



# DEENDAYAL PORT AUTHORITY



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Office of the  
Engineer-In-Charge  
Room No. 3 Marine Bhavan,  
New Kandla (Kutch),

CME/Tug/1364/Buoys/2024

DATE: 28.08.2024

To,  
M/s. \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

## Expression of Interest

**Sub:** Quotation for the work of "Supply 8 Nos. Channel Marking Buoys at Kandla".

Sir,

Deendayal Port Authority intends to E-Quotation for "Supply 8 Nos. Channel Marking Buoys at Kandla.

Kindly submit your Expression of interest along with budgetary-offer for the subject work in the prescribed format at **Schedule-B** on the basis of technical specification at **Annexure-I** & Scope of work and Terms & conditions of contract at **Annexure-II** enclosed herewith. The drawing of Buoy is attached at **Annexure-III**

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 this office of undersigned on or **before – 12/09/2024, 1530 hrs.** via email at [rakesh.sinha@deendayalport.gov.in](mailto:rakesh.sinha@deendayalport.gov.in) by scanning or by post. Any query regarding the subject matter shall be entertained by undersigned on Mobile no. 9879505124.

Thanking you,

Yours faithfully,

EIC (Tugs)  
Deendayal Port Trust

Copy to : Chief Manager (ICT), [website@deendayalport.gov.in](mailto:website@deendayalport.gov.in) : for hoisting on DPA website.

Stamp, Date & Signature of Bidder

**Technical Details of Buoys:**

**2.5M diameter Steel Tail Tube Buoy TTS-2500 below:**

1. Body Diameter: 2500mm Nominal.
2. Buoy Body Plate: 10mm thickness. The steel used for the subject work shall be confirming to IS 2062. IS grade shall be certified by Govt. approved Lab witnessed by any member of the International Association of Classification Societies (IACS), test certificate shall be submitted to DPA.
3. All steel must be sandblasted and painted with single coat of epoxy primer on both sides before fitting.
4. Body construction: Cylindrical welded with top and bottom dished ends. Dished end does not allow water to stay on deck level; whereas flat top allows water to stay on top deck. Further dished end provides very good structural strength.
5. The welding electrodes to be used shall be of ship building quality like advani Orelkan, ESAB, L&T or equivalent make, approved by Marine Class Societies. Quality of welding shall fulfill the Marine requirements of water tight integrity and structural integrity. The welders used for fabrication of Buoys shall be certified by Classification society (IACS).
6. Buoy weight: 4400Kgs., Reserve Buoyancy 3890kg, Free Board 690mm (approx.)
7. Manhole & Compartment: Required four watertight compartments or Partition provided & Each partition have manhole so it reduce Buoy loss. The internal partition of compartments may be made by using 6mm MS plates IS 2062.
8. Superstructure: Vertical angle 75mm X 75mm X 8mm thick and horizontal angles 65x65x6mm thick superstructure being bolted to the buoy body with S.S. Bolts. One side of Superstructure shall be fitted with an access ladder to service the light with a guard ring at the top end. welded & bolted construction complete with Lantern Guard, Back rest and Ladder etc. MS Angle shall be reputed make of SAIL/JINDAL/TATA of IS Grade 2062 shall be certified by Govt. approved Lab/Marine Class societies. The IS grade 2062 shall be visible on the plates & angles.
9. Lifting eyes: 4 Nos. alloy steel welded construction.
10. Mooring eyes: 2 Nos. alloy steel welded construction.
11. Fender: Marine grade rubber fender 'D' shaped will be fixed all around the body to protect it from passing/service vessels. The fender shall be fitted in such a way that it should protrude at least 6 inch outside the buoy surface.

12. Day mark: Pillar type Red for Port hand and Green for Starboard as per IALA 'A' system recommendations color scheme.
13. Top mark: Red CAN for Port hand and Green CONE for Starboard hand as per IALA 'A' recommendations.
14. Focal height: More than 4.55 Meters. (1500kg. supported mooring chain)
15. Draft: 2.9 Meters approximately. (1500kg. supported mooring chain)
16. Buoyancy chamber Leak Test: Buoy body will be tested with hydraulic pressure test at 0.5kg/cm<sup>2</sup>.
17. Ballast weight: Ballast weight suitable for 2.5M dia. buoy stability.
18. Radar Reflector: RR150 see Ana catalogue Section 5. Aluminum Radar Reflector having more than 50M<sup>2</sup> echoing area will be provided below the top platform of superstructure.
19. Mounting of Marine Light Base plate: 4 Holes for M8 Bolts at 200mm PCD.
20. The buoy will be given the protective coating of paints as below:
  - **EXTERIOR:**
  - Sand blasting of all the steel components of buoys and painting as per the paint Manufacturer scheme (Marine grade-epoxy) after proper cleaning and surface preparation as per SA 2 1/2: (Make- International/Jotun/Sigma).
  - Note: Color Coding of buoys for above & below water line shall be as per standard IALA norms.
  - Color DFT of Above & Below Water 450 DFT (Epoxy Primer & Epoxy Finish coat)
  - 6nos. of Fittings of Zinc Anodes on underwater area of buoys having approx. weight of 3.5 kg.
  - Note: Zinc anodes with purity higher than 99% and certified by Govt. approved Lab/Marine Class societies.
  - **INTERIOR:**
  - Interior of the buoy body will be cleaned/wire brushed of dirt and grease and a coat of 100 microns of Zinc based Epoxy primer & 75 microns of Epoxy finish will be provided.

### **Scope of Work and Special Terms & Conditions:**

- 1) The bidder / bidder shall be Original Equipment manufacturer or Authorized Dealer or Business partner registered at GeM portal who is having experience in manufacturing or supply of Mild Steel Chanel marking Buoys with or without mooring. Bidder must attach the successful completion Certificate of Buoy (Minimum Size of 2 M Dai) in the Technical Qualification Criteria.
- 2) The buoys should be supplied with manufacturer's test certificates as per IALA standards. The test of materials (Plates & angles) brought at Site for the fabrication of the buoys and different stage of fabrication of Buoys shall be certified by classification society (IRS, ABS, LRS, DNV etc.) which is a member of International Association for Classification Societies (IACS). The fabrication of all the buoys shall be carried out simultaneously as per instruction & guidance of Surveyor of IACS and all the requisite tests shall be carried out as per his requirements. There shall be at least 4 to 6 visits of Surveyor during the fabrication, paintings and final inspection before the dispatch of Buoys. The charges for the visit of the classification society surveyor shall be borne by the bidders. The bidder at his own cost shall arrange for Inspection requested by the Engineer-in-charge, DPA for the items to be supplied. The Marine Classification Society will work as Third Party Inspection Agency.
- 3) The manufacturers / suppliers / distributors or their sole selling agents, should be an ISO certified organization.
- 4) Buoys should be able to withstand harsh marine environment.
- 5) All preliminary / final design and stability calculations for the buoy, mooring requirement calculation as per International Association of Marine Aids to Navigation and Light House Authorities (IALA).
- 6) Any fittings of accessories which may not be specifically mentioned in the specification but which are usual or necessary shall be included in the offer.
- 7) The buoys should be supplied with the manufacturer's test certificates as per IALA recommendations.
- 8) The supplier shall furnish 3 sets of Assembly drawing manual for Buoys.
- 9) All items, components and accessories offered should be brand new. All fittings/ materials used are to be of approved quality and standards and fit for use in the tropical saline corrosive atmosphere. All work should be completed to the entire satisfaction of the Engineer-in-charge, DPA.
- 10) The supplier shall take comprehensive transit insurance for the imported and indigenous goods, transit-cum-storage and third party liability insurance

policies with reputed underwriters to cover all the risks whatsoever during the whole period starting with dispatch of equipment and materials from bidder's warehouse and ending with final acceptance of work by the employer. The employer shall have first charge on the insurance claims, if any.

- 11) The Bidder has to supply all buoys at Bunder area, New-Kandla.
- 12) All the rules and regulations governing DPT will be applicable.
- 13) GSTIN No. & Income Tax PAN No. shall have to furnish by Quotationer, failing which the Bid/Quotation will be considered as non-responsive and be liable for discharge.
- 14) Force Majeure: This will be restricted to natural calamities and acts of GOD only.
- 15) Submission of fraudulent document shall be treated a major violence of such procedure and in such case Port shall resort to blacklisting the Quotationer for 3 years.
- 16) Taxes and GST: "Bidder/service provider/supplier etc. has to ensure timely and proper filling of GSTR 1 so that Deendayal Port Authority can avail input tax credit in timely manner. In case DPA not allowed input tax credit due to failure on part of the bidder/ service provider / supplier etc., it will be a financial loss to the DPA and therefore same shall be recovered from the payment/deposit of the bidder/service provider/supplier.
- 17) GST Clause: The bidder shall quote the price exclusive of GST. The applicable GST shall be paid extra to the bidder after producing GST Invoice as per the certified Bill by the department. However, element of GST shall not consider for evaluation of bid. 'Bidder/service provider/ supplier etc. has to ensure timely & proper filling of GSTR 1 so that Deendayal Port Authority can avail input tax credit in timely manner. In case DPT not allowed input credit due to failure of part of the bidder/ service provider/ supplier etc., it will be a financial loss to DPI & therefore same shall be recovered from the payment/ deposit of the bidder/ service provider/ supplier.
- 18) TDS ON GST: TDS provision under GST Acts, 2017 are in force from 01.10.2018 and accordingly TDS under GST Act will be deducted @ 2 % (1% CGST and 1 % SGST or 2 % IGST) from payment / credit give to bidder / contract / professional and other for work order / contract exceeding Rs.2,50,000/-.

- 19) Deduction of Income-Tax and GST: Income-Tax deductions and surcharge and GST+TDS provision under GST Act as applicable thereon shall be made good while making payments due to the bidder for carrying out the work and only net amount shall be paid as directed by the Central Board of Direct Taxes, Ministry of Finance, Government of India.
- 20) Tax: The rates quoted (except GST) by the bidder shall be deemed to be inclusive of the taxes, duties etc. which the bidder will have to pay for the performance of this contract. The employer will perform such duties in regard to the deduction of such taxes at sources as per applicable law.
- 21) The bidder has to arrange Gate Passes for entry/exit of labours and equipment's / vehicles inside/outside Cargo Jetty area at his own cost from CISF.
- 22) CME reserves the right to cancel the quotation without assigning any reasons and also increase/decrease the quantum of work.
- 23) The rates should be quoted in figures and words both, failing which the bid/quotation will be considered as non-responsive and be liable to discharge. In case of difference in figure & words, the rate mentioned in words will be considered.
- 24) The rate to be quoted excluding GST, no claims of bidder shall be entertained on account of any other Taxes levied by Central / State Govt. or any authorities paid by him.
- 25) 1st & Final Bill shall be paid after satisfactory completion of the work, test and trial.
- 26) Payment will be made by RTGS only after satisfactory of work and submission of duly signed bills.
- 27) All tools, plants, scaffolding ladder etc. and other machinery etc. required temporary for the purpose of execution of work will have to be arranged by the bidder at his own cost and storing of such tools, plants etc. will have to be made by him.
- 28) Bidder can be held liable for any monetary or non-monetary consequences on account of Non Remittance of tax by service provider to central government.
- 29) Bidder shall be responsible for any damage, theft and fire during the execution of said works. If any damage occurs due to workmen/machinery of the bidder,

the bidder has to make good the loss/damage at his cost.

30)The bidder should strictly follow all statutory rules & regulations like labour law, insurance, safety norms & regulations etc.

31)The Bidder is required to execute the work in such a manner so as not to cause any damage, hindrance or interference to the Port activities and the work going on in the area. The Bidder shall make good the loss at his own cost and risk all damages caused by his workmen to the Port property and no extra payment shall be made to him on that account.

32)GUARANTEE:

All the equipment shall be guaranteed for one year from the date of commissioning and acceptance by the Employer. In the event of any defect attributable to the defective materials, design or workmanship, during the guarantee period, the supplier shall make good the same at his cost. The supplier shall supply new parts to replace any component that may be proved to have been so defective, free of cost to DPA. The Cost of all replacement of such defective parts of materials, including freight, insurance, clearance, custom duty, sales tax, delivery charge etc. shall be borne by the supplier who will also arrange at his cost for the fitting /replacement. If the system rendered idle during guarantee period for more than 7 days on account of any of the guarantee obligation on the part of supplier the guarantee period of the same shall be extended not exceeding the period of idleness.

The supplier shall be equipped to undertake the major repairs under guarantee, if called for by the employer. They should also be in a position to render necessary guidance and service. In case the supplier fails to attend the defects even on repeated intimations from DPA, the same will be got attended from other source at the risk and cost of the supplier.

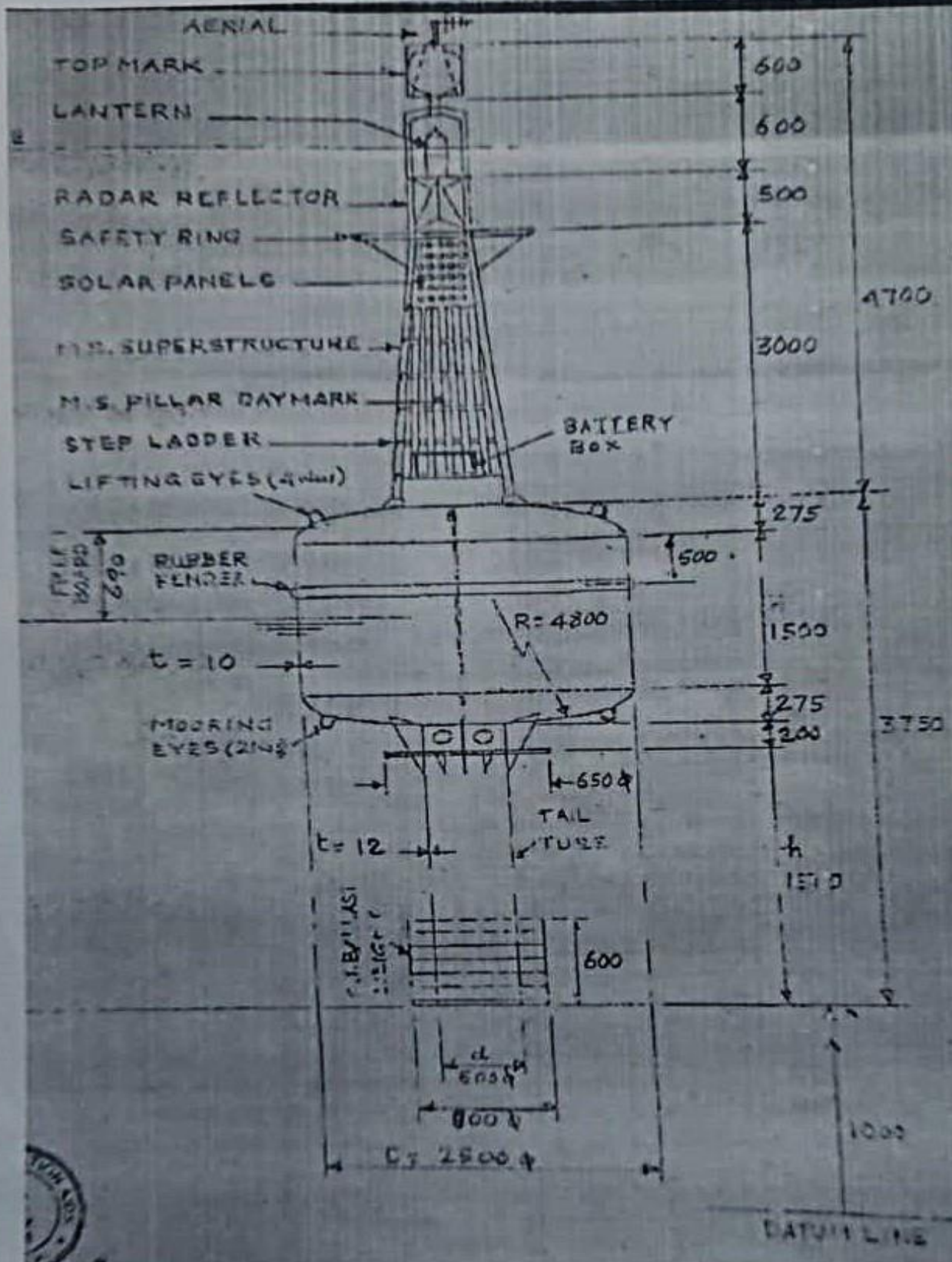
33)COMPLETION PERIOD

The entire work as per scope of work and technical specifications should be completed within 150 days from the date of receipt of supply order by the Bidder. However, the Supplier should make all efforts to complete the work as early as possible. If the work is not completed within the stipulated time, liquidated damages, as per clause of General Conditions of Contract of GeM Portal will be applicable

34)TERMS OF PAYMENT

After submission of bills in duplicate by the bidder, the 90% payment shall be released by RTGS within 30 days of after satisfactory completion of job, inspection, test & trail. The balance 10 % shall be paid after completion of guarantee defect liability period of 12 months.

Annexure III:





**DEENDAYAL PORT AUTHORITY**  
**MECHANICAL ENGINEERING DEPARTMENT**

**Quotation No. CME/Tug/1364/Buoys/2024**

**Quotation for the work of "Supply 8 Nos. Channel Marking Buoys at Kandla."**

**SCHEDULE – B**

PRICE BID

Sr. No.	Description	Qty.	Unit	Rate in figure per unit	Rate in words	Amount (Qty X Rate per unit)
1	Fabrication and Supply of 2.5M diameter Mild Steel Tail Tube Buoy TTS-2500: - Buoy Body Plate: 10mm thickness, Tail tube plates: 12 mm, 4 compartments with 4 manholes, Internal compartment plate: 6mm, Buoy weight: 4400Kgs., Reserve Buoyancy 3890kg, Free Board 690mm (approx.) as per technical specification, Scope of work, terms & conditions and drawing attached.	8	Nos			
	Total (Rupees_____ only) Rs.					

Above rates are Exclusive of GST.

Total Amount in Rupees in words (\_\_\_\_\_)

**EIC (Tugs)**

**Deendayal Port Authority**

**Seal & Signature of Bidder**

