Invitation of E-Tender for Dry docking and maintenance work of CMFRI research Vessel F V Silver Pompano

The Central Marine Fisheries Research Institute invites online open tender in Single bid through e-tendering for repair of Institute Research Vessel F V Silver Pompano at CMFRI Headquarters, Kochi. The details of tender are given below:

1. Tender cost: Rs. 250/- (Rupees Two hundred and fifty only) in the form of Demand draft in favour of ICAR UNIT CMFRI payable at Kochi.

2. Tender Number: 7-3/2017-ST

3. Publishing date of CPP Portal: 30.05.2018 at 1530 hrs

4. Bid document download start date: 31.05.2018 at 1500 hrs

5. Bid submission end date: 20.06.2018 at 1400 hrs

6. Description of work: Repair of Vessel Silver Pompano

7. Type of Tender: Single Bid System

8. Date, Time and Venue of Opening of Bid: 21.06.2018 at 1400 hrs at CMFRI, Kochi.

9. Bid Validity: 90 days from the date of Bid opening

10. EMD: Rs. 60,000/- in the Form of Demand Draft/Banker’s Cheque in favour of ICAR Unit, CMFRI payable at Kochi.

11. Security Deposit: 5% of the total contract value

12. Validity of Security Deposit: 60 days after expiry of the contract

13. Contract duration: 15 days from the date of awarding contract.

14. Submission of bids: Online Bids uploaded on CPP Portal www.eprocure.gov.in from 30.05.2018. EMD must be deposited in off line to the Assistant Administrative Officer, Stores Section, Room No. 123 (A), CMFRI, Kochi before the closing date and time positively.

The Vessel is available for inspection at NIFHATT jetty near Fine Arts Hall, Pallimukku, Kochi - 682016 between 9:30 AM to 04:30 PM on all working days.
INSTRUCTIONS TO BIDDERS

1. The tender is in Single Bid System. The bid must contain the scanned copy of EMD/Tender cost and all other requisite documents called for in the tender. The bids are to be uploaded on CPP Portal (www.eprocure.gov.in/eprocure/app). Original EMD/Tender Cost must be deposited in offline with the Assistant Administrative Officer, Stores Section, CMFRI, Kochi.

2. Tenders are required to be submitted online with scanned copy of Earnest Money Deposit amounting to Rs.60,000/- and tender cost amounting to Rs. 250/-. The original EMD/Tender cost must be deposited in offline with the Assistant Administrative Officer, Stores Section, CMFRI, Kochi well before closing the date & time for submission of bids, in the form of a demand Draft drawn in favour of ICAR UNIT CMFRI payable at Kochi from any of the scheduled commercial Bank, failing which the bid is liable to be rejected. No conditional bid will be accepted. The EMD will be refunded to the unsuccessful bidders as soon as practicable after a decision has been taken on the Tender and to the successful bidders after furnishing the required security deposit for the contract.

3. Tender cost is not refundable while Earnest money will be refunded to all the tenders as per rule. The tender will not be considered if any of the fee/money is not given with the tender form. No interest on earnest money deposit shall be paid by the CMFRI to the Tenderer.

4. The work shall be awarded to a single firm whose consolidated bid value is lowest meeting all scopes of work and fulfilling all the term and conditions of the tender. The Director, CMFRI, Kochi-18 reserves the right to accept or reject any or all the quotations either in full or in part without assigning any reason.

5. The successful bidder shall have to deposit 10% of the total bid amount in the form of Demand Draft/Banker’s Cheque in favour of Director, CMFRI, Kochi as performance security and within the time frame indicated by the CMFRI. The Performance Security will be forfeited for breach of any of the term & conditions of the tender and if it is found any time during the contract period that the services provided by the firm are poor/defective/unsatisfactory. However, the same may be refunded after successful completion of Annual Rate Contract. No interest will be paid on the security money deposited with this Office.

6. No advance payment in any case would be paid. However quarterly payment will be made after the satisfactorily completion of service for the quarter along with user satisfactorily reports and pre-receipted bill in triplicate.

7. Firms having ample experience in Repair of Vessels to reputed organizations only will be considered. Documentary evidences for the experience/references may also be submitted. The firm must have previous experience in repairing Vessels and other relative items in Govt. organizations/PSUs. Performance certificate from the existing clients (organizations) must be attached.

8. The firm details like address, telephone number, PAN/TIN number, Certificate of registration etc. (as required) of the agency should be attached with the tender.

9. Tender should be inclusive for service and for replacement of all defective parts without any extra cost.

10. Proper records of maintenance and repair, duly authenticated by the users (CMFRI) should be maintained.

[Signature]
Assistant Administrative Officer (stores)
Address: Central Marine Fisheries Research Institute, P.B No. 1603, Ernakulam North P.O., Cochin - 18.
Telephone No. 0484 - 2394867
Fax No: 0091-0484-2394909/2396685
1. Each quotation must be accompanied by EMD to the tune of 2.5% of the estimated cost in the form of demand draft in favour of ICAR Unit CMFRI, Kochi. The EMD of unsuccessful bidders will be released as early as possible. The EMD of selected contractor/firm will be released only after submitting the performance security to the tune of 10% of the estimated cost as per the work order. The performance security amount will be released only after satisfactorily completion of the work. Failure to undertake or completion of the awarded work shall make EMD or performance security get forfeited.

2. The rates quoted should be as per our specification and inclusive of all taxes.

3. Payment will be made after satisfactory completion of work. No advance payment will be made.

4. The work should be completed within 15 days from the date of issue of work order.

5. Income Tax shall be deducted at source.

6. The work shall be carried out strictly according to the direction of the Scientist in charge, VMC of, CMFRI, Kochi

7. It may be noted that mere quoting the lowest rate will not entitle any firm to get the work order.

8. The persons entrusted with the work should carry out the work without causing any damage to the Vessel. In case of any damage caused, the same will be made good from the payment due to the contractor.

9. The Director, CMFRI reserve the right to cancel any or all the quotations without assigning any reasons thereof.

11. The quotation shall be valid for three months from the date of their opening.

12. This Office shall not provide any tools and materials required for carryout the work.

13. The party should remove the wastes without disturbance to public and take no objection from the local body. Any dispute arising will be settled only on contractors responsibility.

14. Overwriting and corrections, if any in the quotation, should be countersigned.

(Signature of the Competent Authority)
Assistant Administrative Officer (Stores)
Address: Central Marine Fisheries Research Institute,
P.B No. 1603, Ernakulam North P.O., Cochin – 18.
Telephone No. 0484 – 2394868
Fax No: 0091-0484-2394909/239668
List of work to be done

Dry docking and maintenance work (period approximately 15 days in the slipway)

1. High pressure water jet cleaning to be carried out for the vessel hull in the slipway trolley soon after the vessel came out of the water.

2. Ultrasonic gauge reading to be taken for the hull and main deck plates. Minimum 5 points per square metre. Ultrasonic Gauge (UG) report to be provided for IRS verification and recommendations.

3. Copper slag blasting to be carried out for the hull and main deck plates.

4. IRS approved plates to be inserted wherever required as per the recommendations of the IRS surveyors on the UG drawing. All welding should be carried out by the IRS certified welder.

(Approximately 10 tonnes of IRS A class steel plates).

5. Both Anchors to be overhauled, Shackles, Flukes and swivel to be made free.

6. Both Anchor chains to be replaced by new and IRS approved chains. Each chain should be of 110 meters length, 16 mm with 4 shackles, each of 27.5 metres length.

7. Anchor winch navel pipes to be modified by replacing its mouth bigger so as the chain should go to the locker without any obstructions and fouling.

8. Both anchor chain guides to the locker to be modified for smooth heaving of the chain without any obstructions and fouling.

9. After completion of all works windlass machinery unit to be kept ready for the IRS survey.

10. Both sea gratings to be dismantled from its position after removing wire lashings of the bolts. Gratings to be fitted back after proper cleaning, blasting and painting.

11. 25 nos. of zinc anodes with mounting brackets to be fitted to the existing position of the anodes or near to it after cropping the sacrificed one. Each anodes of 5 kg weight.

12. High pressure fresh water jet cleaning to be carried out soon after the copper slag blasting.

13. Copper slag blasting marine painting system to be carried out for the hull, boot top area, above water level area up to gunwale top, raised forecastle, main deck, side decks, forecastle deck and monkey island.

14. Vessel name, port of registry and draft marks to be painted.

15. Rudder to be unshipped from rudder stock after removing the palm bolts. Rudder stock to be taken out after disconnecting anti jumping collar and its accessories, G M bush etc. in the rudder compartment. Rudder drop reading to be taken and recorded before and after completion of the rudder work.

16. Rudder bottom plug to be opened, sediment to be drained out, leak test to be carried out, repaired if required. After completion of all works rudder to be flushed with fish oil, bottom plug to be closed and tightened and cemented.

17. After taking out the rudder stock, the damaged lower O ring and upper seal to be taken out and replaced with new while refitting.
18. Both lower and upper Bearing bush to be taken out from the trunk tube and repaired or replaced if required by repairing and machining as per the diameter of the rudder stock to get the permissible clearance.

19. Rudder stock to be fitted back in the trunk tube after fitting new / repaired upper and lower bearing bush along with new lower O ring and new upper seals. All dismantled accessories in the rudder compartment to be fitted back after fitting new roller bearing / GM bush.

20. Rudder to be fitted to the rudder stock and palm bolts to be tightened and locked by wire lashing and cemented. Rudder position to be calibrated with the rudder indicator in the wheel house.

21. Electrical and Hand steering units to be set right after completion of the rudder work and shown to the surveyors.

22. Propeller shaft to be taken out after dismantling the Propeller blade and disconnecting the coupling from the gear box in Engine room. Shaft measurements and trueness to be checked, recorded and produced for IRS verification. Coupling clutch to be surveyed by the IRS surveyors.

23. Stern tube bush to be taken out from its position, repaired or replaced to get the permissible clearance with the Propeller shaft.

24. Anchor chain locker to be cleaned and bituminous paint to be applied before installing new chain. New chain to be locked with the storm valve.

25. Both ballast tanks, Waste oil tank and fuel tanks to be cleaned.

26. Engine room and accommodation bilges to be cleaned and painted with one coat primer and one coat white enamel.

27. Following sea connection valves to be overhauled, damaged and worn out parts to be replaced – IRS survey to be carried out – marine bituminous coating to be applied - fitted back in position after survey.

<table>
<thead>
<tr>
<th>A. Main sea valves.</th>
<th>4 inch diameter</th>
<th>6 nos.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Intermediate valves</td>
<td>2.5 inch diameter</td>
<td>1 nos.</td>
</tr>
<tr>
<td>C. Intermediate valves</td>
<td>2 inch diameter</td>
<td>2 nos.</td>
</tr>
<tr>
<td>D. Intermediate valves</td>
<td>4 inch diameter</td>
<td>5 nos.</td>
</tr>
<tr>
<td>E. Bilge valves</td>
<td>2 inch diameter</td>
<td>7 nos.</td>
</tr>
<tr>
<td>F. Fire line valves</td>
<td>2 inch diameter</td>
<td>2 nos.</td>
</tr>
<tr>
<td>G. Overboard valves</td>
<td>2.5 inch diameter</td>
<td>4 nos.</td>
</tr>
<tr>
<td>H. Strom valves</td>
<td>4 inch diameter</td>
<td>1 nos.</td>
</tr>
<tr>
<td>I. Strom valves</td>
<td>2 inch diameter</td>
<td>1 nos.</td>
</tr>
</tbody>
</table>

28. 4 no main sea suction and 1 no. Main engine primary strainer to be opened – cleaned – painted, strainer to be cleaned and painted.
29. Metal / Fiberglas guards to be provided for the CTD winches chain drive.
30. Main engine to be serviced and surveyed by the IRS surveyors as per their recommendations. (Work should be carried out by OEM service engineers – Five year inspection and replacement to be carried out as per the service manual of the engine)
31. Main reduction gear box to be opened and inner parts to be surveyed by the IRS surveyors. Unit to be boxed up after the survey with new packing. Worn out and damaged parts to be replaced. (Work should be carried out by OEM service engineers)
32. Both Auxiliary engine oil servicing and Five year inspection and replacement to be carried out as per the service manual of the engine. Both engine coolers to be cleaned and made available for IRS survey. Units to be fitted back to the engine after the survey. Worn out and damaged parts to be replaced.
33. 5nos. Water tight doors (166 cm × 71.5cm) rubber beadings to be replaced after repairing its channel. Door handles to be made free and proper functional with appropriate repair. Ensure the water tightness of all doors after completion of the repair.
34. 5nos. Water tight windows (62.5 cm × 42.5cm) rubber beadings to be replaced after repairing its channel. It’s closing devices to be repaired and set right. Ensure the water tightness of all windows.
35. 4 nos. Hatch cover (66 cm × 66 cm – 3 and 86.5 cm × 106 cm – 1 no.) rubber beading to be replaced after repairing its channel and its closing devices to be repaired and set right.
36. Kortez nozzle bottom plug to be opened and drained out the sediment. Necessary repairs to be carried out and flushed out with fish oil and plugs to be closed, tightened and cemented.
37. Complete chipping, cleaning and application of 2 coats of metal primer and 2 coats of marine enamel paints.
38. 1 ton split A/C with copper coil to be provided in the Scientist’s cabin.
39. Both port & stbd. Generators to be overhauled, air gap to be cleared, winding insulation to be improved and Meggar readings to be recorded.
40. Megger test to be taken for 440 V & 230 V, Motors, Transformers, Starters, Panel boards etc. and readings to be recorded for the reference of IRS surveyors.
41. Cleaning, pressure testing and painting to be carried out for the following tanks.
   a. Fuel tanks 2 nos.
   b. Ballast tanks 2 nos.
   c. Fresh water tanks nos.
42. Port and Stbd. Aux. Engine starter motor and battery charging dynamo to be serviced, worn out and damaged parts to be replaced, cut outer to be set right.
43. 2 nos. Transformers to be serviced, insulation to be improved, merger test to be taken and recorded.
44. Existing Air vent bottom pipes to the deck plate to cropped off and replaced with new one. Air vent cowl to be serviced, damaged and worn out parts to be replaced. Pipe dia. 2.5 inch.
45. Fuel bunkering pipe line to be replaced with new pipe of same diameter. 5 meter length, 2.75 inch diameter.

46. It is proposed to convert the Aft Port and Stbd. Ballast tanks having capacity of 3.850 Cu. Mtrs. to Diesel storage tanks by giving connections from the bunkering point, suction line to the Fuel transfer pump, Quick closing valves etc. Tanks to be cleaned after removing the zinc anodes and the repair works. Approval to be taken from I R S with complete drawing before commencing the work. Then the total capacity of the Fuel on board will be 19.43 Cu. Mtrs.

47. Unforeseen / additional works as per the recommendations of the IRS surveyors to be carried out with the approval of Scientist in Charge (V M cell).
<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Description</th>
<th>Details to be given by the bidder</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Firm's Name and full postal address</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>2.</td>
<td>Details of Firm's Registration</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>3.</td>
<td>Service Tax/GST Registration Certificate issued by the Competent Authority</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>4.</td>
<td>PAN Number</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>5.</td>
<td>Experience Details</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>6.</td>
<td>EMD details</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>7.</td>
<td>Details of Tender cost</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
<tr>
<td>8.</td>
<td>Format of price quotation</td>
<td>Scanned copy must be uploaded. Failing which bid will be disqualified</td>
</tr>
</tbody>
</table>
Grand Total Cost : Rs...........................................

(In case a tender desires to put some additional/modified stipulations, terms & conditions etc. the same may be clearly indicated).

We confirm that our offer will remain valid for acceptance for...........days after the date of opening of tenders.

........................................
(Signature, name and designation of the authorized executive of the tendering firm)
For and on behalf of........................................
(Name and address of the tendering firm)
..............................................................
(Seal of the tendering firm)
Date:
Place: