & Jurisdiction clauses	Agreed as per tender/Do not agree	
13	Confirm all other terms and conditions of our enquiry are acceptable.	Confirmed/Not confirmed	
14	Deviations from Tender conditions	No Deviations	

Signature:

Address of the Contractor:

Seal:



**UNCONDITIONAL ACCEPTANCE LETTER**

(Unconditional acceptance to be given by in letter head)

**ACCEPTANCE OF TENDER CONDITIONS**

1. Tender Document no. UCSL/CC/SB/T/175-182/231/2026 Dt. 07<sup>th</sup> July 2026 Tender for Tender for Launching of 6300 DWT General Cargo Vessel at UCSL has been received by me/us and I/We hereby unconditionally accept the tender conditions of tender documents in its entirety for the above work.
2. It is further noted that it is not permissible to put any remarks/conditions in the tender enclosed in "Part-2 (price bid)". I/We agree that the tender shall be rejected and ACCEPTING AUTHORITY.

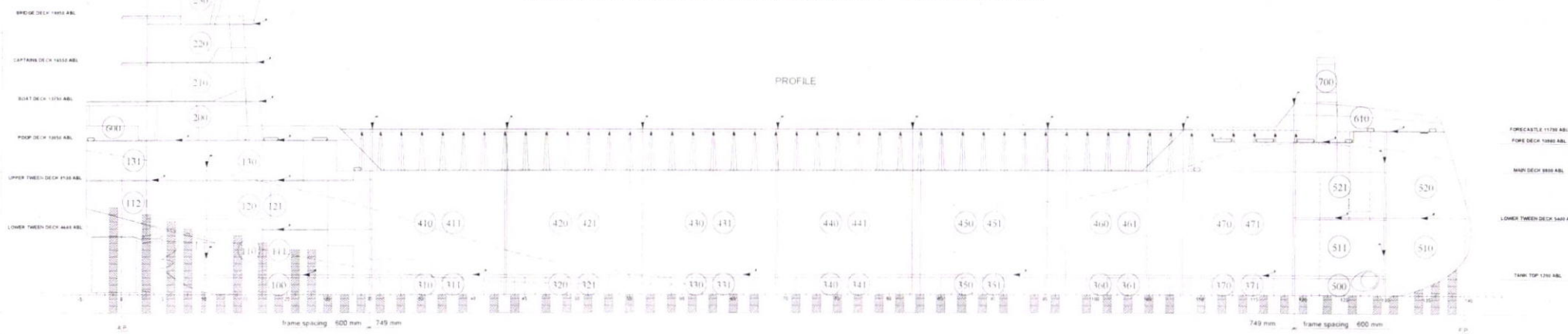
Yours faithfully,



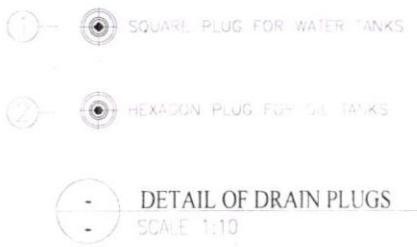
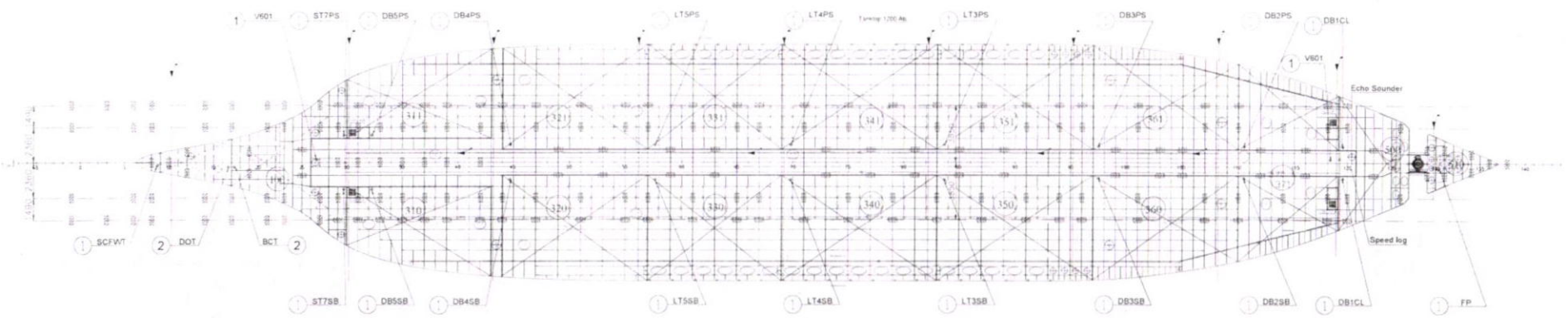
(Signature of the tenderer) with rubber stamp)

Date: .....

# ERECTION DOCKING ARRANGEMENT - PROFILE VIEW



# ERECTION DOCKING ARRANGEMENT - PLAN VIEW @1200 ABL



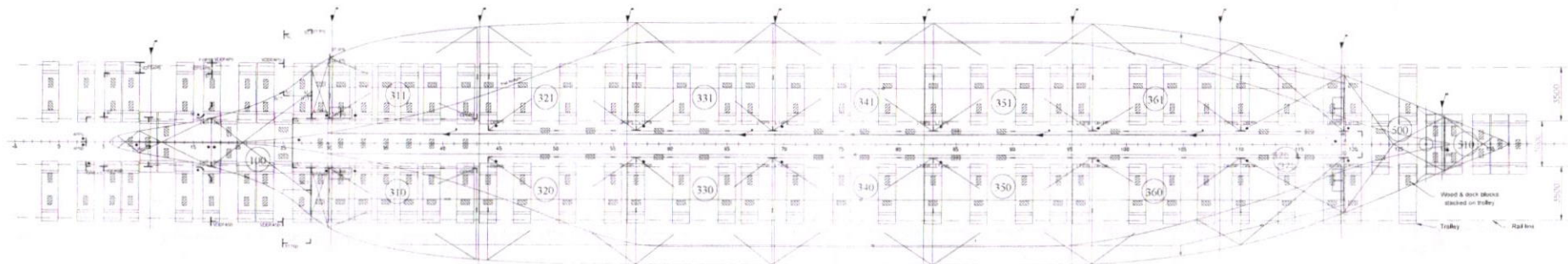
Note:  
 1. All dimensions are in mm.  
 2. Location of dock blocks coming in way of hull markings may be adjusted in-situ.

Reference:  
 1. UY175-3183-Rev03-Docking plug arrangement & jacking plan.  
 2. UY175-2050-Rev02-Bulk section arrangement.  
 3. UY175-3184-Rev02-in Water Survey inspection plan.

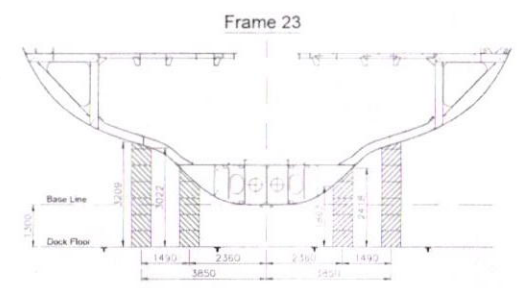
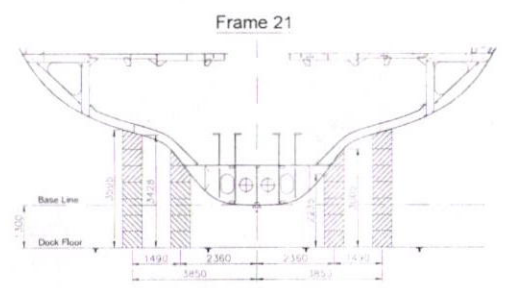
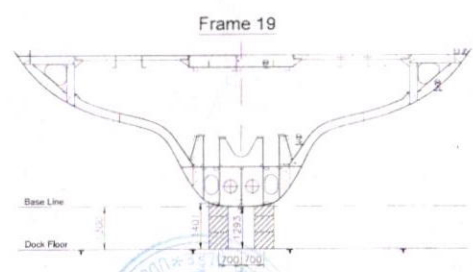
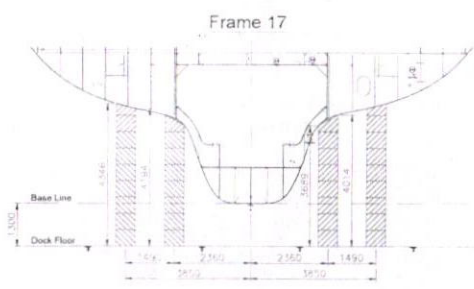
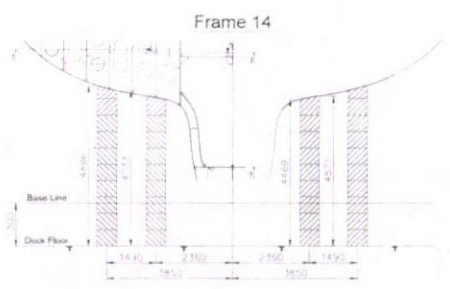
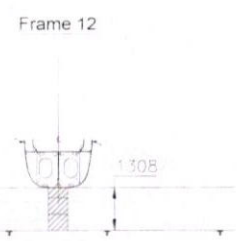
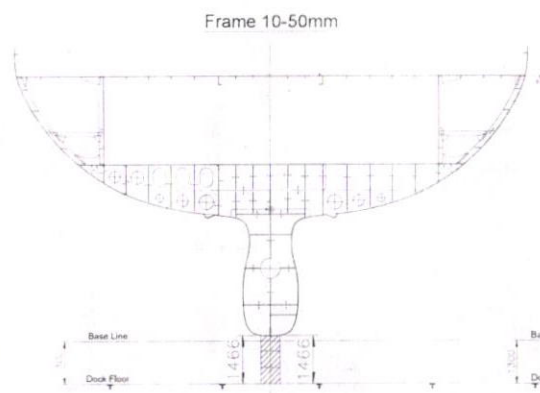
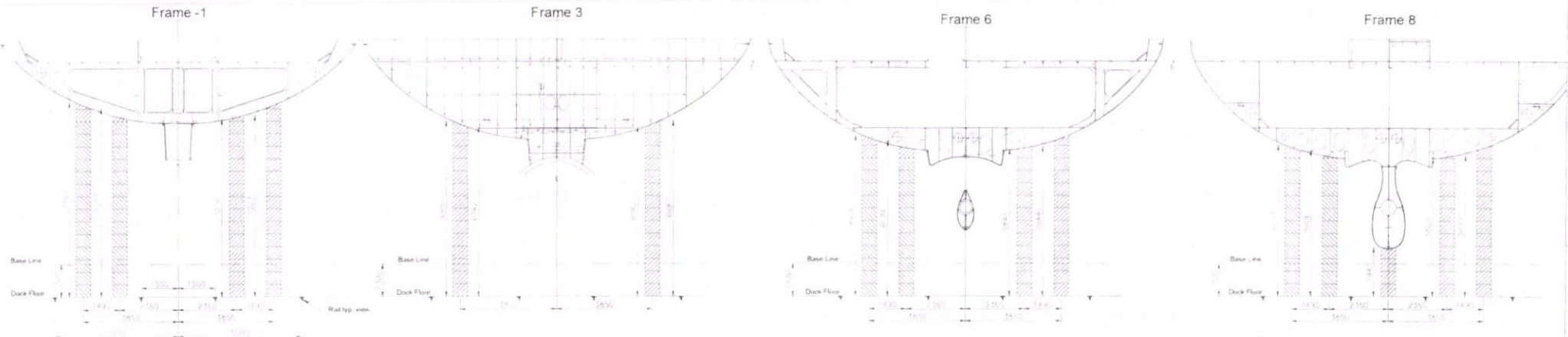
0	18/03/2025	INITIAL ISSUE	CHA	SSK	VLD
REV	DATE	DESCRIPTION	PREPARED BY	CHECKED BY	APPROVED BY
				<b>UDUPI COCHIN SHIPYARD LTD.</b>	
		Regional Office: Malpe Harbour Complex, Malpe, Talapada, 575 018, Karnataka, India Company No: 6702308 (01) Fax: +91 824 2308 645, www.udupishipyard.com Email: uas@udupisl.com			
THIS DRAWING/SPECIFICATION IS THE PROPERTY OF UDUPI COCHIN SHIPYARD LTD. AND MUST NOT BE COPIED OR THE CONTENTS THERE OF OR ANY INFORMATION RECEIVED IN CONJUNCTION THERE WITH MUST NOT BE IMPORTED TO ANY UNAUTHORIZED THIRD PARTY. THE RECEIPT OF THE DRAWING/SPECIFICATION IMPLIES THAT THE DRAWINGS MAN'G'D HERE IN ARE ACCEPTED.					
CLIENT		TITLE			
WILSONS ANA SHIPWAY		ERECTION DOCKING PLAN			
DESIGNER		DRAWING NO.			
UDUPI COCHIN SHIPYARD LTD		175 - 144 - 042			
All Dimensions are in mm	SCALE	FORMAT	PROJECT	FILE GR.No.	REVISION
	1:200	A2	UY 175-182	3.1	0
					PAGE No.
					01 OF 04

### TROLLEY ARRANGEMENT - PLAN VIEW @1200 ABL

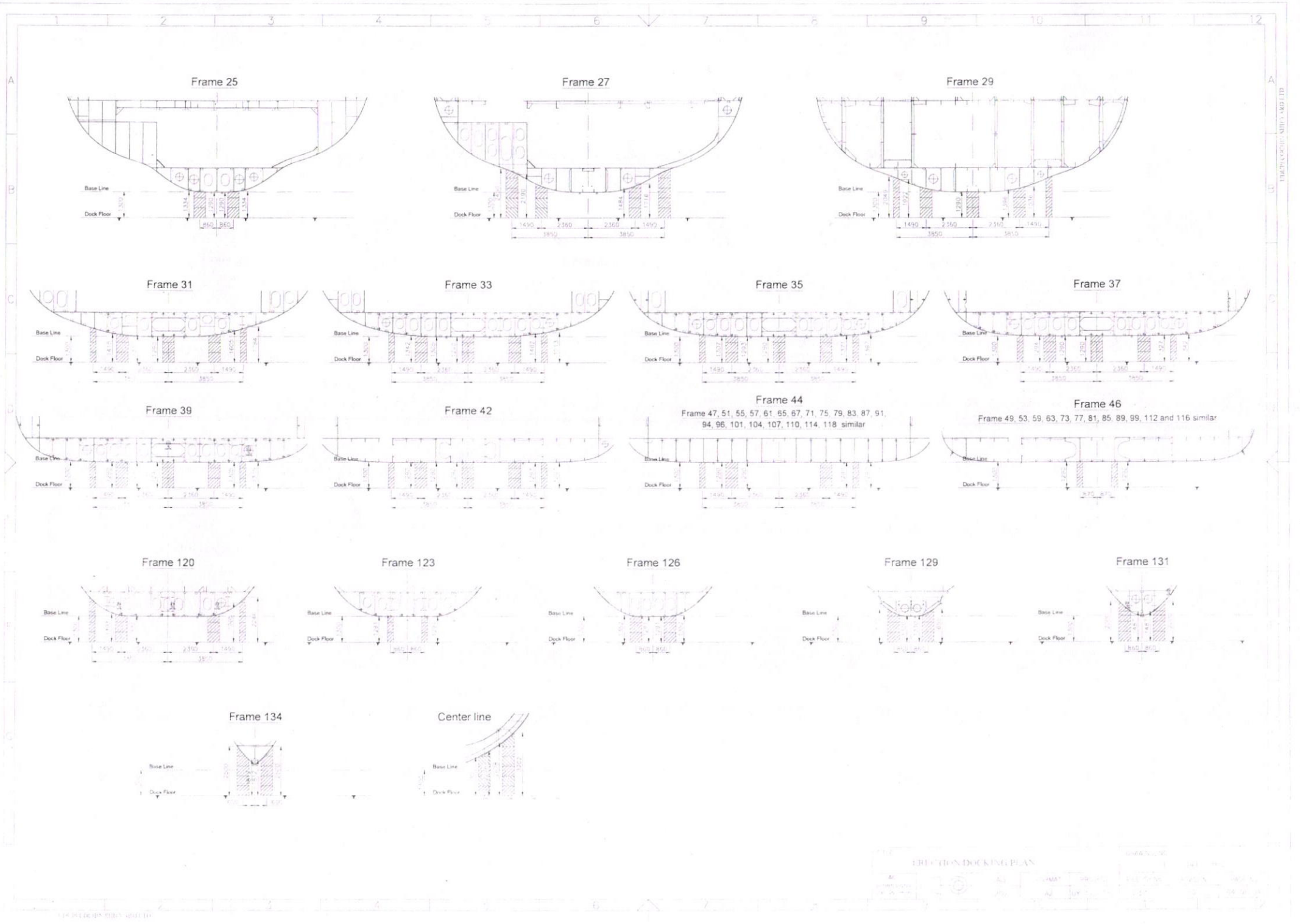
BELOW TANKTOP 1200 AB



NO.	114 P. 000000	DATE	01/11/2011	SCALE	1:1	PROJECT	114 P. 000000	DRAWN BY	114 P. 000000
REV.		BY		DATE		DESCRIPTION		APPROVED BY	
1									



TITLE		ERECTION DOCKING PLAN				DRAWING NO.		175-144-602	
All Dimensions are in mm		SCALE	FORMAT	PROJECT	FILE No.	REVISION	PAGE No.		
		1:200	A2	UT 175-144	1.1	0	03 OF 04		
9	10	11	12						



Frame 25

Frame 27

Frame 29

Frame 31

Frame 33

Frame 35

Frame 37

Frame 39

Frame 42

Frame 44

Frame 47, 51, 55, 57, 61, 65, 67, 71, 75, 79, 83, 87, 91, 94, 96, 101, 104, 107, 110, 114, 118 similar

Frame 46

Frame 49, 53, 59, 63, 73, 77, 81, 85, 89, 99, 112 and 116 similar

Frame 120

Frame 123

Frame 126

Frame 129

Frame 131

Frame 134

Center line

ERECTOR DOCKING PLAN

Scale: 1:100

DATE: 10/10/10

PROJECT: [REDACTED]

DESIGNER: [REDACTED]

CHECKED: [REDACTED]

APPROVED: [REDACTED]

# YARD PLANNING

Sep-2026

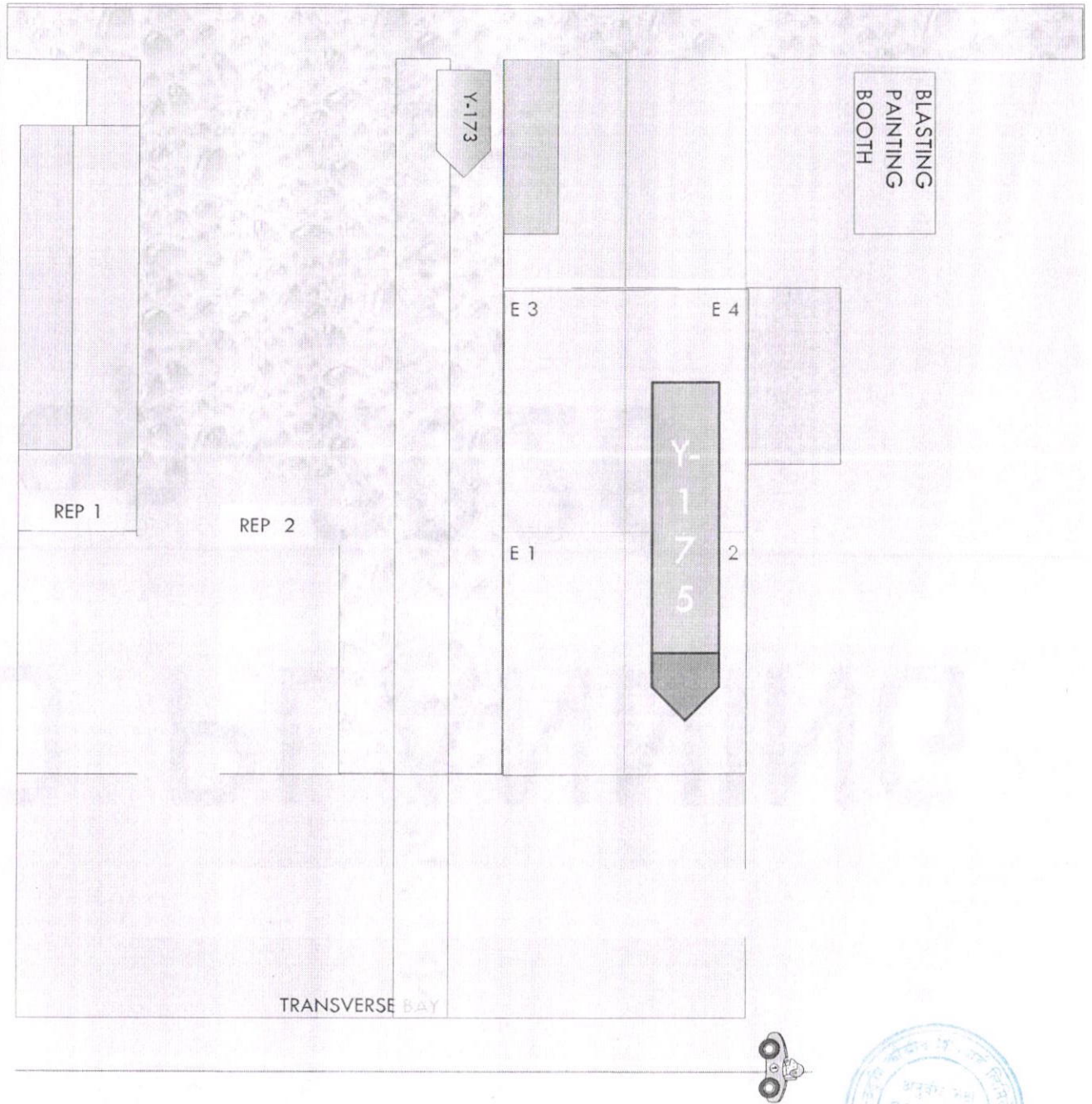


MALPE YARD  
SEP 2026

Date: 0-30 DAYS

Work: Trolley inserting -80 nos

Time: \_\_\_\_\_ hrs.



YARD PLAN

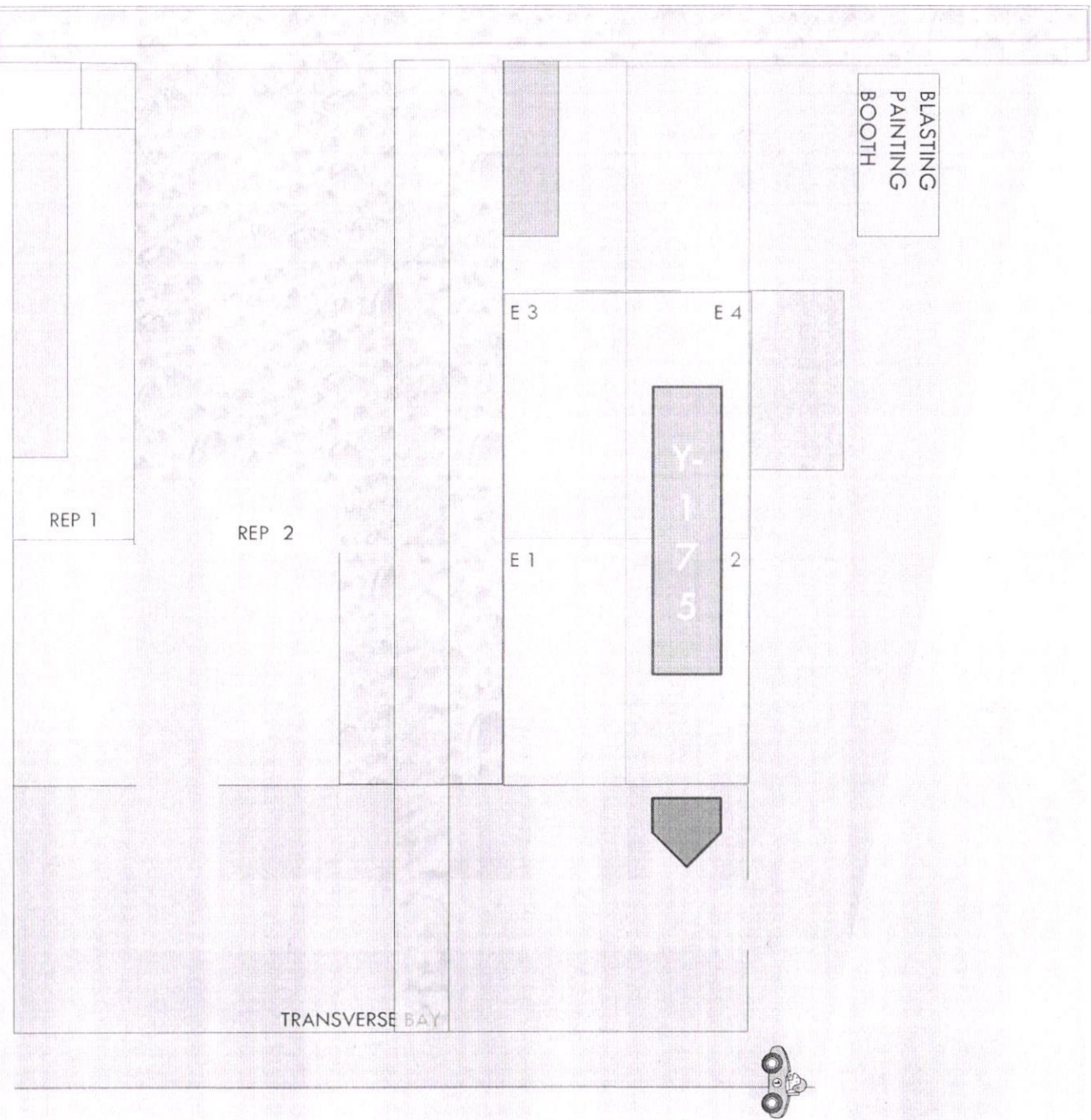


MALPE YARD  
SEP 2026

Days: 31-32 DAYS

Work: Shafting the forward portion of  
the vessel separately

Time: \_\_\_\_\_ hrs.



YARD PLAN

MALPE YARD  
SEP 2026

Days: on 33 day

Work: Shafting the forward portion of  
the vessel separately to Repair bay -1

Time: \_\_\_\_ hrs.



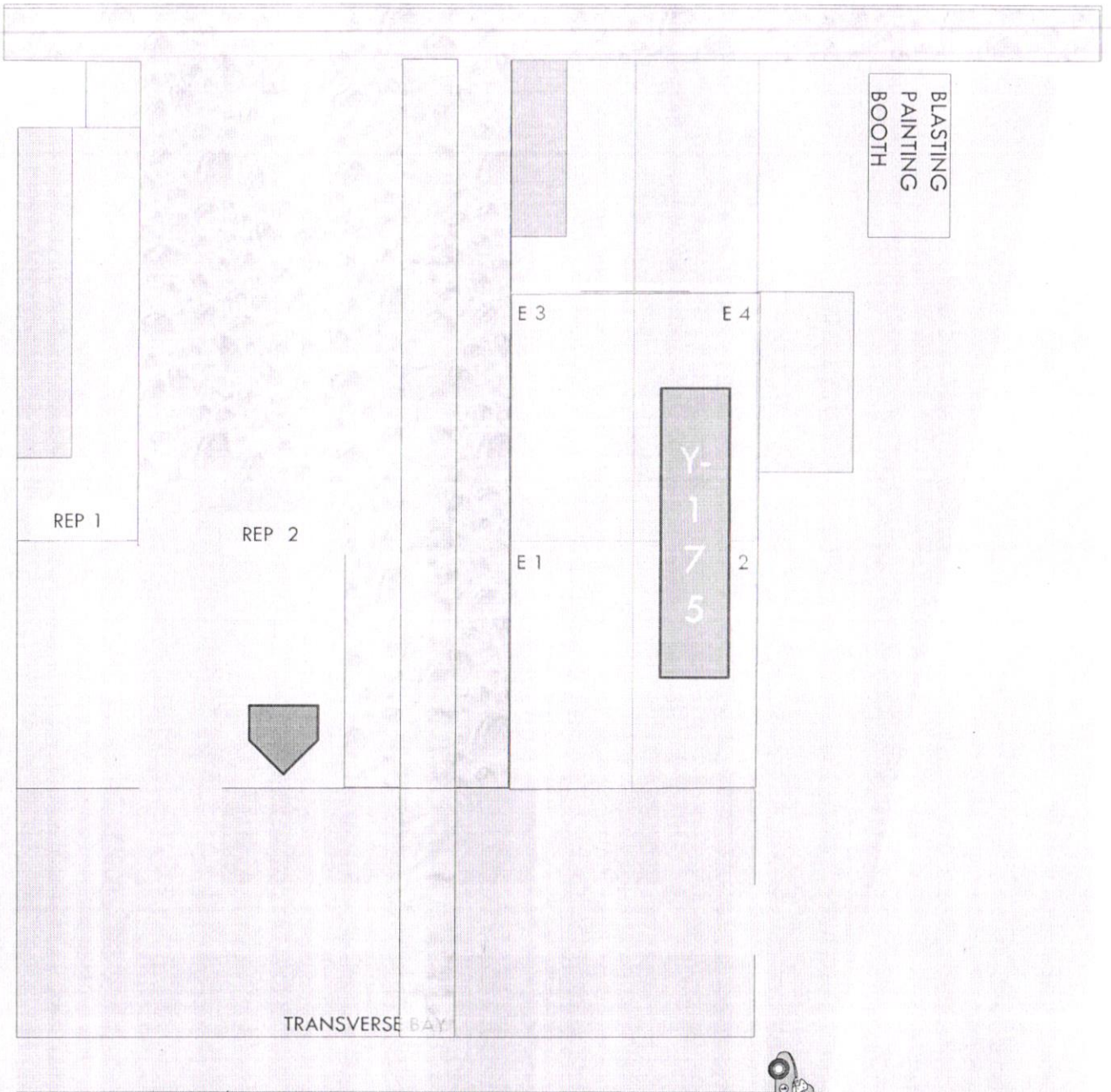
YARD PLAN

MALPE YARD  
SEP 2026

Days: on 34 day

Work: Shafting the forward portion of  
the vessel separately to Repair bay -1

Time: \_\_\_\_ hrs.

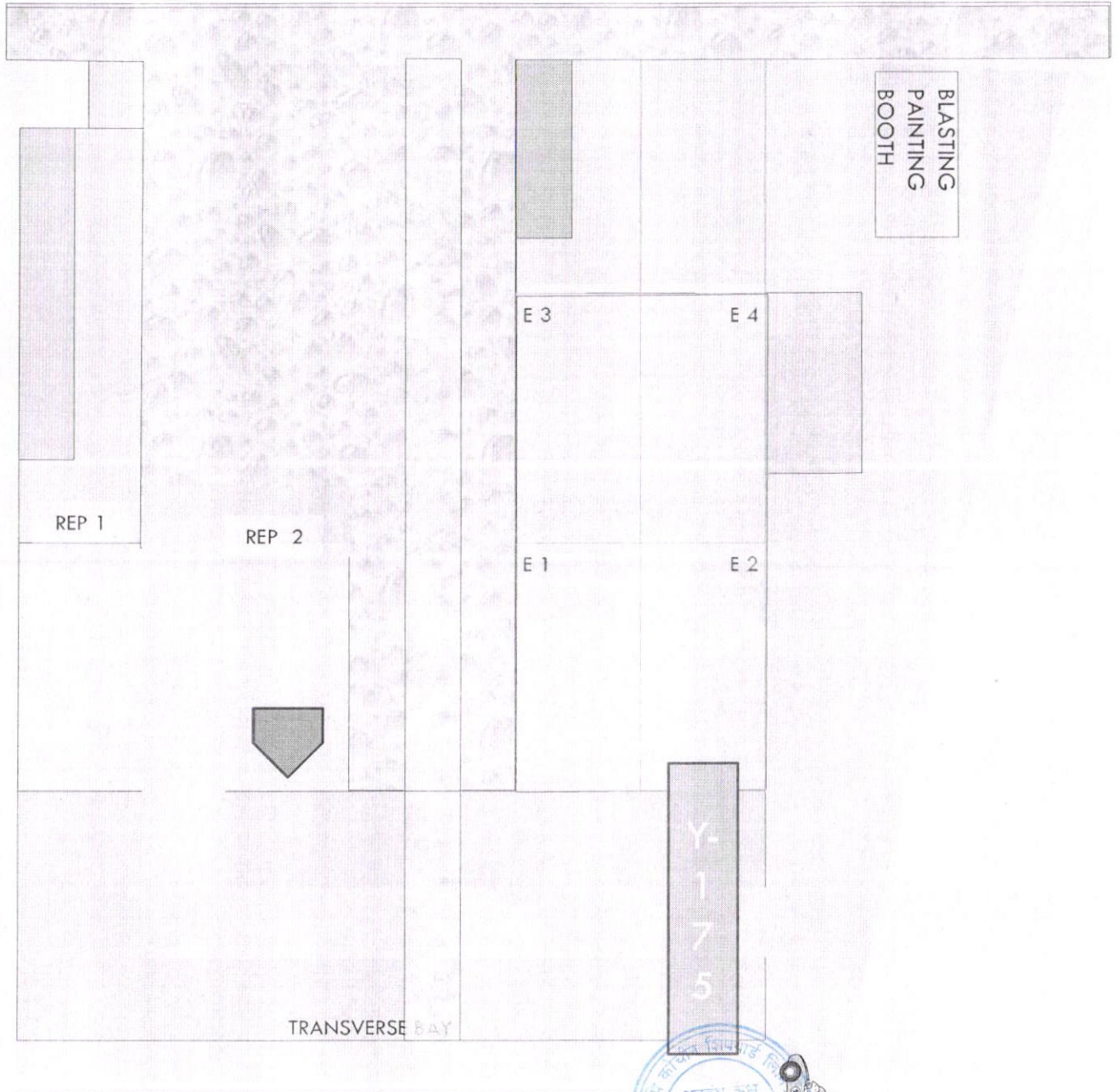


YARD PLAN

MALPE YARD  
SEP 2026

Days: on 35 day  
Work: Shafting the vessel to transfer  
cradle

Time: \_\_\_\_ hrs.



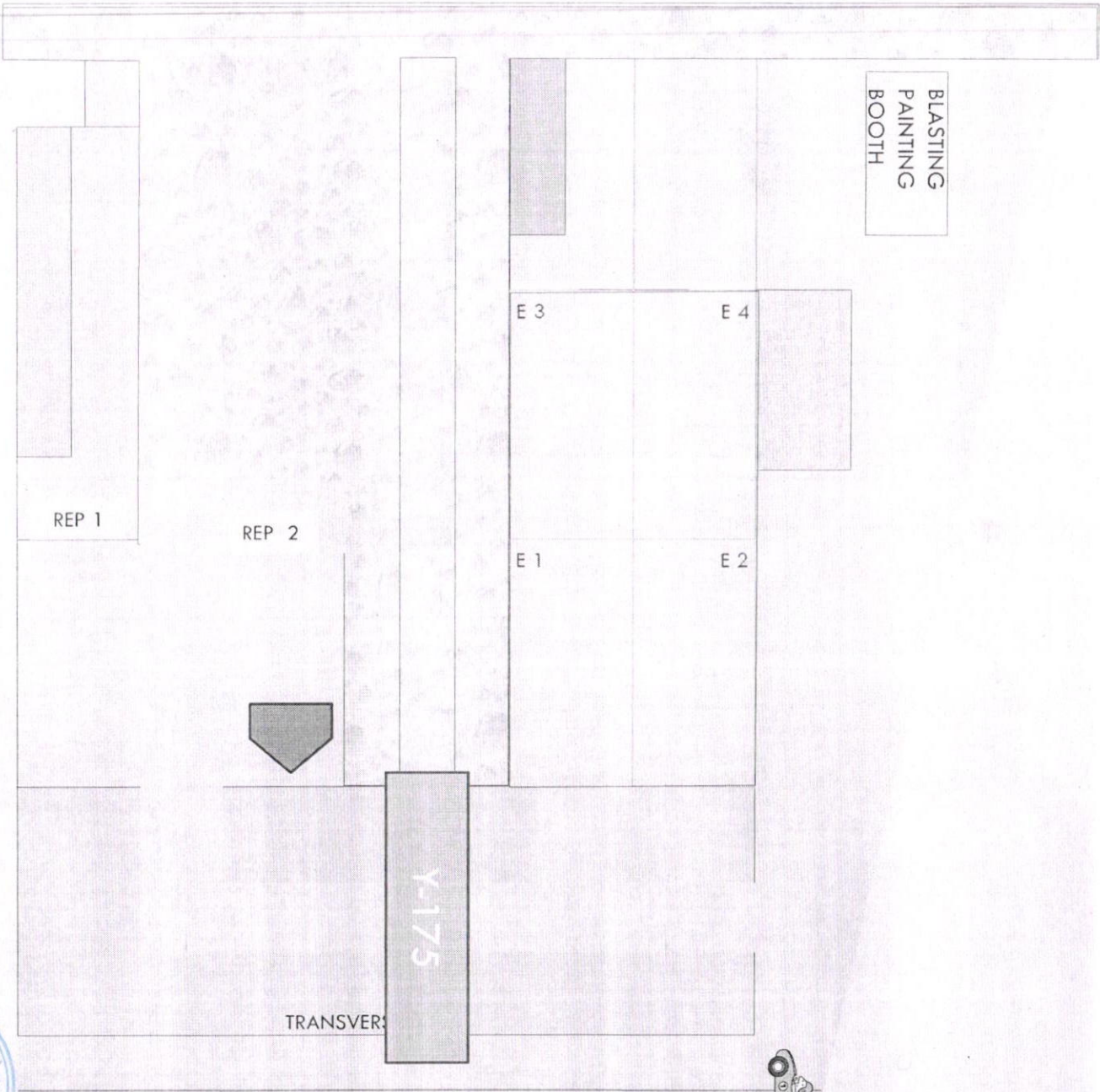
YARD PLAN



MALPE YARD  
SEP 2026

Days: on 36 day  
Work: Shaffing the vessel inline with  
slopping cradle

Time: \_\_\_\_ hrs.



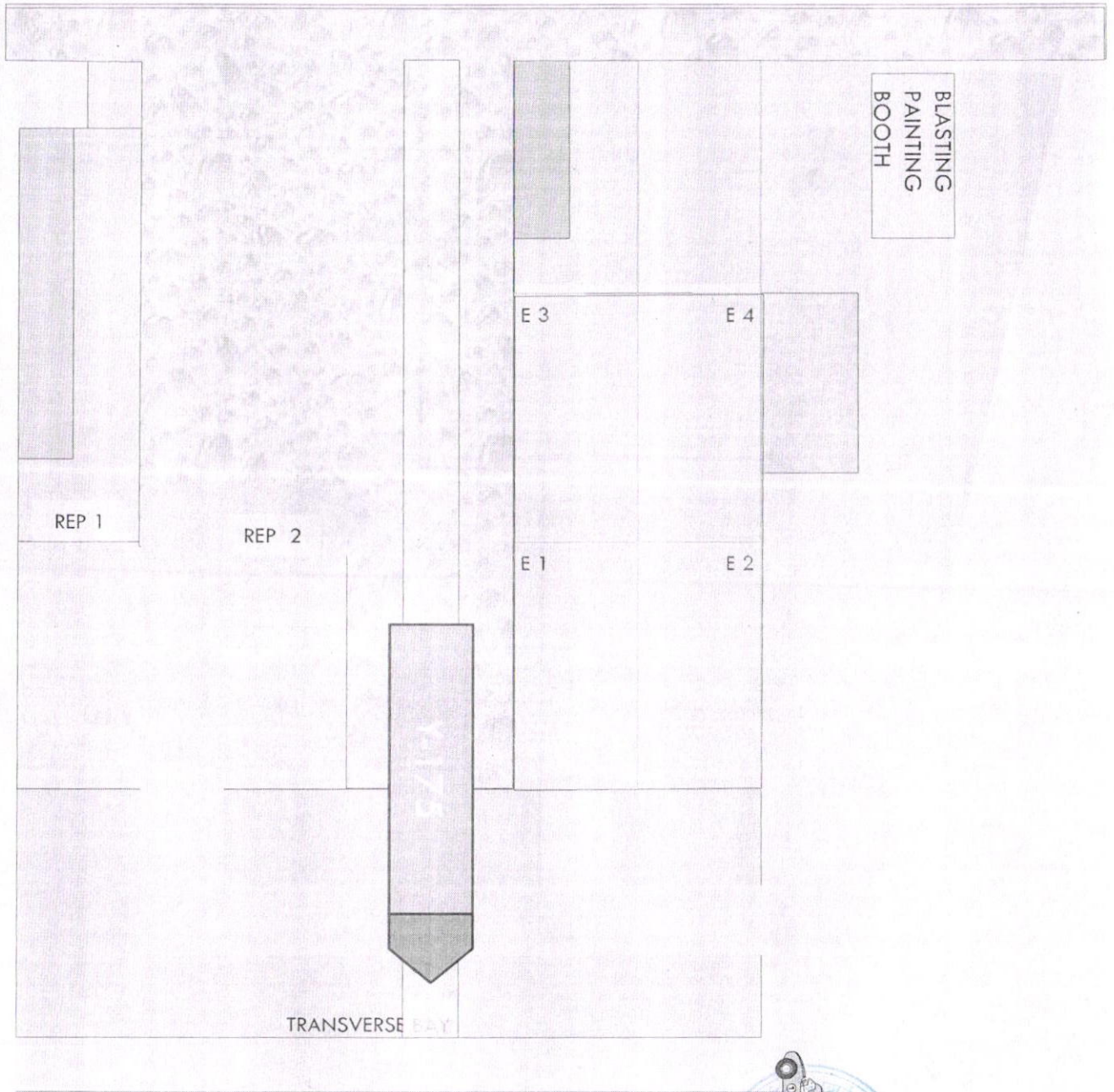
YARD PLAN

MALPE YARD  
SEP 2026

Days: on 40 day

Work: Joining both units and become  
the vessel

Time: \_\_\_\_\_ hrs.



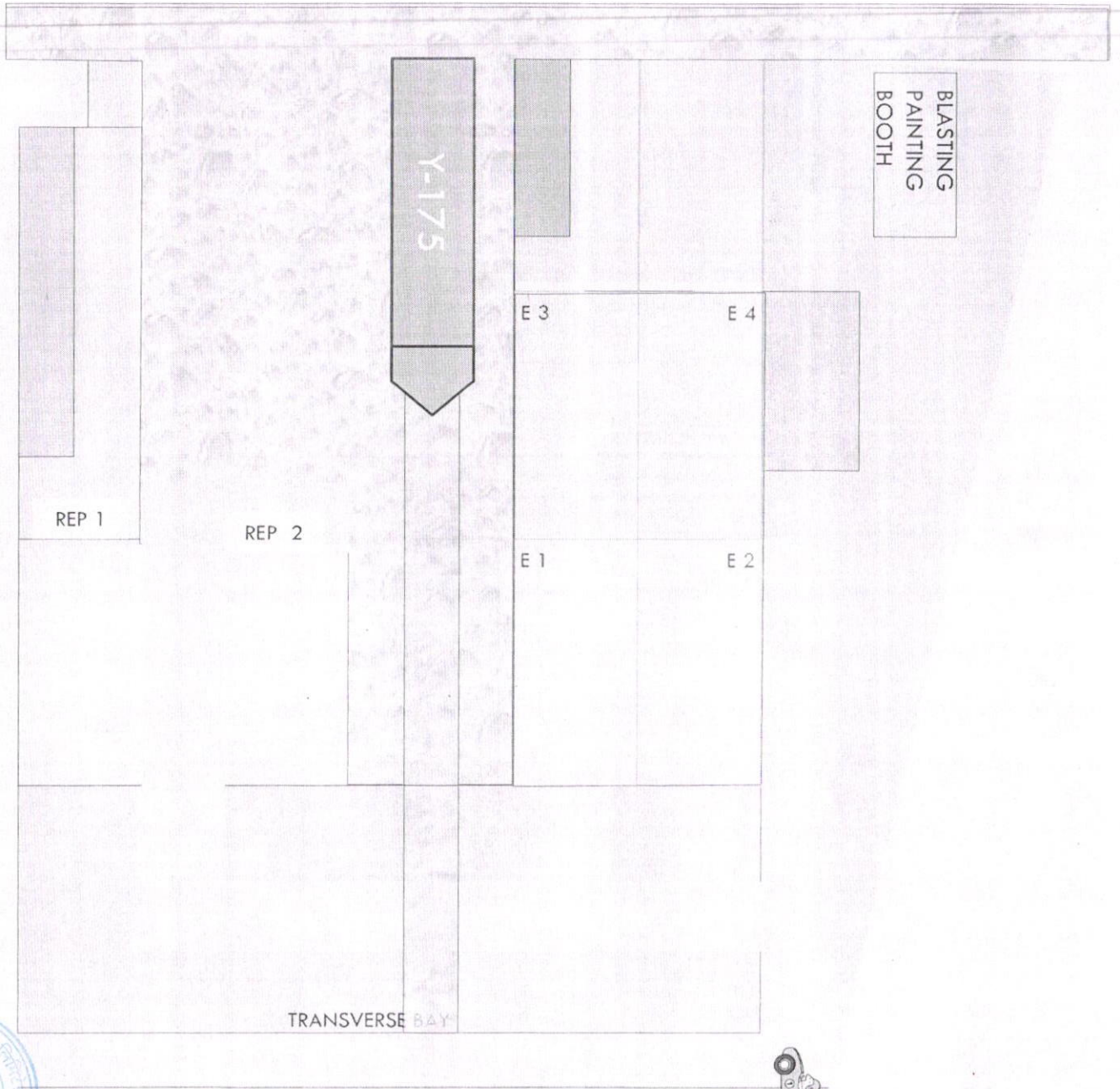
YARD PLAN



MALPE YARD  
SEP 2026

Days: on 50 day  
Work: Vessel launching

Time: \_\_\_\_\_ hrs.



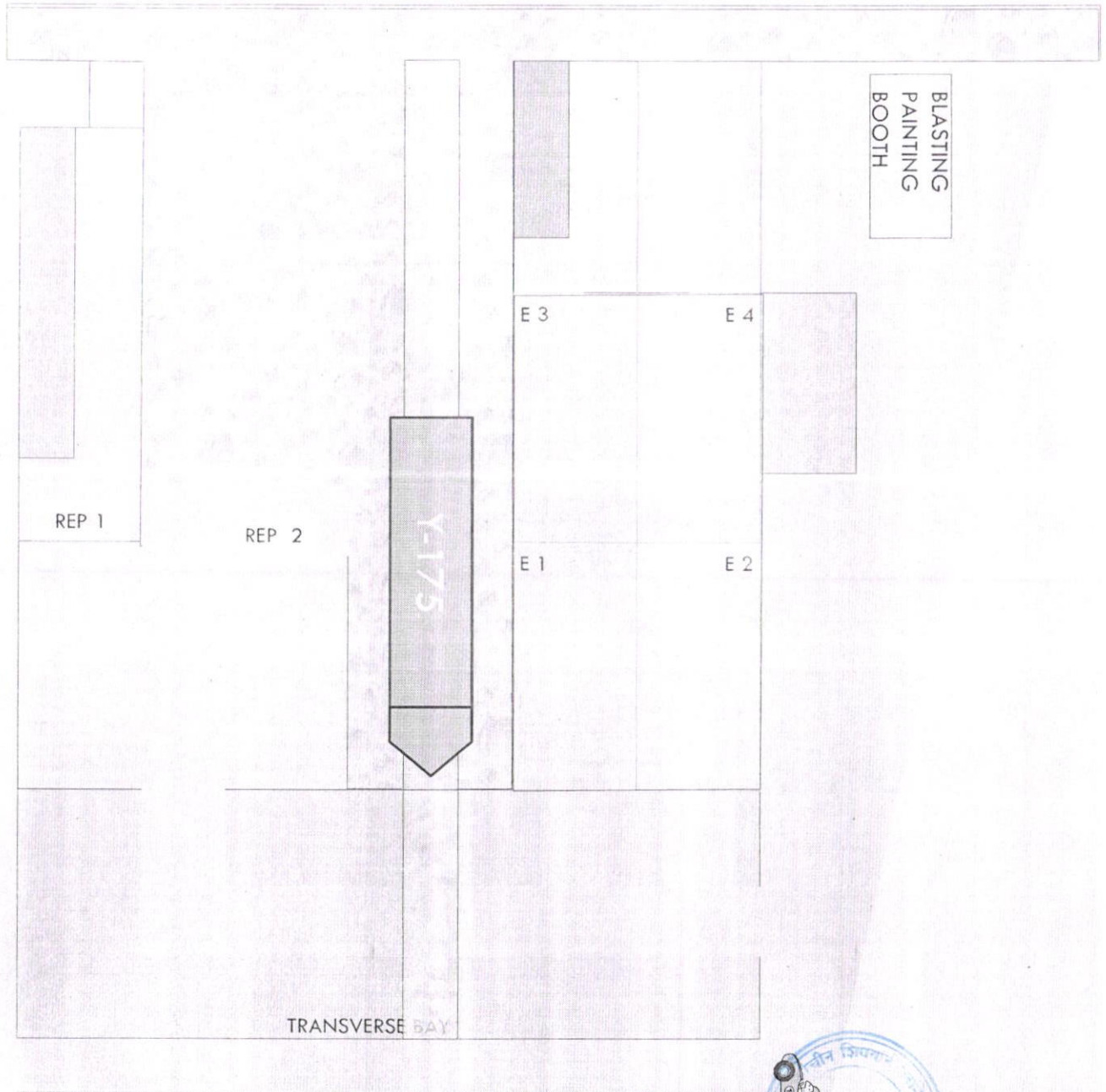
YARD PLAN



MALPE YARD  
SEP 2026

Days: on 47 day  
Work: Shafting the vessel to slopping  
cradle

Time: \_\_\_\_\_ hrs.



YARD PLAN

