

MARINE DEPARTMENT

Budgetary Quotations are invited by COCHIN PORT AUTHORITY (hereinafter referred to as CoPA) from experienced firms for **“The supply, Manning, Operation & Maintenance of one no. Tug of not less than 50T Bollard Pull on hire basis to Cochin Port “** for a period of seven years .

1. SCOPE OF WORK:

The contract involves Hiring of One number Tug of Bollard Pull not less than 50 Tons and age not more than 13 years (as on the due date of submission of Tender) for a period of 7 years as per the broad specification shown below. The Tug shall be provided with full crew, provisions and all stores excluding fuel & fresh water for operation in Cochin Port. The Tug is used for attending to shipping movements at off shore SPM operations and other Port operations as per requirement.

2. BROAD SPECIFICATION OF THE TUGS:

Sl No	Parameter	Requirement
1	Bollard Pull	Steady/sustained Bollard Pull of not less than 50 Tons at 100% MCR with certificate issued by IRS/IACS within last six months
2	Year of built	Not more than 13 years as on the due date of submission of Tender
3	Type	Tug has to be Twin Propulsion-SRP/CYCLOIDAL /ASD
4	Speed	12 knots in fully loaded condition
5	Towing arrangement	Towing winch or quick release tow hook with adequate SWL to undertake push/pull operation with Tug line Connected
6	Registration	Under Merchant Shipping Act, 1958
7	Class	IRS or any member of IACS with valid class certificates and Statutory certificates
8	Manning	As per statutory requirement
9	Communication & Navigation equipment	As per statutory requirement
10	Fire fighting	LSA/FFA as per rule requirement
11	Fuel & Water capacity	Sufficient to remain 7 days in the sea at a stretch
12	Fender	Adequately fitted at bow & stern for Pushing operation etc
13	Dry Docking	As per Class requirement
14	Draft	Not to exceed 5.8m.while fully loaded
15	Auxiliaries	External Fire Fighting- as per AGNI-1 standards or equivalent-with Foam fire fighting capabilities and monitors
16	LOA	May be limited to less than 40 metres, due to the constraints of the berth space available at CoPA. There is no restriction for beam

3. The tug shall be used for various lawful services required by Charterer including towing, docking and undocking of vessels at Cochin Port/ Single Point Mooring, round the clock (24 hours a day) and throughout the contract period including but not limited to:
 - A. Berthing and un-berthing of vessels at Single Point Mooring (SPM) and within Cochin Port.
 - B. To stand by as Pull back tug at SPM, fire float, Oil spill dispersant spraying boat etc.
 - C. To assist in double banking by way of acting as docking tug.
 - D. All other operations required in connection with docking / undocking operations of vessels at SPM & within Cochin Port and related to Harbour conservancy and / or movement of vessels at SPM or within the port and such other operations as are conventionally performed by Port Tugs. In the event the Tug being unable to perform any of the operations no hire charges to be paid by the Charterer to The Contractor and penalty will be applicable.
4. The contractor shall supply and keep on board minimum of 2 nos. Suitable ropes with test certificate of adequate strength for inner harbour shipping operations pull back operation at SPM and for towing purpose. A copy of the test certificate shall be submitted to the Port for verification at the time of taking over the Tug on hire and subsequently whenever the same is required.
5. The Contractor will be responsible for keeping the Tug in sea-worthy conditions at all times for round the clock use. For the above all the operational costs including stores, spares, lubricants, wages of staff, provident fund, victual-ling, Dry Docking and repairs, survey etc., will be in the account of the contractor. **Fuel, fresh water will be on CoPA account. Cochin Port Authority shall also be providing berthing facility and shore power supply on CoPA's account.**
6. The firm is allowed to bid with Bollard Pull test certificate issued by IRS/IACS carried out not older than 6 months as on the last date of submission of bid. At the time of commencement of contract if the Bollard Pull certificate is more than 6 months old, a new bollard pull test certificate shall be submitted. The bollard pull test shall be carried out after each dry docking of the tug. The B.P tests shall be carried out on the Contractor's cost and risk in the presence of Class surveyor and port representative. The contractor shall obtain necessary clearance as required, from DG (Shipping) and other Statutory Authorities for the deployment of the tug. The Bollard pull of not less than 50Tons will have to be maintained during the period of the contract. During the contract period if Deputy Conservator feels the Bollard Pull of the tug is not adequate, the contractor has to carry out B.P. Test at his own cost. However the time and fuel consumed for the B.P.test will borne with Cochin Port".
7. The mobilization and the de-mobilization of the tug is on the account of the Contractor. During the Dry Docking period of the Tug, substitute of similar or higher bollard pull will have to be provided by the Contractor. On the arrival of the Tug at Cochin Port, the fuel on Board will be jointly surveyed. At the time of delivery of Tug, Cochin Port shall pay for the fuel remaining on Board and at the time of the termination of Contract, the costs of the fuel of on board will be adjusted from the Contractors bill. The fuel price to be appreciated at such cost in prevailing the day of Bunker Survey during delivery and re-delivery.
8. Contractors to provide: Except as otherwise stated in this tender or as may be agreed from time to time, Contractors shall provide and/or pay for all requirements, cost or expenses relating to the Tug, their Master and crew which, without prejudice to the generality shall include but not limiting to:
 - A. Dry Docking, repairs and all expenses associated therewith.
 - B. Provisions, wages (as per minimum wages act) etc., shipping and discharging fees and all other expenses of the Master, Officers and Crew including their insurance.
 - C. Deck, Cabin and Engine room stores.

- D. All necessary lubricants.
 - E. Adequate No. of Towing ropes as instructed by Deputy Conservator all ropes should be tested and certified.
 - F. P&I covering wreck removal and various risks and H&M insurance of the vessel.
 - G. All customs or import duties arising in connection with any of the foregoing.
 - H. All taxes duties and levies including but not limited to the taxes, duties and levies imposed on the income of the Contractor, its employees or any levies etc., on any purchase made by the Contractor, and/or any penalties imposed by any authorities from time to time.
 - I. Necessary intrinsically safe cables, plugs etc., as the case may be for drawing shore power shall also be supplied by the Contractor.
9. The Contractor shall carryout the works strictly in accordance with the contract to the satisfaction of the Dy. Conservator and shall comply with and adhere strictly to his instructions and direction on any matter (whether mentioned in the Contract or not) in relation with the contract.
10. On the date of commencement of the service, the Tug shall have completed all the necessary surveys and be in possession of all valid certificates.
11. Joint survey will be carried out at Cochin Port by representative of Deputy Conservator and Contractor representative to assess the quantity of fuel on board during every on hire and off hire of the Tug unless terminated.
12. Cochin Port will not be responsible for any damage suffered by the Tug due to failure of machinery or errors of the Master and crew or any reasons whatsoever, However damage if any occurred during assisting vessels during shipping operation may be brought to the notice of the Dy. Conservator immediately after the incident.
13. The Tug and all workmen shall comply with all lawful instructions from the Dy. Conservator or the Officer duly authorized by him.
14. The security of the Tugs and the crew will be the responsibility of the Contractor.
15. The Contractor shall arrange accommodation for his staff whenever required through its agents at contractor's cost. Contractor's agents shall arrange their own accommodation at their own cost.
16. The Contractor shall be liable for pollution damage and the cost of cleanup which has occurred due to Contractor's and/or the Contractor's personnel by willful, wanton, intentional, acts or omissions or gross negligence which cause or allow the discharge, spills or leaks of any pollutants from the Tug.
17. The Budgetary quotations may be sent by email or by post to the following address as shown in the table below.
- Office of the Deputy Conservator
Cochin Port Authority
Willingdon Island Cochin – 682 009.
e-mail: dc@cochinport.gov.in
Phone: 91 -484 -2666417, 2582500 /2582502 /2582511

Description of work	Budgetary Rate in rupees per day (in figures)	Budgetary Rate in rupees per day (in words)
The supply of one Tug on hire basis for CoPA		

The above price is the Hire rate per day for the offered Tug as per the conditions in the Tender document. The rate is inclusive of all taxes and duties but excluding GST (GST if applicable will be paid by CoPA as per prevailing rates).