# DEENDAYAL PORT AUTHORITY

Email: drydock.division@deendayalport.gov.in Web: www.deendayalport.gov.in



Office of the Executive Engineer(DRYDOCK) Room No.214,2<sup>nd</sup> floor, NIRMAN Building, New Kandla Kachchh, Pin-370210

Date:11/06/2025

No. -CME/Dry Dock/1800

M/s.\_\_\_\_\_

# **Expression of Interest**

# SUB: "Special Repairs to Steel Floating Dry Dock - In Situ Top Deck steel renewal of pontoon – 1,2,3 & 4 "

Sir,

Deendayal Port Authority invites EOI from the leading firm for the work of "Special Repairs to Steel Floating Dry Dock - In Situ Top Deck steel renewal of pontoon – 1,2,3 & 4."

Kindly submit your Expression of Interest along with budgetary-offer for the subject work in the prescribed format at **Schedule-B** based on the Scope of work enclosed at **Annexure-I.** 

The rates quoted must be inclusive of all costs such as material, labour, transportation etc. and any other charges for successful completion of the work excluding GST. The GST applicable shall be shown separately, which shall not be considered for evaluation purposes.

Your Expression of interest along with budgetary offer for the above work should reach the Office of the Executive Engineer (DRYDOCK) OR on E-mail <u>drydock.division@deendayalport.gov.in</u> on or before 19/06/2025.

Thanking you,

Sd/-Engineer-In-Charge (DD) Deendayal Port Authority

Encl: Schedule B & Scope of work

# Annexure I

#### SCHEDULE - 'B'

Name o	lame of work: "Special Repairs to Steel Floating Dry Dock – In situ Top Deck steel renewal of pontoon – 1,2,3 & 4 "						
Sr. No.	Description	Qty.	Unit	Rate	Amount		
1	To crop and renew the steel plates, which are thinned down very badly including pontoon plates, and any other structure of Steel Floating Dry Dock as original and as per recommendation of TPIA or as per instruction of Engineer-in-Charge to his satisfaction. MS Plates as per IS-2062/ Ship Building quality are to be supplied by the Contractor and the rate should be inclusive of all the labour and material. (MS plates includes plates with thickness of 8mm, 12mm, 25mm etc.)	130	МТ				
2	To crop and renew the steel structural members, which are thinned down very badly including pontoon and any other structure of Steel Floating Dry Dock as original and as per recommendation of TPIA or as per instruction of Engineer-in-Charge to his satisfaction. MS structural members should be in accordance with relevant standard/Ship Building quality are to be supplied by the Contractor and the rate should be inclusive of all the labour and material. (MS structural members includes M.S. Angle, Size: 130mmX130mmX12mm, M.S. Angle, Size: 150mmX150mmX16mm, M.S. Angle, Size: 75mmX75mmX10mm, M.S. Angle, Size: 150mmX90mmX12mm etc.)	30	МТ				
3	Crop and renewal of man hole fitted on pontoon top deck, including new jointing material, studs and hex nuts (SS316). The rate should be inclusive of all the labour and material.	38	Nos.				
4	Renewal of pipeline of the following diameters as per instruction of Engineer-in-Charge/TPIA, using the specified materials of pipes including pontoon pipeline and any other structure of Steel Floating Dry Dock. The work includes dismantling and removal of the existing pipelines and fitting back in its place, the new pipeline made as per the removed piece, with new flanges, supports, clamps etc. All material to be supplied by the Contractor and the rate should be inclusive of all the labour and material.						
(i)	12" dia, i.e. OD approx. 323mm & wall thickness 9.5mm MS ERW as per IS 1239 latest	50	Mtrs.				
(ii)	12" dia. Bend	08	Nos.				
(iii)	8" dia, i.e. OD approx. 219.0 mm & wall thickness 7.9 mm MS ERW as per IS 1239 latest	150	Mtrs.				
(iv)	8" dia. Bend	8	Nos.				

(v)	4" dia, i.e. OD approx. 116.0 mm & wall thickness 7.9 mm MS ERW as per IS 1239 latest	100	Mtrs		
(vi)	1 1/4" NB and <sup>3</sup> /4" NB	400	Mtrs		
5	Sand blasting and to carry out painting work of all MS plates, MS structural members and pipes after due surface preparation by dry sandblasting using copper slag /Godhara sand to SA 2 1/2 of Swedish Specification as per system described in the technical specification or equivalent painting scheme having DFT 350 and above consisting of (i) Two coats of Zinc Rich Epoxy Primer- DFT 40 Microns per coat. (ii) One middle coat of M.I.O. DFT-65 to 70 Microns. (iii) Two finish coats of Coal Tar Epoxy DFT-100 Microns per coat.	4500	Sq. Mtrs.		
6	Overhauling of Port, Centre & Starboard tank's Valves including dead weight, Size: 8" Size. All material to be supplied by the Contractor and the rate should be inclusive of all the labour and material.	12	Nos.		
7	Supply of HT bolts-nuts fitted between pontoon and side wall, Size: M30X2, 85mm Long (Half Thread).	2000	Nos.		
8	Replacement of old nut-bolts & washers of SS-316 by new having assorted sizes up to 25 mm Diameter.	100	Sets		
9	Supply and Fixing Sacrificial Anodes (The anodes shall be of aluminum (95%) and 7.5 kg. weight along with standard strip bent in such a way that anodes can be welded directly on the hull with necessary gap between the anodes and the hull. Also, the anodes shall be approved by TPIA for chemical composition.	120	Nos.		
	Total Amount(Rs.)(Excl.GST)				

#### Total Amount (Rs.)(Excl.GST)(In Words)

(Rupees \_\_\_\_\_\_

\_Only/-)

Seal & Sign of Contractor

Sd/-Engineer-In-Charge (DD) Deendayal Port Authority

## Annexure-II

#### Scope of Work & Technical Specifications:

The specification for the fabrication job renewal/repair/overhauling/sandblasting/painting works in the 'Schedule-B' describe board requirements to which the contractor shall work. The contractor shall carefully examine and study the site of work, local conditions and exact quantum of work involved against each item detailed in 'Schedule-B' for "Special Repairs to Steel Floating Dry Dock-In situ top deck steel renewal of pontoon 1,2,3 &4." before submitting the EOI. If any doubt regarding site/local conditions, should get clarified before submitting the EOI. No claim whatsoever will be entertained for any nature of work, arising out of local conditions or subsequent to undertaking each particular job listed in the repair list of Steel Floating Dry Dock. Contractor is further deemed to have carefully examined the specifications/scope of repair work and acquainted himself fully with the rules and regulations effecting the cost of the work and all the matters effecting the cost of the work and satisfied himself fully regarding the sufficiency to cover all his obligations under the contract.

#### **Pontoon Repairing Works:**

- 1. The scope of work comprises repairing work of pontoon No.1 to 4 of Steel Floating Dry Dock and carrying out all necessary work under inspection of classification surveyor for hull, Machineries and equipment's of Steel Floating Dry Dock as specified in Schedule-'B'.
- 2. The contractor has to immediately commence the work priority wise as directed by Engineer-In-Charge, such as taking ultrasonic gauging of pontoon plate thickness, attending to pipelines, valves, fittings and other structures so as to enable proceed with sand blasting, painting works without hindrance. As far as possible steel renewal work has to be carried out through **MIG welding** procedure. However, near angles, where it is not possible to carry out **MIG** welding, it will be carried out by arc welding in consultation with EIC(DD) or his representative.
- 3. The contractor shall adhere to necessary Indian Dock Safety Regulations for safety purpose and he will be held responsible for any violation of the same.
- 4. Whenever any machinery/equipment or any component thereof is opened for surveyor's inspection or for repairs and overhaul it shall be the responsibility of the contractor to give satisfactory trials of the machinery/equipment after boxing up the same and unless it is done, the job shall be treated to be incomplete.
- 5. During the execution of work if docking/ undocking operation is to be carried out for any reason and the subject work comes to stand still for some period of time, no compensation shall be paid to the contractor for such idle periods. However, the contractor is required to keep all his men, machineries/equipment's etc. stand by all the time unless special permission is obtain from Engineer-in-charge.

- 6. The work of overhauling of any machinery/equipment or component thereof described in the repair jobs detailed in Schedule-B of the EOI means opening/dismantling, cleaning, de-carbonizing, lapping/girding, machining etc. and replacing joints/packing/gaskets, 'O' Rings, studs/bolts and nuts etc.
- 7. All the parts which is required to be supplied and replaced by the contractor for repairs of the machinery/equipment or any component thereof shall be of genuine quality and same shall be got approved by Engineer-In-Charge before fitting/using. The spare parts will be procured either from the manufacturer or their authorized dealers.
- 8. Supply of ventilation air required by the contractor during execution of work shall be his responsibility. However, electricity power can be tapped from the nearest supply point available in the vicinity. For electric connection, cables, switches, earthing etc. for his installation has to be arranged by the contractors. The same applies for arrangements of wandering lights, flood lights etc. required during execution of work.
- 9. Staging, Scaffolding or any tools and tackles including jigs and fixers etc. during execution of work shall have to be arranged by the contractor and his rates shall be inclusive of such arrangement.
- 10. Precision instruments, torque wrenches, gauges and other tools, spanners etc. will have to be arranged by the contractor for carrying out the work.
- 11. For welding work to be done on the dock, the contractor shall employ only qualified welders approved either by the classification society or by the Engineer-In-Charge.
- 12. The welding electrodes to be used shall be either IOL, D&H, L&T, Adwani, Phillips, Mangalam or as approved by TPIA/Deendayal Port Authority.
- 13. Required M.S. Plates, channels, Angles, Flat Bars, Square bars, round bars etc. shall be arranged by The Contractor at site on his own cost.
- 14. All electrical components to be used for repair works on board the dry dock shall confirm to the relevant ISS quality as per requirement of ship building practice.
- 15. The contractor shall have to arrange entry permits for him and his staff, labour etc. from the C.I.S.F. unit of the port. Besides, entry and exit permits for movement of materials will also have to be arranged from the Traffic Department of the Port & Custom authority at Kandla. The contractor shall have to comply with all the rules and regulations in force from time for such purpose.
- 16. No advance for procurement of any materials will be given, the contractor has to plan his schedule of work in such a manner that no work should be held up on account of procurement time of materials required for execution of work.

- 17. No materials/spares etc. unless otherwise specified in the schedule 'B' shall be supplied by the Port and the contractor has to make his own arrangements to procure all the materials unless otherwise specified.
- 18. During the tests and trials of dry dock conducted by Deendayal Port Authority, the contractor is required to keep his all men, equipment's stand-by to attend any defects/deficiencies found during tests and trials.
- 19. In case gas free certificate for any enclosed space is required to be obtained, the contractor at his own cost shall arrange the same. The contractor is required to plan his works well in advance so that no work gets held up for want of such clearance.
- 20. No compensation shall be payable to contractor on account of delay in work caused by the Deendayal Port Authority for whatsoever reasons, However, Deendayal Port Authority will consider extension of time with/without L.D. on merits in case of delay of the work due to Deendayal Port Authority and such period of extension granted without levy of L.D. shall be decided by the Engineer-In-Charge, taking into consideration the number of days lost by the contractor for the reasons not attributable to the contractor such as sinking operation of dry dock, no clearance from Engineer-In-charge to go ahead with the work, bad weather OR natural calamity (Act of God as force majeure) and such delays must be recorded in hindrance register maintained by the site Engineer in a register duly authenticated by Engineer-in-Charge during complete tenure of the contract.
- 21. The work shall be completed in all respects to the satisfaction of the Engineerin-Charge within 240 (Two Hundred and Fourty) days after 15th day from the date of issue of letter of work order and for that, repair schedule will be finalized in consultation with Engineer-in-Charge to ensure least hampering of execution of the work due to sinking/pumping operations as and when required. Extension of completion period shall be granted without levy of L.D. on merit basis of the following reasons not attributable to the contractor:
  - Due to sinking operations of dry dock extension without L.D. 02(Two) days per operation.
  - The work of welding, sandblasting and painting etc. cannot be carried out in humid atmosphere or drizzling atmosphere, the orders recorded by Engineer-in-Charge or his representative in site-order book shall be considered for granting extension.
  - Bad weather, natural calamity etc.
- 22. The contractor will normally be allowed to execute the work only in two working shifts of the Port during working days i.e. from 0700 hours to 2300 hours. However, the contractor, if required, will be asked and allowed to work round the clock and no claim for extra payment on account of overtime/extra working from either side will be entertained.

- 23. While carrying out the work of electrical nature, the contractor shall adhere to the provisions of the Indian Electricity Rules 1956 and acts and as amended from time to time and shall not violate any regulations for which he will be solely responsible.
- 24. During execution of work, a qualified Engineer/Supervisor or the contractor himself shall remain present for proper supervision/execution of work and for giving guidance to the workers and also for taking corrective measures to improve the quality of work to complete the work as directed by the Engineer-in-Charge.
- 25. The dry dock crane will be supplied on chargeable basis from the dry dock, subject to availability.
- 26. Electric power required either for lighting, or for welding, drilling, etc. or for other purpose for carrying out the work shall be made available on the dry dock during repairs in the dock or at jetty during afloat repairs. However, necessary switch, cable, installation board etc. will be arranged by the contractor and it will be the responsibility of the contractor to obtain required certificate from the Licensed Electrical contractor for his electrical layout before port supplies power. The contractor should obtain permission of Executive Engineer (Elect.) for supplying electrical power on chargeable basis.
- 27. No hot work shall be carried out by the contractor without proper fire watch, which will be arranged by the contractor on advance intimation and application to the Fire cum safety officer, DPA.
- 28. After carry out the repair work, a sinking operation of the dry dock will be carried out by Deendayal Port Authority as tests and trials and during these times the contractor is required to keep his all men, material, equipment's etc. standby for attending defects/deficiencies in the work, if any.

#### (A) <u>Sandblasting and Painting:</u>

#### (a) Surface Preparation For Painting Works:

- 1. The surface after dry sand blasting, shall be cleaned with brushes or blown off by compressed air. The compressed air used for nozzle blasting shall be free of detrimental amount of condensed water and oil. Blast cleaning operation shall be done in such a manner that no damages is done to partially or entirely completed portion of the work.
- 2. Dry sand blasting operation shall be carried out with Godhara sand and shall not be conducted on surface that will be wet and paints will not be applied on the wet surfaces after sand blasting and before painting, or when ambient conditions are such that any visible rusting occurs before painting or coating. If any rust forms after sand cleaning the surfaces shall be re-blasted and cleaned before painting. The Godhara sand used for sand ballasting shall be backed by royalty

challan. A copy of royalty challan and un-priced invoice should be submitted to the Engineer-in-charge for necessary check and records.

- 3. No sharps scratches or cuts shall be made on the surface during blasting/chipping/cleaning operation.
- 4. All surfaces are to be painted after sand blasting shall be prepared as described in Swedish Standard SIS-05-5900-1967, dry sand blasting to SA 2 1/2. The prepared surface shall then correspond in appearance to the prints designated as SA 2 1/2. In case of any discrepancy raised during execution on the issue of surface preparation to the required standard (i.e. base metal surface grey), the contractor has to furnish the authentic prints designated as SA 2 1/2 for comparison/checking.

#### (b) Application of Paint:

- 1. Application of primer and paint will be done by airless spray only. However, inside part of wooden fender area is machinery components, and spray painting is not possible, those area application of paints shall be allowed by brushes.
- 2. Intervals between surface preparation and application of first coat of primer shall be as short as possible and in no case more than four (04) hours.
- 3. Preparation of paint mixture, time gap between successive coatings, period between paint mixing and application of paint should be strictly as per test certificate of paint manufacturer.
- 4. If the required microns thickness specified in the specification of paints is not arrived by applying minimum number of coats specified in the contract, the same shall have to be arrived by applying more number of coats at no extra costs to the port. The requirement of both minimum number of coats and microns thickness specified in any case will have to be satisfied. A certificate of final DFT measurement should be obtained from TPIA Surveyor by the party and the same to be submitted to the Engineer-in-charge.
- 5. Each container of paint, preferably in 20 litre size, should provide the following information. The paint should not be older than two (02) months after manufacturing.
  - (a) Batch Number.
  - (b) Date of Manufacturing.
  - (c) Mixing Ratio.

If any one of the above information is not provided the container will be rejected.

6. Limitation to Painting Work:

The paint shall not be applied under following conditions:

- When relative Humidity is 80% or more.
- During rain, fog and mist.

- 7. The Contractor has to get the paint material brought at site, duly inspected and approved from the Engineer- in -Charge prior to application of paint. The painting system shall strictly be carried out as per recommendations in the test report of the paint manufacturer whose products have been approved for the subject work.
- 8. Every batch of paints supplied by the contractor for painting works shall be backed by manufactures test certificates and the containers marked with batch number and date of manufactures etc. A copy of test certificates and un-priced invoice should be submitted to the Engineer-in-Charge for necessary check records.
- 9. The contractor shall take care that whenever a paint container is opened the entire quantity is utilized for the day's work. Contactor shall not be allowed to bring to the site those containers of paint, which are not sealed by the paint manufacturer or where the manufacturer's seal is broken.
- 10. The primers, M.I.O., finish paints and thinner used for painting work shall be of same brand only.

#### Measurement of works:

- (i) All structural works shall be measured on actual area basis.
- (ii) Bolts, nuts, washers, welds etc. Shall not be measured and the rates for painting shall be inclusive of painting such items.
- (iii) Machineries such as pumps, gearboxes, electric motors etc. Will be measured on overall dimensional basis (box dimension).
- (iv) For all types of walk way grating area painted will be taken as two times the flat area (length and breadth).
- (v) All measurements will be in meters and allowed up to two decimals only.

### (B) Paint Specification:

Marine grade Paints of the following specifications manufactured by the reputed manufactures shall only be used subject to fulfilling the requirements of paints as per Technical Specifications:

(A)PRIMER-HIGH BUILD ZINC RICH EPOXY PRIMER :					
Composition	Two component Epoxy 92% zinc rich primer i.e. 92% zinc dust.				
Drying time	strictly as per manufacturer's test certificate.				
Over coating time					
Dry film thickness	40 micron per coat.				
Coverage Theoretical	10-12 sq.meters/litre.				
Pot life	4-6 hours.				
(B)INTERMEDIATE COAT (Middle Coat of Micaceous Iron Oxide-MIO) :					

Composition	Two component Epoxy MIO filled intermediate coat.
Drying time	strictly as per manufacturer's test certificate.
Over coating time	
Dry film thickness	65-70 micron per coat.
Coverage Theoretical	6-8 sq.meters/litre.
Pot life	4-5 hours.
(C)FINISHED EPOXY I	DARK GREY PAINTS:
Composition	Two component H.B. Epoxy dark grey paint.
Drying time	strictly as per manufacturer's test certificate.
Over coating time	
Dry film thickness	100 micron per coat.
Coverage Theoretical	5-6 sq.meters/litre
Pot life	4-5 hours.
(D)FINISHED EPOXY	WHITE PAINTS:
Composition	Two component H.B. Epoxy white paint.
Drying time	strictly as per manufacturer's test certificate.
Over coating time	
Dry film thickness	100 micron per coat.
Coverage Theoretical	5-6 sq.meters/litre.
Pot life	4-5 hours
(E)FINISHED EPOXY (	COAL TAR PAINTS:
Composition	Two component H.B. Epoxy Coal Tar paint.
Drying time	strictly as per manufacturer's test certificate
Over coating time	
Dry film thickness	100 micron per coat.
Coverage Theoretical	5-6 sq.meters/litre.
Pot life	4-5 hours

Seal & Sign of Contractor

Sd/-Engineer-In-Charge (DD) Deendayal Port Authority