



KOLKATA PORT TRUST
HALDIA DOCK COMPLEX

Sub.:- Tender for Carrying out the SURVEY & DRYDOCKING REPAIRS OF TUG AMRALIPTA of Haldia Dock Complex, Kolkata Port Trust.

E-TENDER /EVENT NO. :- KOPT/HALDIA DOCK COMPLEX/MO DIV/4/16-17/ET/35.

TENDER NO. : - MMO/48-B/CRFT/TAM/D.DOCK/587 Dated 29.04.2016.

REPLY TO BIDDERS QUERIES & CORRIGENDUM

NOTE:

1. This "REPLY TO BIDDERS QUERIES & CORRIGENDUM" should be read in conjunction with the bidding documents (including Tender Notice).
2. Consequential changes, arising out of this "Corrigendum", will be deemed to have been effected, even if the same were not incorporated specifically in the bidding documents.
3. All other terms and conditions of the bidding documents (including Tender Notice) will remain unchanged.
4. One (1) set of this "REPLY TO BIDDERS QUERIES & CORRIGENDUM_" along with 1 (one) set of bidding documents (in full), shall have to be submitted along with the Techno-Commercial Offer in Cover - I, duly signed and stamped on each and every page, as token of acceptance .

Sl. No.	Bidder Queries	To be read as / Remarks.
1.	Page 6, item No. 7 Earnest Money calculated at Rs. 2,47,558/- as 2% of Tender Value which means the Tender Value is considered as Rs. 1,23,77,900/- for the subject tender. Previous Tender in 2013 had the same work and Same Tender Value. Please rectify the tender value after 3 Years as labour/consumables/spares cost/quantum of work has increased. Minimum increase of 25% on the tender value has to be done. It is well known as per industry norm that wear and tear in 3 years will increase.	Earnest Money prescribed in the Tender Document will remain as it is.

2.	<p>Page 23, Item No. 2.20.1.3 and Page No 33, Item No. 3.20. CENVAT credit document will be submitted only for Steel, supply of New material and spares (where cost + 10% is payable). CENVAT documents for other items cannot be produced as there will be labour component also included in the BOQ and CENVAT will not be charged on labour. Therefore documents only relating to the above mentioned in line 1 and 2 can be submitted. We will be quoting lump sum as per BOQ in the tender document and therefore submission of CENVAT documents for each and every item is not possible.</p>	<p>CENVAT Document is required for payment of Service Tax only as specified in page no 32 clause no. 3.17 of the TD.</p>
3.	<p>Page 26, item No. 3.7. Added Free of cost Man Permit and Free of cost vehicles permit for carrying equipment, machinery etc. ,</p>	<p>Agreed.</p>
4.	<p>Page 28. Item 3.10.5 4th line "deduct the same from any moneys" only applied for deduction of this said negligence item amount of work.</p>	<p>Not Agreed.</p>
5.	<p>Page 31. Item No 3.14.1, Time mentioned for Section -1 Dry dock period is 60 Days however 90 days will be required as some of the major work related to under water area has to be carried out at dry dock ONLY which is mentioned in Section 2 (Afloat Work) like H-04 Man hole work, "A" Bracket work, Chain Locker Plate Work, Void Space work, Hose pipe Work, Flat Bar for Fender fixing on Hull plate has to be done before blasting and painting. Internal frame work in way of inside the Oil and F.W. Tanks. Bulwork plate and Stay renewal to be completed in way of oil tank area before blasting and painting. Entire Main Deck Plate, Internals, and Fore castle Deck and internals to be renewed in Dry dock period due to Oil Tank, Ballast Tank, Fresh water tank pressure testing to be completed in Dry dock after renewal of all plate work i.e. Section -2 H-01, H-02(c), H-04 (Total 10 Tons Steel renewal and related other work involved in Section 2 has to be done at dry dock itself and not possible to do same once the vessel is in afloat condition). Also if vessel is in KPDD 1 or 3 extra Dry Dock periods will be required for non availability of Crane, as Entire Plate and all Materials will have to be shifted manually from transport to jetty and Jetty to Ship. In case of non availability of crane we are unable to take full size plates on board and have to take plates in small pieces for which welding will be increased along with time taken.</p>	<p>Page 31 Clause No. 3.14.1: <u>Completion Period :</u></p> <p>The Entire work is divided into two separate sections, SECTION-1 comprises of Dry Dock Repair Work at Kolkata and SECTION -2 comprises of Afloat Repair Work at Haldia. Details are given in the Scope of Work.</p> <p>After placement of work order the vessel would be placed at the Dry Dock of Kolkata Dock System (KDS) of KoPT by KoPT and would make ready for working of entire Section-1 i.e. Dry Dock repairing. Thereafter Engineer / Engineer's Representative would intimate the contractor for commencement of work. The entire repairing work under Section-1 i.e. Dry Dock repairing must have to be completed within 75 days from the date of receipt of such intimation from the Engineer / Engineer's Representative. Also the Section – 2 (afloat repair work) may be under taken by the contractor along with Section – 1 (Dry Docking repair work).</p> <p>Immediately after completion of entire repairing work under Section-1 i.e. Dry Dock repairing of the vessel, the same would be brought back to Haldia by HDC/KoPT.</p>

		<p>After arrival of vessel at Haldia, Engineer / Engineer's Representative would intimate the contractor for commencement of work under Section-2 i.e. afloat repairing work.</p> <p>The entire work which is under the scope of the contractor (i.e. Section-1 + Section-2) must be completed by 100 days. The period of shifting of vessel from Kolkata to Haldia by HDC/KoPT would not be included in the completion period. Page 31, clause 3.14.2 If the entire Section-1 i.e. Dry Dock Repair Work is not completed within the stipulated period of 75 days or the extended period which shall be granted by HDC/KoPT for any excess and/or extra work or for any reason which is beyond the control of the contractor, the Dry Dock Charges (as per the KoPT's rate) would be recovered from the contractor for such extended period of occupying the Dry Dock.</p>
6.	<p>Page 34 to 36, Item 3.27 Payment Terms :</p> <p>Kindly mention exact documents required for submission of invoice for faster payment as same is not clear as per tender documents.</p>	<p>The Documents required for release of the stage payment has been clearly specified in the TD.</p>
7.	<p>Item 3.27.1. a. iv) To paint 1st Coat Epoxy Primer paint applied where plates are not required to be renewed.</p>	<p>The entire area indicated H-03 & H-07 (H-06, H-10) will have to be painted.</p>
8.	<p>Item 3.27.1. b. i) Fairing of plates has also been considered in of Supply of 60% of steel (H-11) same to be rectified.</p>	<p>There will be no change in the Tender Condition.</p>
9.	<p>Item 3.27.1. c. ii) Item to be deleted this work is mentioned in Section – 2.</p> <p>iii) Item to be deleted this work is mentioned in Section – 2 [H-02 (c)]</p>	<p>Item 3.27.1. c. (ii) & (iii) stands deleted.</p>
10.	<p>Page 37, Item 3.27.8 The contractor shall have to submit unambiguous/clear bills in triplicate to the Manager (MO) for stage-wise payments. In normal circumstances, payment of the bills, accompanied by Inspection Certificates and other relevant documents, duly recommended by the Manager (MO), are passed within 30 days from the date of receipt of such bills, if found in order.</p> <p>TO BE REPLACED WITH :</p> <p><i>The contractor shall have to submit unambiguous/clear bills in triplicate to the Manager (MO) for stage-wise payments. In</i></p>	<p>Tender Conditions remained as it is.</p>

	<i>normal circumstances, payment of the bills, accompanied by Inspection Certificates and other relevant documents, duly recommended by the Manager (MO), are passed and paid within 15 days from the date of receipt of such bills, if found in order.</i>	
11.	Page 51, Item 4.5 (A) Last line ANNEXURE – XV instead of XIV(B)	Agreed. Tender to be evaluated as per ANNEXURE – XV.
12.	Page 51 Chipping, Scraping, Cleaning and Painting Last line "The Paint manufacturer to also certify the surface preparation before application of each coat of paint" to be deleted as paint applied in other than hull area are not certified paints as per class.	<p>Page 51 <u>Chipping, Scraping, Cleaning and Painting :</u> (a) (All paints to be supplied by the repairer and paints used to be in confirmation of ISO standard and environmental friendly). Entire outside hull from Keel to W.W. Line including sea chest, underwater exposed area of Kort Nozzle, Rudder, both side Shell Plate, above W.W. Line etc. to be cleaned and Quartz/Grit blasted to SA 2.5 taking all necessary precaution. Thereafter, following coats of painting to be applied as per KoPT Paint schedule (Clause No.- 4.6). (After each and every quote of painting thickness of paint measurement to be shown to the representative of KoPT) All paints should be tar free epoxy paints.</p> <p><u>From Keel to W W Line: (b) Application of one coat of Epoxy Primer of Minimum thickness of 40 Micron. One Anti corrosive of thickness 125 Micron. One coat of modified Epoxy (Tie coat) of thickness 75 micron. Two coats of Anti fouling of thickness 100 micron. (Total 5 coats of paint).</u></p> <p>Entire painting to be done by Air Less Jet Spray System for both the above cases.</p> <p>Random Photograph as per instruction of Chief Engineer / KoPT representative to be taken for surface preparation and submitted to the KoPT. The Paint manufacturer also to certify the surface preparation before application of each coat of paint. Calibrated equipment to be provided for random checks for measure the thickness of each Coat of paint.</p> <p>i) Copper Blasting of entire under water area and ship side up to deck. ii) Painting of entire under</p>

		<p>water area and ship side up to deck as per specified schedule. (d) Entire exposed Main Deck plating including deck fittings. Funnel & Pipe Lines, all painted surface of inside & outside super structure, above main deck level, cabins, casing painting, W.C. and bath room (both inside and outside accommodations), galley, Galley Stores, mast, sky lights, hatch covers, comings, blower trunk-ways, Ford & Aft. Stores, Void Space and Void Space Stores etc. to be chipped, scrapped and cleaned thoroughly and to be painted by 3 coats of paints as per Paint schedule (Clause No.- 4.6). Rates for the same to be quoted on lump sum basis. (e) Bilges, ship side, deck heads, bulkhead, Engine room holds, cofferdams, stores etc. Up to main deck level to be chipped. Scrapped, cleaned as necessary internally surveyed and painted as follows :</p> <p>a) Engine Room floor plates/platform plates 2 coats of paint. b) Engine Room Machinery (including all deck machinery) equipment and other bilges – 2 coats of Paint. c) Engine room shell side bulkheads, deck heads – 2 coats of paint. d) Rest area in holds – 2 coats of paint. e) Engine Room Pipe Lines – 2 coats of synthetic Red Lead Primer in entire Pipe Line with one coat of finished paint above floor plate along with maintaining of Maritime colour code. (Bilges may have to clear more than once). Normally bilges should be cleaned thrice (before survey, before painting and before sailing). Should there be any requirement of cleaning bilges in between on a/c of work being undertaken in engine room, and then the same shall be required to be done by the firm undertaking the engine room work at no extra cost. In all above cases random photograph as per instructions of Chief Engineer/KoPT representative to be taken for surface preparation and submitted to the KoPT/HDC.</p>
13.	Page 91 EL-02 All Item LS rate for overhauling. Any new spare to be renewed as per BOQ same to be paid extra + 10% basis if required.	Tender Conditions remain unchanged.
14.	Page 100 Annexure – XV All Item unit rate as per Previous rate of 2013, same to be increased by minimum 25%.	The unit rate is not as per the rate 2013 and the rate prescribed for the items remains as it is.

15.	Page 103 Item 104 (17) The vessel does not have wooden frames and is built with aluminum and MS frames. Kindly mention running mtr rates for same in Annexure - XV	The item 17 stands deleted.
16.	Page 103 Item 104 (19) Cement braking Charges Per Cu. Mtr rate as mentioned Rs. 633.00 is not workable and has perhaps been written by mistake. Same to be changed to Rs. 4000.00 per Cu. Mtr.	Not Agreed.
17.	Page 103 Item 104 (22) Cement laying Charges Per Cu. Mtr rate as mentioned Rs.3289.00 is not workable and has perhaps been written by mistake. Same to be changed to Rs. 19000.00 per Cu. Mtr.	Not Agreed.
18.	Delivery period for completion of Dry Dock Repairing indicated is 60 days for Section-1. Please enhance the delivery period of Dry Dock repairing of Section-1 to 80 days as no crane facility is available as on date. Complete work we shall have to done by manually only. Please enhance the D.P. for 80 days only.	Sr. No. 5 above to be refered.
19.	Please also note that downloading 148 pages of tender enquiry (103 pages for NIT and 45 pages for GCC), signed, stamped and scanned and afterwards upload it in the E-Tender having restriction of 5 MB file is in our knowledge is difficult as such we propose to submit 148 pages in hard copies only. But our documents will be uploaded by down loading the documents, scanned, signed and stamped and upload again. Please consider our request.	Not Agreed as it is a E-Tender.
20.	<p>We are very much interested to undertake the job of "Survey & Dry Dock Repairs of TUG TAMRALIPTA" as per the tender as referred above.</p> <p>We like to carry out the repair jobs in our dry dock situated at our ship yard at Falta. In this connection, we request your good self to arrange for the Inspection of our dry dock to ascertain the suitability of dry dock to carry out the repair works.</p> <p>Further we confirm that the charges for "Hiring of Dock" and "Docking & Undocking" for our dry dock will be 'Free of Charge'. Consequently the total repair cost for Tug TAMRALIPTA would be less if the above repair job is undertaken by us at our dry dock. So, please incorporate in your subject tender the clause 'The repair can be undertaken at the Sub-contractor's Yard /Dry Dock.. Also, once more may I request your good self to send the inspection team to our yard to inspect our dry dock at the earliest .</p>	Not Agreed.

CORRIGENDUM

Sub.:- Tender for Carrying out the SURVEY & DRYDOCKING REPAIRS OF TUG AMRALIPTA of Haldia Dock Complex, Kolkata Port Trust.

E-TENDER /EVENT NO. :- KOPT/HALDIA DOCK COMPLEX/MO DIV/4/16-17/ET/35.

TENDER NO. : - MMO/48-B/CRFT/TAM/D.DOCK/587 Dated 29.04.2016.

Sl. No.	As specified in the Tender Document.	To be read as / Remarks.
1.	Page 85, BOQ H-15, [SECTION – 2] :- Corroded and damaged portion of Port Accommodation Blower Suction Trunking of GI Sheet including its Suction GI Net to be renewed as per existing gauge. (Approx. Size of required sheet - 2.9 Mtr. X 1.4 Mtr. X 1 No. GI Net Size - .7 Mtr. X .45 Mtr. X 1 No.).	16 gauge GI sheet to be used for renewal of trunkings as required @ Rs. 50/SQ Ft. including labours and consumables etc. and will be paid at actual.
2.	Page 90, BOQ EM-11, [SECTION – 2] :- 2 Nos. of Pressure Gauge (0-15 Kg./cm ²) to be supplied along with Certificates and to be fitted one in the Fire Deck Line Relief Valve (near Rescue Boat) and other Pressure Gauge to be fitted in external Fire Fighting System (outside of wheel house deck). Lump sum rate to be quoted for supply of material, labour for fitment of the Pressure Gauges, connecting Pipes along with respective Cocks, consumables.	Dial size 06 cm.
3.	Page 97, BOQ FF-1, [SECTION – 2] :- One No. engine driven emergency fire pump with suction Pipe along with foot valve fitted on the suction side of the pump and discharge having connection for fitment of ships fire hose (62 mm) to be supplied.	04 HP, Head Pr. 14.5-15 mtr. capacity 45 cu. mtr. per hour and suction length 7 mtr.
4.	Page 97, BOQ FF-3, [SECTION – 2] :- Complete Set of 0 6 Nos. Fire Hose with male and female instantaneous couplings (IWT/MMD approved) 65mm dia of standard length to supply. Lump sum rate to be quoted for supply of above items.	10 mtr. (approx) subject to Surveyor's approval.