



MARINE DEPARTMENT



Office Of The Deputy Conservator

Cochin Port Authority  
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MD/Mooring Launch Hiring/2026

Date: 03.03.2026

### **NOTICE INVITING BUDGETARY QUOTE**

Budgetary Quotations are invited by COCHIN PORT AUTHORITY (hereinafter referred to as CoPA) from experienced firms for “**The supply manning, operation and maintenance of Mooring Launch on Hire basis with mooring crew**” for a period of five years.

#### **SCOPE OF WORK & TECHNICAL INFORMATION**

##### **1. SCOPE OF WORK:**

The contract involves supply, manning , operation & maintenance of **Mooring Launch with mooring crew** . Age of the mooring launch shall not more than 15 years as on Dt 31.03.2026. The specification of the mooring launch below along with the Manning Staff for carrying out Mooring Operations & other marine Operations in the Port of Cochin are as follows.

The scope include supply of single screw, diesel powered Fiber Reinforced Plastic (FRP) Mooring Launch registered under IV act and with Indian Register of Shipping (IRS) certification and class maintained.

Launches should be suitable for towing mooring ropes including wire ropes from shipside to bring along side mooring dolphin / berths.

##### **2. PRINCIPAL PARTICULARS:-**

Length overall	- about 10m
Breadth moulded	- about 3 m
Depth at mid ship	- about 2 m
Draft	- Not more than 1 m

(Maximum draft shall not exceed one meter in fully loaded condition.)

Speed - Not less than 8 Knots with full crew

3. **ENGINE :-** - Diesel Engine

4. **HULL**–Fiber reinforced plastic ( FRP)

##### **5. DECK & SUPERSTRUCTURE**

The Deck should be with non-skid surface in accordance with the IRS requirement;  
The superstructure exterior and interior shall be white and grey respectively.

Stainless steel (SS 316) hand rails should be provided all around the engine room top casing.  
Canopy for sun protection (collapsible type preferred)

#### **6. FENDERS**

At least One row of moulded D-type rubber fenders shall be provided all around the hull. An additional solid D – Type fender shall be provided vertically at the bow of the hull.

#### **7. BOLLARDS:-**

Mooring Bollards

2nos. at forward deck (Double bollard Stainless Steel) - 1 each in Port and Stbd Side.

2 nos. at aft. Deck (Double bollard Stainless Steel) - 1 each in Port and Stbd side.

The Bollards should be as per IRS standards and should be strong enough while securing alongside.

Towing Bollard - 1 No. at Aft (Stainless Steel)

The Towing Bollard should have adequate strength for towing wire mooring ropes from ships to the mooring dolphin / berth and also for towing other smaller vessels.

Stag Horn - 1 No. at Forward

The Stag Horn should have adequate strength for towing the Mooring Launch.

#### **8. DRAFT MARKS & NAME PLATES**

Draft marks shall be provided in meters and centimeters at both Port and starboard sides, Forward and Aft.

#### **9. ANCHOR:-**

As per IRS / IV rules

#### **10. STEERING SYSTEM & CONTROL**

As per IRS/ IV rules

#### **11. LSA, FFA AND LSS :-**

LSA

-Lifebuoy - 2 nos.

FFA:-

-9Ltr foam fire extinguisher -2 nos.

-5Kg DCP fire extinguisher -1no.

LSS:-

-Port light -1no.

-Starboard light -1no.

-Stern light -1no.

-Search light (dry-cell, LED lights) -1no.

-Electric Horn -1no.

#### **12. Manning requirement per Mooring Boat**

- a) The boat should be manned by crew in three shifts of 8 hours each (0600 to 1400) / 1400 to 2200 / 2200 to 0600. Adequate staff to be employed for providing weekly off to crew and adequate rest hours in accordance with labour code.

- b) The set of crew in each shift of 8 hours per mooring boat shall comprise of one serang, one engine driver and five GP Crew ( i.e 7 persons per shift or 21 persons per day per boat)
- c) At least 60% of the deck crew in each shift should have experience in working onboard boats at Tanker Terminals- of CoPA (Preferred ) or any Tanker terminal with currents and passing wire ropes from the ships to the mooring dolphins / berth. Experience certificate of crew to be submitted at the time of commencement of contract.
- d) Crew should be capable of handling wire ropes
- e) The payment of crew shall be not less than the minimum wage as per rules & labour laws.
- f) ESI/EPF/gratuity as applicable
- g) The crew to be provided by the contractor and should wear PPE including Working life vest, safety shoes, Helmets etc.
- h) Crew on duty should wear boiler suits with reflective tapes to be provided by the contractor.
- i) The crew should have valid GP crew certificate and STCW certificates.
- j) Valid COC for Serang and Engine driver. One mobile/ wireless communication device to be provided in the mooring boat.
- k) Accommodation facility for the crew to be arranged by the contractor.
- l) Crew should be able to communicate verbally for safe working
- m) The crew should be medically fit and should have Valid DG approved medical certificate.

### 13. INFORMATION

- A. The Boat and the mooring crew should be made available on all days including Sundays and holidays, on round the clock basis, i.e for 24 hours.
- B. The period of hire is five years from the date of commencement of the supply of Boat with mooring crew.
- C. The Boat shall be supplied at the site required by the Deputy Conservator, Cochin Port Authority or his authorized representative for transportation of staff, crew, stores etc .
- D. CoPA chartering the Mooring boat for carrying out marine operations on all days 24 Hrs X 7 Days throughout the year except for the allowed maintenance (Paid Downtime) for a period of only 24 Hours in a month. The Bidder shall be eligible for 12 days (i.e) 24 hours each month as allowed maintenance period for one calendar year during the currency of the contract period.
- E. The Contractor will be responsible for keeping the vessel 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, victualling, dry docking and repairs, survey etc. will be in the account of the contractor.
- F. Cochin Port Authority will provide Fuel (Diesel), berthing facilities, shore power when the vessels berthed at the Wet Basin and fresh water on Port Account.
- G. At the time of deployment of vessel, the firm shall carryout the performance and Speed test in presence of representative of CoPA and Marine surveyor. Thereafter during the contract period if the vessel fails to perform as per requirement then CoPA may carryout speed test of the vessel in presence of Marine surveyor . All such tests shall be carried out on the contractor's cost and risk. The contractor shall obtain necessary clearance as required, from Statutory Authorities for the deployment.

- H. The mobilization and the de-mobilization of the vessel are on the account of the contractor. Contractor can also use the downtime at the time of dry docking; if the dry docking of the vessel is completed within available downtime at their credit otherwise the penalty clause shall be applicable for the days beyond if no substitute launch is provided. The substitute launch suitable for the mooring operation is limited for a period of 30 days per year.
- I. On the date of commencement of the service, the vessel shall have completed all the necessary surveys and be in possession of all valid certificates. The certificates should be kept valid during the contract period.
- J. The Contractor shall provide and maintain an office at Cochin for accommodation of his agent and staff and such office shall be opened at all reasonable hours to receive instructions, notices or other communications. CoPA may provide available office space and quarters on request of the Contractor for setting up local office and accommodation of officers & workers of the Contractor depending on the availability. Necessary approved charges of the Port Authority will have to be paid for the above by the Contractor.
- K. 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 wilful, wanton, intentional, acts or omissions or gross negligence which cause or allow the discharge, spills or leaks of any pollutants from the vessel.
- L. The contractor will be paid hire charges on monthly basis on submission of bills / copy of log book duly endorsed by AMF within 30 days of submission.
- M. The Safety & Security of the boat, the crew, workmen and persons making use of the Boats will be the responsibility of the Contractor. The Port will not be responsible for any accident, loss or damage due to any cause.
- N. Contractors to provide insurance covering wreck removal & various risks and H&M insurance of the vessel. The boats offered by the Tenderer must have insurance coverage "**ITC Hulls Port Risks 20<sup>th</sup> July 1987 and Personal accident insurance coverage**" for crew & passengers against any accident, loss or damage including total loss and injury and loss of life to crew ,passengers and also third party damage. This insurance should be valid throughout the tenancy of contract.
- O. If awarded, the contractor shall obtain license under Cochin Harbour Craft Rules 1947, within a period of 1 week of receipt of order.

**NOTE: A site visit at Cochin Port may be carried out by the Tenderers before submission of the Budgetary quote for inspection of similar Mooring boats and mooring requirements at tanker terminals in Cochin Port.**

The Budgetary quotations may be sent by email or by post as shown in the table below to the following address.

Office of the Deputy Conservator  
Cochin Port Authority,  
Willingdon Island  
Cochin – 682 009.  
Phone: 91 -484 -2666417, 2582500  
E-mail: [dc@cochinport.gov.in](mailto:dc@cochinport.gov.in)  
Nodal officer of CoPA phone no - 0484-2582511

Description of work	Budgetary Rate in rupees per day (in figures)	Budgetary Rate in rupees per day (in words)
<b>The supply of one mooring launch with mooring crew for a period of 5 years on Hire basis</b>		
<b>The supply of two mooring launches with mooring crew for a period of 5 years on Hire basis</b>		
The above price is the Hire rate per day for the offered Boat and mooring crew as per the conditions in the document. The rate is inclusive of all taxes and duties but excluding GST (Applicable GST will be paid to the contractor for tax payment by COPA as per prevailing rates).		