



## **MID LIFE REFIT –CUM- MODERNISATION OF M.V. DWEEP SETU**

***TENDER No. LDCL/SHIPPING/DS/001/2012***

**PRE BID MEETING AFTER INSPECTION - 6TH SEPTEMBER. 2012 AT 11 AM  
OF SHIP BY REPAIR YARDS**

**LAST DATE OF RECEIPT OF TENDER - 1<sup>ST</sup> OCTOBER, 2012 AT 2.00 PM**

**DATE OF TENDER OPENING -1<sup>ST</sup> OCTOBER, 2012 AT 2.30 PM**

**LAKSHADWEEP DEVELOPMENT CORPORATION LTD.**

(A Govt. of India Undertaking)

27/1038 B, Panampilly Nagar, Ernakulam

Kochi - 682 036. E-mail :-[amindivi@asianetindia.com](mailto:amindivi@asianetindia.com)

Website [www.ldcl.gov.in](http://www.ldcl.gov.in)

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**R.F.P. FOR MID LIFE REFIT –CUM- MODERNISATION OF MV DWEEP SETU.**  
**INSTRUCTIONS TO BIDDERS**

1. Sealed tenders are invited from reputed Shipyards for refitting job of U.T.L owned Passenger vessel MV Dweep Setu.
2. General information
  - (a) Tender Ref. No. LDCL/Shipping/DS/001/2012
  - (b) Last date and time : 25<sup>th</sup> September 2012 - 2.00 p.m.  
for receipt of tender
  - (c) Date & time of opening the tender : 25<sup>th</sup> Sept. 2012 – 2.30 p.m.
  - (d) Place of opening Tender : Lakshadweep Development Corpn. Ltd.,  
27/1038B, Panampilly Nagar,  
Ernakulam, Kochi – 682 036
  - (e) Pre bid meeting : 30<sup>th</sup> August 2012, 2.30 p.m. at Lakshadweep  
Development Corpn. Ltd., Kochi office
3. Tenders shall be submitted in two bid system – The technical and Commercial bid.
4. The tenders shall valid upto 120 days from the date of opening of Technical bid
5. A sum of Rs. 500/- (Rupees Five hundred only) is to be enclosed in the form of Demand Draft drawn in any nationalized bank payable to Lakshadweep Development Corporation Ltd. The amount is not refundable.
6. Sealed Technical bids will be opened on due date. One authorized representative of the bidder can attend tender opening meeting. If due to emergency, opening date of tender is a holiday, tenders will open on next working day at the same time. Date of opening of Commercial bid will be intimated to bidders who qualify Technical bid.

Commercial bids will be opened only of those firms whose technical bids have been found suitable after technical evaluation. Further negotiations if any will be made only with the lowest bidder (L1) as determined by Committee.
7. Bidders have to furnish EMD for sum of Rs. 200000.00 (Indian Rupees Two lacs only) in the form of Demand Draft drawn in favour of LDCL from any scheduled bank. EMD has to attach along with Technical bid.
8. Following documents are required to be submitted along with the Technical bid.
  - (a) Duly filled Technical bid
  - (b) Certificate of incorporation

- (c) Bank Solvency Certificate
  - (d) Copy of Balance Sheet for last 3 years
  - (e) Details of ship building / ship repair experiences
  - (f) Demand draft for E.M.D (Rs 2 lacs) and tender form fee(Rs 500)
9. L1 firms will be decided on the basis of aggregate lowest total of services, repair charges, cost of spares applicable taxes and duties
10. **Payment terms (to be supported by Bank Guarantee from a Nationalized Bank – against every stage payment):**
- (a) Cost of inclining the ship including preparation of voyage Stability and Damage Stability Booklet and preparation of exact Work Schedule for corrections to be effected in the ship during the refit, to achieve voyage / Damage Stability conditions.
  - (b) 10% of advance payment of the negotiated cost for the total repair – on arrival of vessel at tenderer's yard – prior to commencement of work.
  - (c) 70% of cost of procurement of major new modernization equipments ordered – on arrival of equipments in the tenderer's yard and on production of order invoices.
  - (d) 80% of total cost of all under water works – on undocking of the vessel (deducting cost of equipments already paid, if any earlier, only for work in dry dock).
  - (e) 80% of total balance payment of the entire cost of repair (deducting what has been already paid earlier) – on successful trials, IRS/MMD approval of voyage and Damage Stability conditions and delivery of vessel.
  - (f) Total balance payments, after 60 days of operation of ship after delivery.
  - (g) 10% of the Bank Guarantee of the total repair cost of the vessel will be retained, till the Guarantee period.
11. Bidder is required to enter agreement with Lakshadweep Development Corporation Ltd. on awarding the contract, for timely completion and performance of the job

### **Delivery and completion of work**

The total refits work need to be completed within 6 months from the date of receipt of Advance for this contract.

### **Penalty /LD**

Any rework necessitated due to faulty workmanship or faulty repair will be undertaken by Tenderer including dry docking if required, as a matter of urgency, free of cost.

The penalty for delayed delivery will be charged at 0.5% of the total refit cost per week of Delay, calculated from the contracted delivery date.

**The Defect List pertaining to MV Dweep Setu is at enclosure Particular attention is drawn to the following major works in the Enclosure:**

**Hull:**

- a) Defect (Sl.No: 64 and 65.)
- b) Survey (Sl.No: 01.)
- c) Modification (Sl. No: 1 to 4.)

**Engineering:**

- c) Modification (Sl.No. 1 to 7.)

**Electrical:**

- c) Modifications (Sl.No:1 to 4)

**Navigational and Electronic:**

- c) Modification (Sl. No: 1 to 4.)

Replacement/Modernisation  
of old equipments by New  
Equipments.

**Design Check & Stability Calculation by Successful Tenderer, prior to start of work:**

The ship was in operation for over 20 years and during the course of various refits and modifications, the ship's weight has increased. Ship re-inclined on 11/11/2011. As per that, the present Lightship weight is increased by about 35 Tones. After checking the stability of the present ship as it is, the successful tenderer will need to do minimum modification (reduction in weight) to attain acceptable sea going **Stability** and also to prepare a revised Trim & Stability booklet, Damage Stability booklet and Damage control plan and get approval from IRS and DG Shipping for the same. **Therefore, it would be advisable to start the refit/modernization work only after assessing the stability condition of the Ship first. That will help the successful tenderer to judge the quantum of weight removal in consultation with ship staff and installation of modern equipments, as highlighted in the defect list.**

**Qualification of Shipyard:**

ONLY those Shipyards which have been in existence for not less than 10 years and have an Annual turnover of not less than Rs. 25 crore for the past 3 years and has ISO/International classification standards, need apply for the refit work.

**Quoting:**

While quoting, the total cost of the refit work package, of the following should be separately indicated specifically:

- a. Cost of inclining the Ship including preparation of voyage Stability and Damage Stability booklet and preparation of exact Work Schedule for corrections to be effected in the Ship during the refit, to achieve Voyage/Damage Stability conditions.
- b. Cost of all new replacement equipments – item by item.

- c. Cost of all old major items replaced.
- d. Cost of old pipes, old valves etc. replaced.
- e. Cost of scrap items (steel, cables, pipes, valves etc.)

Items at (c), (d) and (e) above are to be taken over by the tenderer as his property, and the cost quoted for the total refit, should take into account the cost of items at (c), (d) and (e) and these cost deducted accordingly.

**The tenderer is required to first inspect the Ship, study the defects and ensure that by repairing and refitting the enclosed defects, the ship would give at least 10 years trouble free operation, with mandatory/routine normal maintenance being undertaken by LDCL.** Any work, in addition to what is projected, if required to be done in the opinion of the tenderer for ensuring 10 years Guarantee of trouble free operations, may also be included, as additional work and quoted.

**Inspection:**

The Ship is available for assessment at Kochi Port. from 14<sup>th</sup> August 2012 onwards

14-8-2012

**MANAGING DIRECTOR  
LAKSHADWEEP DEVELOPMENT CORPORATION LTD**

**MID LIFE REFIT –CUM- MODERNISATION OF MV DWEEP SETU**  
**TENDER No. LDCL/SHIPPING/DS/001/2012**

**TECHNICAL BID**

1. Name & Address of bidder
  
2. Constitution or legal status (attach copy)

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3. Place of Registration

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4. Principle place of business

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5. Experience in the field of ship construction / ship repairs (attach details)

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6 ISO Quality management system compliance details

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7 E.M.D. details

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8 Deviations  
(If any attach details)

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**NAME & SIGNATURE OF AUTHORISED PERSON**

# MID LIFE REFIT –CUM- MODERNISATION OF MV DWEEP SETU

TENDER No. LDCL/SHIPPING/DS/001/2012

## PRICE BID

{Quote in Indian Rupees}

	Description	Amount in figures	Amount in words
1	Cost of inclining the Ship including preparation of voyage Stability and Damage Stability booklet and preparation of exact Work Schedule for corrections to be effected in the Ship during the refit, to achieve Voyage/Damage Stability conditions		
a)			
b)	Cost of all new replacement equipments – (attach details item by item )		
c)	Cost of all old major items replaced		
d)	Cost of old pipes, old valves etc. replaced		
e)	Cost of scrap items (steel, cables, pipes, valves etc.)		
f)	Cost of scrap items (steel, cables, pipes, valves etc.)		
2)	<b>Aggregate cost for refit work &amp; modernization of the vessel as prescribed</b>		

NAME & SIGNATURE OF AUTHORISED PERSON

[PDF to Word](#)

## M.V.DWEEP SETU

### SYNOPSIS

A- DESIGN CHECK & STABILITY CALCULATION

B- HULL ITEMS

(a) Defects

**(b)** Survey

**(c)** Modifications

C-ENGINEERING

(a) Defects

(b) Survey

(c) Modifications

D-ELECTRICAL

(a) Defects

(b) Survey

(d) Modifications

E- NAVIGATION & ELECTRONICS

(a) Defects

(b) Survey

(c) Modifications

F- GUARANTEE & CERTIFICATION



### A-Design Check & Stability Calculation

01	Ship re-inclined on 11/11/2011. Present Lightship weight is increased by 37.786T-After checking the stability of the present ship as it is, necessary minimum modification to be done & also to prepare revised Trim & Stability booklet, Damage stability booklet and Damage control plan and get approval from IRS and DG Shipping. Basic defect of the ship is not meeting required stability conditions.		
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### B-HULL

#### (a)-DEFECTS

S NO	WORK DESCRIPTION	JOB DETAILS (approx painting)	REMARKS
01	SHIPS ENTIRE UNDER WATER AREA TO BE HIGH PR: WASHED. AREA TO BE GRIT BLASTED UP TO SA 2.5 AND APPLY EPOXY PAINT SCHEME 6 COATS.	APPROX : UNDER WATER PAINTING AREA 556 SQ M STAGING AS REQUIRED	
02	PORT AND STBD SIDE SHIPS HULL FROM WIND AND WEATHER STRAKES TO FREEBOARD DECK LINE TO BE GRIT BLASTED AND CLEANED THOROUGHLY. HIGH PR: WASHED FULL AREA AND APPLY 4 COATS OF PAINT	APPROX: AREA 299 SQ M	
03	PAINT THE FOLLOWING MARKS AND NAMES	<b>01.</b> SHIPS NAME IN HINDI AND ENGLISH IN 3 LOCATIONS AND PORT OF REGISTRY AND IMO NUMBER IN ONE PLACE. <b>02.</b> DRAUGHT MARKS FORE AND AFT <b>03.</b> PLIMSOL MARKS ON BOTH SIDES.	

04	HYDRO BLASTING OF MAIN DECK , BOAT DECK AND BRIDGE DECK TO BE CARRIED OUT.	2 COATS OF PRIMER AND 2 COATS OF DECK GREEN PAINT.	
05	MAIN MAST ON MONKEY ISLAND , RADAR MAST , M/DECK FORWARD MAST, FWD AND AFT FLAG POST , AND 2 SETS OF LIFE BOAT DAVITS TO BE SPOT CHIPPED SCRAPPED .PRIMERED AND PAINTED	APPLY 2 COATS OF PRIMER 1 COAT OF UNDER COAT AND FULL ONE COAT OF WHITE FINISHING.	
06	MAIN DECK, BOAT DECK AND BRIDGE DECK SUPER STRUCTURE BULK HEADS , IF NECESSARY TO BE HYDRO BLASTED AND APPLY PRIMER & PAINT	APPLY 2 COAT OF PRIMER, 1 COAT OF UNDER COAT AND 1 FULL COAT OF WHITE FINISHING. STAGING AS REQUIRED	
07	01 NO FUNNEL TO BE WASHED / CLEANED, SPOT CHIPPED, SCRAPPED AND PAINT.	APPLY 2 COATS OF PRIMER AND ONE FULL COAT OF WHITE FINISHING TOP COLLAR BLACK AND EMBLEM IN BLUE.	APPROX : AREA 30 SQ M
08	LADIES & GENTS PAX TOILETS, CREW AND OFF'S , MASTERS, CEOS , HOSPITAL TOILETS AND BATH ROOMS, CREW ACCOMMODATION ALLEYWAY, MAIN DECK ,BOAT DECK AND BRIDGE DECK ALLEYWAYS , PROVISION STORE, CANTEEN STORE BULK HEADS AND DECK HEADS TO BE SPOT CHIPPED ,PRIMER AND PAINTED	APPLY 2 COATS OF PRIMER AND ONE FULL COAT OF WHITE FINISHING.	
09	FWD AND AFT VOID SPACE, STEERING FLAT, BAGGAGE ROOM ,M/DECK FWD STORE DECK , BULK HEAD AND DECK HEAD TO BE SPOT CHIPPED PRIMER AND PAINTED	BILGES AND FLOOR GREEN, BULK HEADS AND DECK HEAD WHITE	
10	PORT AND STBD ANCHOR AND CHAIN TO BE DISCONNECTED FROM BITTER END ,REMOVE FROM CHAIN LOCKER ,TO BE HYDRO BLASTED AND CALIBRATION TO BE CARRIED OUT , THINNED DOWN CHAIN TO BE REPLACED WITH NEW , RE ARRANGE CHAIN ,APPLY 2 COATS OF PRIMER AND EPOXY , MARKING OF JOINING SHACKLES AND REPLACE ON BOARD ON COMPLETION	CHAIN 6 LENGTH EACH	NEW CHAIN SHIP SUPPLY CALIBRATION CERTIFICATE TO BE SUPPLIED

11	BOTH ANCHOR HAWSE PIPE AND SPURLING PIPE TO BE HYDRO BLASTED AND APPLY 2 COATS OF PRIMER AND EPOXY PAINT		
12	ENGINE ROOM BULKHEADS TO BE SCRAPPED / SPOT CHIPPED AND PRIMERED AND TO BE PAINTED WHITE.	02 COATS OF PRIMER 01 COAT OF WHITE FINISHING	APPROX: AREA
13	ENGINE ROOM PIPE LINES TO BE CLEANED, PRIMERED AND PAINTED.		APPROX: AREA
14	BOTH CHAIN LOCKERS FLOOR GRATINGS TO BE REMOVED , DEMUCKED , SPOT CHIPPED, F/WATER WASHED AND APPLY 2 COATS OF PRIMER AND EPOXY PAINT		
15	DB TANKS NO: 1, NO: 2 AND FORE PEAK SPACE CEMENT COATING TO BE REMOVED BY BLASTING, PRIMERING AND EPOXY PAINT COATING.	PORTABLE TANK EPOXY PAINT	APPROX: AREA
16	D.B. NO: 3& 4, DOMESTIC PORT AND STBD F/WATER TANK, SPOT CHIPPING, PRIMER AND APPLY EPOXY PAINTING.	PORTABLE WATER TANK EPOXY.	APPROX: AREA
17	SEWAGE TANK FORWARD, AFT PORT AND STBD TO BE CLEANED SPOT CHIPPED PRIMERED AND PAINTED.		APPROX: AREA
18	U/T GAUGING OF MAIN DECK, BOAT DECK, BRIDGE DECK AND MONKEY ISLAND TO BE TAKEN (SELECTED SPOTS ONLY) AND THINNED DOWN AREA TO BE RENEWED AS PER SURVEYORS RECOMMENDATION.		CSH RENEWAL & MMD SURVEY CYCLE DUE ON 2012
19	UT GAUGING OF SHIPS SIDE HULL AND ENTIRE UNDER WATER AREA TO BE CARRIED OUT AND THINNED DOWN AREA TO BE CROPPED AND RENEWED AS PER SURVEYORS RECOMM.		
20	UT GAUGING OF FOLLOWING TANKS TO BE CARRIED OUT AFTER REMOVING CEMENT COATING AND RENEWAL TO BE DONE AS PER SURVEYORS RECOMM. 1. NO.1 BALLAST TANK 2. NO. 2 F/WATER TANK 3. DOMESTIC PORT & STBD F/W TANKS 4. FORE PEAK SPACE		MMD SURVEYORS RECOMMENDATION

21	FOLLOWING COMPARTMENTS DECK/DECK HEAD /BULK HEADS AND SHELL PLATES TO BE UT GAUGED AND THINNED DOWN AREA TO BE CROPPED AND RENEWED. 1. NO.1&2 CARGO HOLD 2. FORWARD VOID SPACE 3. CREW ACCOMMODATION 4. ENGINE ROOM 5. AFTT VOID SPACE 6. STEERING COMPARTMENT		CSH RENEWAL & MMD SURVEY CYCLE DUE ON 2012
22	ALL OVER BOARD DISCHARGE PIPE LINE STEP PIECES AND SEA CHESTS TO BE UT GAUGED AND IF REQUIRED TO BE RENEWED AS REQUIRED		CSH RENEWAL & MMD SURVEY CYCLE DUE IN 2012
23	UT GAUGING OF TRANSVERSE WATER TIGHT BULK HEADS TO BE CARRIED OUT AND RENEWALS TO BE DONE AS PER SURVEYORS RECOMMEN.	ACCMN FWD & AFT, E/ROOM AFT, STRG FLAT FWD.	CSH RENEWAL & MMD SURVEY CYCLE DUE ON 2012
24	UT GAUGING OF FOLLOWING TANKS TO BE CARRIED OUT AND STEEL RENEWAL TO BE DONE AS PER SURVEYORS RECOMMENDATION 1. NO. 3 AND NO. 4 DOUBLE BOTTOM TANKS 2. AFT SEWAGE TANK PORT & STBD	COATED WITH EPOXY PAINT	
25	SACRIFICIAL ZINC ANODES OF UNDERWATER AREA AND SEA CHESTS TO BE CHECKED AND IF NECESSARY TO RENEW AFTER SURVEYORS INSPECTION.		ANODES SHIP SUPPLY. 34 NOS. ANODES KEPT IN LDCL STORE
26	SHIPS GI PIPE RAILINGS ON MAIN DECK, BOAT DECK, BRIDGE DECK AND MONKEY ISLAND CORRODED AND WASTED AT PLACES, TO BE CROPPED AND RENEWED.	APPROX LENGTH 20 MTRS TOP RAILING 43 MM DIA BOTTOM 34 MM DIA	
27	SHIPS RAILING SS CHAINS DAMAGED AT VARIOUS TO BE REPLACED WITH NEW	APPROX LENGTH 08 MTRS	
28	ON MAIN DECK VARIOUS SOUNDING PIPE CAPS DAMAGED AND THREAD WORN OUT/JAMMED. SAME TO BE CROPPED AND RENEWED	TOTAL 06 NOS.	
29	BRIDGE DECK PLATE SAGGED AT PLACES. SAME TO BE	8 MM PLATE 300X 120 CMS 2 PLACES	

	CHECKED AND IF REQUIRED PLATES TO BE CROPPED AND RENEWED.		
30	BRIDGE DECK AND MAIN DECK PLATES DEEPLY PITTED AT PLACES TO BE UT GAUGED AND IF REQUIRED SAME TO BE BUILT UP/ CROPPED & RENEWED.	APPROX 12 PLACES	
31	GALLEY, OFFICERS ACCOMN. BLOWER FOUNDATION CORRODED AND WASTED . TO BE RENEWED		
32	AFT ENSIGN POST AND FOUNDATION CORRODED AND WASTED TO BE CROPPED AND RENEWED.		
33	MONKEY ISLAND MAIN MAST BASE AND YARD ARM CORRODED AND WASTED TO BE RENEWED.		
34	LIFE BOAT PORT & STBD WINCH BASE CORRODED AND WASTED TO BE RENEWED		
35	LIFE RAFT CRADLE STBD CORRODED AND WASTED TO BE RENEWED	APPROX : 2 FEETS	
36	BRIDGE DECK, BOAT DECK PORT SIDE AND MAIN DECK FWD BULWARK PLATE CORRODED AND WASTED AT 4 PLACES. TO BE CROPPED AND RENEWED	APPROX AREA 6 SQ MTRS PLATE 8 MM SIZE	
37	LIFE BOAT EMBARKATION EMERGENCY LIGHT BASE PLATE CORRODED AND WASTED TO BE CROPPED AND RENEWED.		
38	STAIR CASE CHECKER PLATES OF FOLLOWING PLACES CORRODED AND WASTED SAME TO BE CROPPED AND RENEWED. 1. ENGINE ROOM ENTRANCE. 2. BRIDGE DECK TO BOAT OUTSIDE ACCOMN. 4. BOAT DECK TO MAIN DECK INSIDE ACCOMN. 5. MAIN DECK TO CREW ACCOMN.	APPROX LENGTH 60 CM BREADTH 15.5CM EACH	
39	BOAT DECK TO MAIN DECK FORWARD LADDER OUTSIDE MASTERS CABIN PLATFORM CHECKER PLATE CORRODED AND	APPROX SIZE 69 CM X 69 CM	

	THINNED DOWN TO BE RENEWED.		
40	NO 1 & 2 CARGO HOLD HATCH COAMING STIFFENER MS ANGLES CORRODED AND WASTED TO BE CROPPED AND RENEWED	SIZE 450 CM X 250CM	
41	PASSENGER HALL 4 NOS. MS DOORS NOT CLOSING PROPERLY. SAME TO BE REPAIRED		
42	FWD SEWAGE TANK SOUNDING PIPE DECK PENETRATION LEAKING. SAME TO BE RE WELDED		
43	ONE IN NO. NEW ALUMINIUM LIGHT WEIGHT GANGWAY WITH 2 RUBBER WHEELS AT ONE END AND 6 STANCHIONS ON EACH SIDE (HEIGHT 110CM) , 2 NOS SECURING RINGS ON BOTH ENDS .	APPROX LENGTH 323 CM MTRS AND WIDTH 50 CMS.	EXISTING GANGWAY BADLY DAMAGED AND UNSAFE TO USE
44	3 EACH VERTICAL WOODEN FENDERS OF APPROX: 1M LENGTH TO BE FITTED ON SHIP SIDE MIDSHIP PORT AND STBD TO AVOID DAMAGE & ACCIDENT OF PASSENGER BOATS DURING EMBARKATION AND DISEMBARKATION .		
45	BRIDGE DECK AND BOAT DECK DAMAGED AWNINGS, CORRODED AND WASTED SECURING CLAMPS AND PIPES TO BE RENEWED.	NO OF SHEETS 10 APPROX PIPE 20 MTRS NO OF CLAMPS 60	
46	VARIOUS TANK MANHOLE RUBBER PACKING DAMAGED . SAME TO BE RENEWED AS PER EXISTING SIZE.	TOTAL 22 NOS.	
47	06 NOS FIXED ROUND PORT HOLES IN CREW ACCMN BELOW MAIN DECK TO BE TESTED AND IN CASE OF ANY LEAKAGE SAME TO BE RENEWED.		
48	09 NOS WEATHER TIGHT DOORS RUBBER PACKING DAMAGED, RETAINING CHANNEL CORRODED SAME TO BE RENEWED.		
49	WHEEL HOUSE CLEAR VIEW SCREEN DEFECTIVE TO BE REPLACED WITH NEW.	CLEAR VIEW SCREEN SHIP SUPPLY.	
50	FOLLOWING STORM V/V'S AND WASH BASIN LINE N/R VALVES TO BE OPENED UP FOR SURVEYORS INSPECTION. IF NECESSARY REPAIRS	STORM V/V 07 NOS 100MM DIA GLOBE V/V N/R TYPE 04 NOS 50	

	TO BE CARRIED OUT OVERHAUL AND SAME TO BE REFITTED PROPERLY IN POSITION AFTER SURVEYORS INSPECTION.	MM DIA GLOBE V/V N/R TYPE 3 NOS 65 MM DIA. GLOBE V/V N/R TYPE 3 NOS 80 MM DIA	
51	BALLAST WATER PIPE LINES CORRODED AND HOLED INSIDE NO3 & NO4 DB TANKS AND FRESH WATER GETTING CONTAMINATED WITH SEA WATER.	DAMAGE PIPE LINE OF 1.5" DIA 12M TO BE RENEWED	
52	FIRE LINE IN CREW ACCMN NEAR LADDER HOLED AND LEAKING. DAMAGED PIPELINE TO BE RENEWED FLANGE TO FLANGE.	APPX LENGTH:	
53	WASH BASIN WASTE WATER LINE CORRODED AND LEAKING IN RADIO OFFICERS CABIN TO BE RENEWED.		
54	SCUPPER LINE IN SECOND OFFICERS CABIN , CREW TOILET PAX GENTS TOILET CHOCKING SAME TO BE RECTIFIED.		
55	DAMAGED SOFA SEAT , BACK REST AND REXIN COVERS IN PAX HALL, WHEEL HOUSE , OFFICERS ACCMN, CREW MESS ROOM, CREW ACCMN TO BE REPLACED	15 NOS APPROX 1.5 M EACH.	
56	DAMAGED CUPBOARD INSIDE PAX CANTEEN, CREW MESS ROOM AND GALLEY TO BE REPAIRED / RENEWED.		
57	SANITARY WATER LINE LADIES AND GENTS PAX TOILET , CREW AND OFF'S TOILET CORRODED AND LEAKING TO BE RENEWED .		
58	FIRE LINE INSIDE CREW ACCOMN HOLED AND LEAKING. TO BE RENEWED FLANGE TO FLANGE	SCHEDULE 40 PIPE 65 MM DIA APPX 3 MTRS	PLEASE READ DEFECT LIST SECTION D 005 RS 05
59	BOTH LIFE BOATS FALLS WIRE TO BE RENEWED.	WIRE SHIPS SUPPLY	SURVEY ITEM
60	ANNUAL SERVICING OF LIFE BOATS , DAVITS AND LAUNCHING APPLIANCES TO BE CARRIED OUT BY MMD APPROVED WORKSHOP.		
61	DAMAGED LIFEBOAT WOODEN GRATINGS TO BE RENEWED.		
62	LIFE BOAT BILGE PUMP DEFECTIVE AND SECURING BOLT DAMAGED TO BE REPAIRED.		
63	ANNUAL SERVICING OF 06 NOS LIFE RAFT DUE OCT 2012	MAKE: markwel	

	A. 25 PERSONS - 04 NOS. B. 20 PERSONS - 02 NOS		
64	Deck plate of Passenger area –above engine room to be totally renewed and new tiles to be put with thin layer of cement compound.		
65	Deck plate above wheel house is to be surveyed and renewed as necessary		

**(b)- SURVEY**

01	Full Hull survey and renew plates as required-taking into account what has been already done last docking in August-December 2011		
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SNO.	IRS CODE	LIST OF SURVEYABLE ITEMS – DECK DEPT.	REMARKS
01		DOCKING/ UNDOCKING SURVEY	
02	5012	THICKNESS DETERMINATION	
03	5043	BRIDGE DECK PLATING	
04	5074	ENGINE ROOM	
05	5108	No.2 HOLD	
06	5115	NO. 4 F/WATER DB TANK BELOW VOID SPACE(FR 54 – 60)	MMD ONLY PENDING
07	5122	TANK EXAMINATION	MMD ONLY PENDING
08	5139	TANK PRESSURE TEST	MMD ONLY PENDING
09	5146	FORWARD VOID SPACE (54-66)	
10	5153	AFT VOID SPACE (FRAME 10 – 17)	
11	5177	AFT SEWAGE TANK PORT (FRAME 10 – 17)	
12	5184	EXAMINATION	
13	5191	PRESSURE TEST	
14	5201	AFT SEWAGE TANK STBD (FRAME 10 – 17)	
15	5218	EXAMINATION	
16	5225	PRESSURE TEST	
17	5232	NO. 3 F/WATER TANK BELOW F. VOID SPACE (FR.60 - 66)	MMD ONLY PENDING
18	5249	TANK EXAMINATION	MMD ONLY PENDING
19	5256	TANK PRESSURE TEST	MMD ONLY PENDING
20	5263	NO.2 DB F/ WATER TANK BELOW NO.2 HOLD (FR. 66 – 74)	
21	5270	REMOVE TANK CEMENT COATING, UT GAUGE AND TO EXAMINE TANK BEFORE AND AFTER EPOXY PAINT COATING	SURVEY RECOMMN.
22	5287	TANK PRESSURE TEST	
23	5294	NO.1 DB BALLAST TANK BELOW NO. 1 HOLD (FR. 74 – 82)	
24	5304	REMOVE TANK CEMENT COATING, UT GAUGE AND TO EXAMINE TANK BEFORE AND AFTER EPOXY PAINT COATING	SURVEY RECOMMN.
25	5311	TANK PRESSURE TEST	
26	5328	F/WATER DOMESTIC PORT IN E/ROOM (FR 36 – 38)	
27	5335	REMOVE TANK CEMENT COATING, UT GAUGE AND TO EXAMINE TANK BEFORE AND AFTER EPOXY PAINT COATING	SURVEY RECOMMN.
28	5342	TANK PRESSURE TEST	
29	5359	F/WATER DOMESTIC STBD IN E/ROOM (FR 36 – 38)	
30	5366	REMOVE TANK CEMENT COATING, UT GAUGE AND TO EXAMINE TANK BEFORE AND AFTER EPOXY PAINT COATING	SURVEY RECOMMN.
31	5373	TANK PRESSURE TEST	
32	5380	F. OIL STORAGE TANK (PORT) IN E/ROOM (FR 21 – 31)	
33	5397	EXAMINATION	
34	5407	TANK PRESSURE TEST	
35	5414	F. OIL STORAGE TANK (STBD) IN E/ROOM (FR 21 – 31)	
36	5421	EXAMINATION	
37	5438	TANK PRESSURE TEST	
38	5445	UNDER ENGINES	
39	5452	STEERING GEAR COMPARTMENT	

SNO	IRS CODE	SURVEYABLE ITEM	REMARKS
40	5548	MASTS	
41	5555	RIGGING	
42	5579	MEANS OF ESCAPE	
43	5586	MACHINERY SPACE	
44	5610	COMMUNICATION BRIDGE TO E/ROOM	
45	5627	COMMUNICATION BRIDGE TO ALTERNATE STEERING POSN	
46	5634	HELM INDICATOR	
47	5641	PROTECTION OF AFT STEERING WHEEL & GEAR	
48	5658	WEATHER TIGHT DOORS	
49	5665	HATCHWAYS AND CLOSING APPLIANCES	
50	5672	VENTILATORS, AIR PIPES & CLOSING APPLIANCES	
51	5689	CASING AND THEIR CLOSING APPLIANCES	
52	5696	FIDDLEY OPENINGS & CLOSING APPLIANCES	
53	5706	SKYLIGHT AND CLOSING APPLIANCES	
54	5713	FLUSH DECK SCUTTLES AND CLOSING APPLIANCES	
55	5737	WINDOWS, SIDE SCUTTLES, DEAD LIGHTS AND CLOSING APPLIANCES	
56	5775	GANGWAYS, WALKWAYS AND LIFELINES	
57		EXAMINATION OF BILGE AND BALLAST PIPELINES	
58		PRESSURE TESTING OF BILGE AND BALLAST PIPE LINES	
59	H0505	INTERNAL EXAMINATION OF ALL BALLAST 7 /F. WATER TANKS DUE POOR COATING – IRS RECOMMENDATION	REMOVE CEMENT COATINGS & PAINT EPOXY

## (C)-MODIFICATIONS

SL NO.	WORK DESCRIPTION	JOB DETAILS	REMARKS
01	All water ballast tanks & Fresh water tanks to be partitioned to prevent free surface effect after taking IRS approval		
02	Appropriate but simple lifting arrangements(two in number) to load and unload light cargo /passenger luggage on to the forward cargo holds to be installed		Get IRS approval
03	Existing fuel (LSHSD) carrying capacity to be increased from 10KL to 20KL by conversion of any of the existing Ballast /fresh water tanks in consultation with Ship staff/IRS		Get IRS approval

## C. ENGINEERING

### (a) DEFECT

#### 1. SEA CHEST V/Vs.

THE FOLLOWING SEA CHEST AND GRATINGS TO BE INSPECTED AND CLEANED.

DAMAGED ANODES TO BE RENEWED AND COAT OF ANTI CORROSIVE PAINTS TO BE APPLIED. GRATINGS TO BE BOXED BACK AND SECURING NUTS TO BE WIRE LASHED WITH COPPER WIRE.

1. PORT MAIN SEA CHEST VALVE. Dia 230 mm,
2. STBD MAIN SEA CHEST VALVE. Dia 230 mm

3. Em. FIRE PUMP SEA CHEST VALVE. Dia 230 mm

## **2.PORT AND STBD RUDDER**

PORT AND STBD RUDDER TO BE LOWERED. RUDDER DROP, JUMPING CLEARANCES & RUDDER STOCK CLEARANCES TO BE CHECKED IN THE PRESENCE OF CHIEF ENGR.& RECORDED. RUDDERS TO BE PRESSURE TESTED AT 0.3 KG/SQCM. & FLOAT COATED .DEFECTS, IF ANY,TO BE REPAIRED.

## **3.WINDLASS**

GEAR CASE INTERNAL INSPECTION TO BE CARRIED OUT,OIL TO RENEW.BOTH BRAKE LINERS TO BE CHECKED & RENEWED IF NECESSARY (ORIGINAL THICKNESS 15mm) . ALL BEARINGS, BRACKETS AND PINS TO BE CHECKED.OPERATION TO CHECK. RUNNING TRIAL TO BE SHOWN.

## **4. STEERING GEAR SYSTEM. ( ALL SPARES YARD TO ARRANGE )**

TYPE: 280/3 ELECTRO HYDROLIC TWIN RUDDER RAM TYPE, NON FOLLOWUP, .HYD. P/P : TM3 B VANE P/P (FIXED DISPL) MAKE:DENISON

BOTH UNITS HYD. P/Ps (P & S) TO BE O'HAULED. RELIEF V/Vs (2 NOS), DIRECTIONAL CONTROL V/Vs (2 NOS) TO O'HAUL.COMPOSITE SYSTEM TO BE CHECKED.

RUDDER ANGLE TRANSMITTER TO CHECK AND CALIBRATE WITH ANGLE INDICATOR ON W/H.

SYSTEM TO BE CHECKED FOR LEAKAGES& IF ANY TO BE RECTIFIED.

W/H RUDDER ANGLE INDICATOR SOMETIMES ERRATIC, FAULT TO TRACE & RECTIFY.

NEW RUDDER ANGLE INDICATOR REPEATER TO INSTALL IN THE WHEEL HOUSE,FRONT OF CONTROL STAND.

## **5.PORT AND STBD TAILSHAFT.**

P& S TAILSHAFT TO WITHDRAW FOR SURVEY. CRACK DETECTION TO BE DONE.STERN BUSH TO CALIBRATE &RECORD AND RENEW IF REQUIRED.PROPELLER DROP TO CHECK AND RECORD.

STERN TUBE SEALS FWD AND AFT TO RENEW. SHAFT ALIGNMENT TO CHECK.

AFTER REPAIRS SATISFACTORY TRIAL TO BE GIVEN AND SURVEYED.

ALL DEFECTS NOTICED TO BE REPAIRED.

## 6.PORT & STBD INTERMEDIATE SHAFT BEARINGS.

BEARINGS OF INTERMEDIATE SHAFTS ( P & S) TO BE INSPECTED, REPAIR AS REQUIRED AND ALIGNMENT TO BE CHECKED. RUNNING TRIAL TO BE GIVEN FOR SATISFACTORY OPERATION.

## 7.BILGE VALVES

17 NOS BILGE V/Vs (HOLD BILGE, VOID SPACES, CREW ACCOM. E/R BILGES AND STG FLAT BILGE V/V) TO BE O'HAULED.V/Vs TO BE BOXED BACK & SYSTEM RUNNING TRIAL TO SHOW.

## 8.SEA SUCTION V/Vs : To Overhaul & survey

PORT SEA SUCTION V/V DIA 100 MM-	01 NOS
PORT SEA CHEST VENT V/V DIA 25 MM	01 NOS
STBD SEA SUCTION V/V DIA 100 MM	01 NOS
STBD SEA CHEST VENT V/V DIA 25 MM	01 NOS
EM. FIRE P/P SEA SUCTION V/V 75 MM	01 NOS
EM FIRE P/P SEA CHEST VENT V/V DIA 25MM	01 NOS

## 9. OVER BOARD V/Vs : To overhaul & Survey

PORT G.S P/P OVER BOARD V/V DIA 75 MM	01 NOS
PME COOLING SW OBD V/V DIA 50 MM	01 NOS
PME EM COOLING OBD V/V DIA 50 MM	01 NOS
STBD BILGE BALLAST P/P OBD V/V DIA 75MM	01 NOS
SME EM COOLING SW OBD V/V DIA 50 MM	01 NOS
SME COOLING SW OBD V/V DIA 50 MM	01 NOS
EM FIRE P/P OBD V/V DIA 75 MM	01 NOS

## 10. DRY DOCKING SERVICE

ELECTRICITY SUPPLY 3 PH, 415V, 50 HZ, 40 AMPS TO BE PROVIDED DURING VESSEL'S STAY IN SHIP YARD.

ENGINE ROOM AND MACHINERY SPACE TO BE CLEANED TO FACILITATE REPAIR.

BILGE WATER TO REMOVE ON DAILY BASIS AND CERTIFICATE TO ISSUE ( ABOUT 6 M3)

**11. CALIBRATION OF GAUGES:**

FOLLOWING GAUGES ARE TO BE CALIBRATED AND CERT TO BE ISSUED.
AIR BOTTLE PR GAUGE - 01 NO
EM FIRE P/P L.O PRESSURE GAUGE – 01 NO
L/B ENGINE L.O PR GAUGE – 01 NO.
GS, BILGE, EM FIRE P/P SUCTION DISCH PR GAUGE – 06 NOS
SW & FW HYDROPHORE PR. GAUGE – 02 NOS

**12. L/B ENGINE.**

**KIRLOSKER,12 HP, MODEL: TA 2.**

ENGINE TO BE O'HAULED BY OEM AND PRESENT FOR SURVEY. TRIAL TO BE SHOWN TO SHIP STAFF.

**ALL SPARES YARD TO ARRANGE.**

**13. EM.FIRE PUMP ENGINE. SURVEY.**

**MAKE: KIRLOSKER,MODEL :TA 2,12 HP.**

ENGINE TO OVERHAUL BY OEM, ALL WORN OUT PARTS TO RENEW AND

SATISFACTORY TRIAL TO GIVE.

**ALL SPARES YARD TO ARRANGE.**

**14. MAIN AIR COMPRESSOR AND AIR RCEIVER FOR SURVEY**

MAKE: INERSOLLRAND MODEL 231, TYPE :30

MAIN AIR COMPRESOR TO BE OVERHAULED. DEFECTIVE PARTS TO BE RENEWED FROM SHIPS SPARES. SATISFACTORY RUNNING TRIAL TO BE GIVEN.

AIR RECEIVER FILLING VALVE, OUTLET V/V,RELIEF V/V AND DRAIN V/V TO OVERHAUL. RELIEF V/V TO SET AT 25KG/CM2.

RECEIVER TO CLEAN(CAP:200 LTRS).

#### **15. INSULATION JOBS.**

M/E ( P&S ) AND A/E 1,2 & 3 EXHAUST UPTAKE PIPE TO INSULATE WITH CERAMIC INSULATION MATRESSES OF 50 mm THICK .IT SHOULD WITHSTAND TEMPERAURE OF 550 DEG C.

CONSIDER AREA= 60 M2.

#### **16. PUMPS:**

##### **4 NOS OF HYDROPHORE P/Ps ( RECIPROCATING PUMP)**

MAKE ROYSONS, MODEL RTC, CPACITY 3.5 CUB MTR /HR TO BE O'HAULED, DEFECTIVE PARTS TO BE RENEWED AND SATISFACTORY TRIAL TO BE GIVEN.

**D.O SERVICE PUMP** TO BE O'HAULED AND SURVEYED. TYPE: MONOBLOCK P/P.MOTOR TO OVERHAUL, 0.37 KW.

#### **17. FOLLOWING PIPES TO RENEW.**

**ALL PIPES M.S, Sch 40.**

- a. M/E ( S ) GEAR OIL COOLER SEA WATER OUTLET PIPE.

L = 650 mm, OD = 48 mm, BENDS=2 nos

FLANGES= 2 nos.

b. P & S SEA CHEST TO VALVE DISTANCE

PIECE.TWO NOS,L=110mm,OD=112mm

FLANGES = 2 nos.

c. P& S SEA CHEST INTER CONNECTING LINE.

1) L=2100mm,OD=112 mm,WITH'T'

CONNECTION,FLANGES=3 nos

2) L= 2070mm,OD=112mm,WITH 'T'

CONNECTION.FLANGES= 3 nos.

d. SEA WATER HYDROPHORE PUMP

DISCHARGE LINE.L=1800mm,

OD=45mm,BENDS=4 nos,FLANGES=9nos

e. SEA WATER HYDROPHORE OUTLETLINE

1 ) L=1200mm,OD=60mm,

FLANGES=2nos BEND=1 nos.

2 ) L =4000mm, OD=45 mm,BENDS=4 nos

FLANGES=5 nos.



## **18. MISCELLANEOUS JOBS**

M/E (P&S) EXHAUST SILENCER TO TAKE OUT ,CLEAN,REPAIR AND FIT BACK.350 OD X 2600 mm LONG.

AUX.ENGINE 1 & 2 EXHAUST SILENCER

TO TAKE OUT,CLEAN,REPAIR AND FIT BACK. 204 OD X 1170 mm LONG.

AUX.ENGINE No:3 EXHAUST SILENCER

TO TAKE OUT,CLEAN, REPAIR AND FIT BACK. 178 OD X 990 mm LONG.

### (b) SURVEYS

FOLLOWING ITEMS ARE TO BE SURVEYED as a part of CSM survey. ALL RECOMONDATION OF SURVEYORS ARE TO BE DEALT WITH.

<b>A</b>	<b>0835</b>	<b>Shafting Arrangement</b>
01	0842	Port Intermediate Shaft & Bearing/S
02	0859	Stbd Intermediate Shaft & Bearing/S
<b>B</b>	<b>0880</b>	<b>Auxiliary Machinery</b>
03	0938	Port Steering Gear Machinery Unit
04	0945	Stbd Steering Gear Machinery Unit
05	0969	Windlass Machinery Unit
<b>C</b>	<b>0983</b>	<b>Compressed Air System</b>
06	0990	Starting Air Comp. Incl. cooler & Safety Devices
07	1001	Starting Air Receiver & Safety Devices
<b>D</b>	<b>1025</b>	<b>Fuel system</b>
08	1032	D.O Service Pump
<b>E</b>	<b>1056</b>	<b>Lub. Oil System</b>
09	1087	Lub Oil Pipes/ Valves/ Filters
<b>F</b>	<b>1094</b>	<b>Cooling System</b>
10	1104	Sea Water Pipes/Valves /Filters
11	1128	Fresh Water pipes /Valves /Filters
<b>G</b>	<b>1135</b>	<b>Bilge &amp; Ballast System</b>
12	1166	Emergency Fire Pump & Prime Mover
13	1197	Ballast pipes/ valves / Filters
<b>H</b>	<b>1386</b>	<b>Sea Connections</b>
14	1393	Port Side Suctions
15	1403	Port Side Discharges
16	1410	Stbd Side Suctions
17	1427	Stbd Side Discharges
<b>I</b>	<b>4011</b>	<b>Port Tailshaft Survey</b>
18	4035	Approved Oil Gland
19	4042	Propeller
20	4059	Tailshaft
21	4066	Sternbush
<b>J</b>	<b>4073</b>	<b>Stbd Tailshaft Survey</b>
22	4080	Crack Detection Of Screw Shaft Cone
23	4097	Approved Oil Gland
24	4107	Propeller
25	4114	Tailshaft
26	4121	Sternbush

## **(C)-MODIFICATIONS**

1. BOTH MAIN ENGINES AND GEAR BOXES TO BE REPLACED WITH COMPATIBLE MODERN DIESEL ENGINES OF IRS CLASS APPROVED- TO MATCH THE EXISTING PROPULSION SYSTEM INCLUDING PROPELLERS. *SPECIFY THE MAIN ENGINE AND GEAR BOX BEING INSTALLED.REQUIRED CRITICAL SPARES TO BE SUPPLIED*
2. MAIN PROPULSION CONTROLS AT THE BRIDGE AND IN THE ENGINE ROOM TO BE INSTALLED APPROPRIATLY
3. GENERATORS WITH THE WATER COOLED ENGINES AND ALTERNATORS (415V,50HZ) - THREE IN NUMBER OF 80 KW EACH TO BE INSTALLED, REPLACING THE PRESENT ONE. APPROPRIATE WIRING TO BE UPGRADED. *REQUIRED CRITICAL SPARES TO BE SUPPLIED*
4. MAIN SWITCH BOARD TO BE REPLACED TO MATCH THE CHANGED ALTERNATORS.
5. EXAMINE THE DISTRIBUTION BOXES( 10 NOS ) AND REPLACE ALL VINTAGE SWITCHES (ABOUT 90 NOS) WITH MODERN SWITCHES AND ENSURE COMPATIBILITY.
6. PARALLEL OPERATION OF ALL THREE GENERATORS TO BE ENSURED.
7. NEW TWO AIR CONDITION UNITS OF APPROPRIATE CAPACITY (1 STANDBY, 1 RUNNING) TO AIR CONDITION BRIDGE, OFFICERS AND CREW ACCOMMODATION AND PASSANGER ACCOMMODATION TO BE INSTALLED.

## D-NAVIGATION & ELECTRONICS EQUIPMENTS

### (a) DEFECT

SL NO.	WORK DESCRIPTION	JOB DETAILS	REMARKS
01	A NEW RUDDER ANGLE INDICATOR TO BE INSTALLED IN WHEEL HOUSE.		SURVEY RECOMMN.
02	SHIPS MAGNETIC COMPASS SWINGING AND CALIBRATION TO BE CARRIED OUT AFTER UNDOCKING	NEW DEVIATION CARD TO BE PREPARED	
03	PA SYSTEM MIKE DEFECTIVE TO BE RENEWED.		
04	EXISTING PAX HALL AUDIO AMPLIFIER AND SPEAKERS DEFECTIVE . A NEW AUDIO AMPLIFIER TO BE INSTALLED IN OFF'S MESS ROOM ALONG WITH VIDEO AMPLIFIERS WITH MIKE INPUT AND 10 NOS NEW SPEAKERS WITH VOLUME CONTROL TO BE INSTALLED IN PAX HALL.		THIS ARRANGEMENT REQUIRES FOR PLAYING PAX FAMILIRISATION CD. (SURVEY REQUIREMENT).
05	VIDEO CABLING FROM OFF'S MESS ROOM TO PAX HALL DEFECTIVE TO BE REPLACED WITH NEW.		
06	ALL AUDIO AND VIDEO CABLES AND AMPLIFIERS INSIDE OFF'S MESS ROOM TO BE PROPERLY ARRANGED AND SECURED WITH CABLE TRAY AND BOX.		

**(b)- SURVEY :**Radio equipments survey to be carried out prior to passenger ship "A" Certificate survey

## **(c)-MODIFICATION**

1. CHANGE GMDSS EQUIPMENT COMPLETELY AND REPLACE WITH MODERN EQUIPMENT S MEETING ALL MMD AND CLASSIFICATION REGULATIONS.  
SPECIFY EQUIPMENT BEING FITTED.
2. GYRO COMPASS TO BE NEWLY INSTALLED. SPECIFY THE COMPASS.
3. SVDR (SIMPLIFIED VOYAGE DATA RECOEDER) AND BNWAS (BRIDGE, NAVIGATIONAL, WATCK KEEPING ALARM SYSTEM) TO BE INSTALLED. SPECIFY THE SYSTEM as per latest DG circular
4. GYRO STABILIZED SATELLITE TV SYSTEM IN PASSENGERS ACCOMMODATION AREA (3 TV) AND ONE TV IN OFFICERS/CREW LOUNGE AND OFFICERS CABIN TO BE INSTALLED.

## **E- GUARANTEE & CERTIFICATION**

## GUARANTEE

GUARANTEE FOR FIVE YEAR TROUBLE FREE OPERATIONS  
IN THE AREAS OF REPAIRS UNDER TAKEN.

## CERTIFICATION

AFTER FULL REPAIR & SURVEY OBTAIN CLASS / MMD

CERTIFICATION FOR VOYAGES.

SL No	CERTIFICATE	EXP/DUE DATE	REMARKS
1	CERTIFICATE "A" / CERT OF SURVEY	21.09.2011	Renewal survey
2	CERTIFICATE OF CLASS & LOAD LINE CERTIFICATE	06.12.2012	Renewal survey
3	IOPP CERTIFICATE	06.12.2012	Renewal survey
4	IAPP CERTIFICATE	06.12.2012	Renewal survey
5	ISPP CERTIFICATE	06.12.2012	Renewal survey
6	GENERAL TRADING LICENSE	21.09.2011	Renewal
7	FLAG STATE INSPECTION	23.11.2011	DUE
8	STATEMENT OF COMPLIANCE – ANTI FOULING PAINT		
9	SHIP SANITATION EXEMPTION CERTIFICATE	15.08.2012	
10	APPROVED TRIM & STABILITY BOOKLET/DAMAGE STABILITY BOOKLET		

