

SUEZ CANAL AUTHORITY
PORTSAID & PORTTAWFIK
SHIPYARDS



TARIFF

*DOCKING & UNDOCKING
REPAIRS AND SERVICES*

2021

TARIFF

DOCKING & UNDOCKING

REPAIRS AND SERVICES

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***GENERAL
TERMS***

I- Introduction

The general terms mentioned hereinafter are applicable to the docking of ships and floating units and the related besides the services rendered to the customers at the P.S.S. shipyard hereinafter called the shipyard. Any other agreements between the shipyard and the customer are complementary to these terms.

II- Work Orders

1. Work orders shall be submitted to the shipyard by the customer or through the concerned agency, must be signed and has to be in conformity with the general terms items together with advance payment assigned for repairs through a bank cheque, certified cheque or bank transfer (provide the evidence of the transfer approval from the bank in case of bank transfer only).
2. the customer shall submit a list of the required repairs before docking the vessel.
3. if in the course of work, the customer requires any modifications in the work orders, or there is a necessity for performing additional works required by the supervisors or due to technical requirements, a written agreement shall be reached between the two parties and the customer shall pay the costs of such works. Moreover, the period fixed for repair will be rescheduled to cope with the additional works.
4. Drawings, designs and any technical data submitted by the customer are his sole property and shall not be copied or given to a third party without a written consent from the customer who will be legally responsible towards the owners of trademarks and patents .. etc., and, if these drawings and designs were used the shipyard shall not be responsible.

III - Execution of Works

1. The shipyard has to carry out the required repairs in accordance with the terms and requirements of the vessel superintendent.
2. The customer, after completing the necessary procedures, has to bring the vessel to the yard on his own expense at the fixed time. In case he fails to bring the vessel on time, he should notify the shipyard 48 hours at least before accordingly, the

shipyard has the right to cancel the work order & Deduction of dock arrangements cost from his down payment.

3. The attendance of the classification societies surveyors if needed will be on the customer expense.
4. Once the vessel is docked, the customer is not allowed to make any repairs for the vessel whether by its own crew members or by subcontractor without a written consent from the shipyard.
5. The customer is bound to supply the shipyard with spare parts for repair in due time not affecting the key dates of the approved schedule.
6. In case of the customer desire to have the scrap resulting from works, the handling charges will be extra, if not, the scrap will be the shipyard 's property free of charge.
7. The customer shall be responsible for the sea trials and it's cost.
8. Any repairs on board the vessel shall be performed under the control and direct supervision of the customer, moreover the shipyard will not be under liability whatsoever for any defects or accidents arising after or during such repairs.
9. The customer shall keep the vessel safe for docking and mooring, accordingly, he has to carry out the shipyard's instructions.
10. The shipyard is not responsible for any injuries or damages due to the unusual bottom of the ship or for any defects therein.
11. If the customer fails to get the unit out of the Dock in the fixed time, he shall pay a fine of \$ 3500 per day or part of a day. The shipyard reserves the right to clear the Dock from the vessel and fees due to the delay.
12. Piloting the vessel into and out of the Dock shall be performed by the captain of the harbor and at the customer's expense.
13. The shipyard is not responsible for any damages or non-completion of work due to force major.
14. Transit tolls of south bound vessels transiting the canal only for repairing works at Port Said Shipyard may be refunded if they proved that their transit has been only for repairing and not for any other commercial activities.

IV - Security and Safety Measures of the Dock

1. Any vessel carrying explosives, acids, or any dangerous cargo and inflammatory materials shall not be docked or repaired.
2. Any vessel required repairs using flames should submit gas free and fire pass certificates before docking.
3. While on Dock, it is strictly prohibited to operate propellers or change the weights or making anything that may change the longitudinal and latitudinal balance of the ship (trim). In case of necessity, the captain has to get the shipyard's approval, provided that he should return vessel back to its original docking condition.
4. Customer is bound to the shipyard's regulations in so far as the safety of the Dock and vessels is concerned, in case of breaking such rules, the contractor reserves the right to impose a penalty for such violation.
5. The customer is fully responsible for the insurance of the vessel, her crew, equipment, passengers (if any) and goods on board against all risks including fire.
6. While the vessel is docked or made fast, the captain has to take necessary precautions to prevent fire and keep the firefighting equipment proper and ready.
7. once the vessel is under repair along the berth her captain is responsible for its mooring, its fenders and for keeping it safe, the shipyard is not responsible for any damages that arise due to the improper mooring and bad weather, meanwhile the customer has to pay the costs of any repair to the berth because of any resulting damages.
8. The customer is fully responsible for any losses, accidents or damages incurred to the shipyard's equipment, workers or other units docked for repair, due to the customer's negligence.
9. Photographing the site where the unit is repaired is prohibited if without permission from the concerned authorities.
10. The vessel shall be supplied with the electric current by the shipyard since it is not allowed to operate the vessels generators, but in case of necessity there must be an agreement with the shipyard.
11. It is strictly prohibited for the vessels while being docked or under repair to spill oil, sludge or strange materials, and if this occurs, the removal and cleaning of such materials will be at the expense of the customer.

12. While the vessels are under repair, they are prohibited to make the following:
- Fumigation.
 - Fueling.
 - Discharge any waste, oil or any elements contaminated with oil.
 - Using sanitary drainage lines while the vessel is docked.
 - Using drain pipes outside the vessel during painting.
13. The shipyard is not responsible for any loss or damage to the unit or the cargo onboard or any private belonging to the customer or his crew members at any time and under any circumstances.
14. The customer is responsible for the death or injury to the employees or passengers on board of the vessel in the course of work. Any claims or demands in this respect are also the responsibility of the customer.
15. The captain of the vessel shall be bound to carry out all the shipyard's administrative rules and instructions while the vessel is under repair.

V - Computation of The Work Value

1. Charge of docking and off docking, repair works and other service should be paid in USD according to the tariff.
For vessels owned by the Egyptian shipping companies and not established under the investment law. Charges could be paid in Egyptian pounds equivalent to the exchange rate of USD prevailed at the bills date of issuing.
2. Rent charges shall be computed from the ship is docked till it leaves the Dock, part of the day is considered a whole day.
3. 30% of the tariff will be added if docking & undocking is carried out on Fridays, Saturdays and holidays.
4. vessels under repair shall be exempted from berthing charges and will not contradict with the order regulations of shipyard authority.
5. Any payments due to the shipyard for and relating to the repair of foreign vessels and vessels owned by companies subjects to the law of Arab and Foreign capital, shall be paid in U.S. Dollar. Whereas the Egyptian vessels owned by the public sector, individuals or by local companies and fly the Egyptian flag shall pay in Egyptian pound provided they submit documents cover this fact.

6. Suez Canal authority and its shipyards are subject to value added tax law no.67 of 2016, its executive regulations and amendments.
7. Upon completion of work, the customer has to sign the work statements and pay related bills before the vessel leaves the yard. The shipyard reserves the right to request the customer to pay the bill of the work that has been already executed without waiting for the completion of the whole work.
8. The shipyard has the right to request the customer to increase the advance payment if the volume and value of work are larger than what is referred to in the work order.
9. In case customer disapproves the value of any bill, he has to submit a letter of guarantee to the shipyard issued from one of the Egyptian banks covering the value of the bill till they reach an agreement otherwise the ship shall be retained.
10. Terms of Payment:
 - 30 % Advance payment before the docking day.
 - THE rest of the bill before vessel leaves the yard, unless an agreement is concluded between the customer and the concerned parties stating otherwise.

CHARGES

DOCKING & UNDOCKING

1- FLOATING DOCKS :

Vessel Gross Tonnage	First & Last day U.S.D.	Subsequent Lay day U.S.D.
Up to 5 000	1 650	940
6 000	1 900	980
7 000	1 900	1020
8 000	1 900	1060
9 000	2 500	1 100
10 000	2 500	1 140
11 000	2 750	1 180
12 000	2 750	1 220
13 000	2 750	1 260
14 000	2 750	1 300
15 000	3000	1 340
16 000	3 000	1380
17 000	3 000	1 420
18 000	3 750	1 460
19 000	3 750	1 500
20 000	3 750	1 540
21 000	3 750	1 620
22 000	3 750	1 700
23 000	4 500	1 780
24 000	4 500	1 860
25 000	4 500	1 940
26 000	4 500	2 020
27 000	4 500	2 100
28 000	4 500	2 180
29 000	4 500	2 260
30 000	4 500	2 340
More than 30 000	4 500	90 USD for each 1 000 GRT More than 30 000 GRT

2- Syncrolift 2000 ton. :

- Docking 700 USD
- Undocking 700 USD
- Subsequent Lay day/mt of L.O.A. :
 - * For vessels up to 1000 ton 4 USD
 - * For vessels more than 1000 ton. 6.5 USD

Notes :

- (1) Any fraction of one lay day of docked vessel will be counted as one full day and docking period less than two days shall be charged as two days.
- (2) 750 \$ is added to invoice for diving works during docking operation.
- (3) In case the vessel needs any special arrangements for docking, the customer shall pay the expenses of such arrangements
- (4) If it is allowed to a vessel to be docked with cargo on board, the weight of cargo shall be added to vessel gross tonnage and extra charges shall be payable when additional keel blocks and shores required for vessel safety.
- (5) In case of vessels docking for inspection only, 100% extra to be charged.

GENERAL SERVICES

1- Shore Electric Power:	<u>U.S.D</u>
- Current A.C.	0.3 / K.W.H
- Line connection and disconnection	85 / Time
2- Fresh Water:	
- Supply from shore line	5 / Ton
- Line connection and disconnection	75 / Time
- Supply by barge	as per agreement
3- Cooling Water:	
- Supply	45 / Day
- Line connection and disconnection	75 / Time
4- Ballast Water:	
- Line connection & disconnection	75 / Time
- Supply	1 / Ton
5- Compressed Air:	
- Supply	32 / Day
- Line connection and disconnection	75 / Time
6- Dismantling or refitting dock blocks	65 / block
7- Dock Crane:	60 / hr (accumulated)

N.B.: Calculation of hrs will be based on the sum of the actual consumed hours, the fraction of one hr. in the total will be counted as one hr considering the min. hiring hours is 0.5 hr. for each time.

8- Garbage: 45 / Day

9- Firefighting arrangement:

	PortTawfik Shipyard	PortSaid Shipyard
- Fire watchmen	100 / Day	200 / Day
- Equipment	15 / Day	30 / Day
- Line connection and disconnection	60/ Time	60 / Time

N.B.: Fire Fighting charges will be for all days; the ship stays in the yard from arrival to departure date (regardless the type of work).

10- Quay hiring:
Lay day / mt of L.O.A. 3 U.S.D.

N.B.: Quay hiring will be applicable in case of ship laying is due to owner reasons.

HULL TREATMENT

Description	Charges / M ² U.S.D.
- Light Scraping to remove normal sea fouling	1.0
- Hard Scraping	1.5
- Scraping hull by H.P. water jet	2.0
- Washing hull by fresh water	1.0
- Hand scraping for internals	2.5
- Washing down normal oil stains with chemicals	2.8
- Sand sweeping	4.8
- Sand blasting	8.5
- Blasting with aluminum silicate	12
- Hand hammering for side shells & decks	2.65
- Hand hammering for internal spaces	5
- Painting per coat	1.0
- Painting per coat for internals	2.0

Notes

- 1- 500 \$ extra charge for cleaning the Dock from Sea plants&Sand.
- 2- Paints owner supply.
- 3- Touch up will be charged 25% extra, Min area 10% of total area.
- 4- Spot sand blasting (min area 100 m²) extra charge 25 %
- 5- Scaffolding:
 - 10% for scaffolding up to 6 m from the highest operation cost.
 - 15% for scaffolding above 6 m from the highest operation cost.

II- HULL MARKING (Conventional Type Only) :

Gross Tonnages	Charges in U.S.D.			
	Repaint Name & Port of Registry	Repaint Draft & Plimsoll Marks	Repaint IMO NO.	Company Name
Up to 2 000	180	120	120	180
5 000	220	150	150	220
15 000	375	300	300	375
Over 15 000	450	500	500	450

Notes :

- (1) Paints are owners supply.
- (2) Welding of new draught mark 15 U.S.D / letter(Manufacturing excluded)

ANCHOR, CHAIN AND CHAIN LOCKERS WORKS

- a) Range anchor cables & re-boarding.
- b) Sand blasting & painting.
- c) Calibration of chains and report readings.
- d) Link pins fasting by welding per each (min. 10 nos).
- e) Disconnect end at chain lockers and reconnect.
- f) Exchange one shot.
- g) Anchor Swivelfree up by flame.
- h) Shackle change.
- i) Chain locker cleaning & painting (Two Coats).

Gross Tonnes	Works								
	(a) U.S.D	(b) U.S.D	(c) U.S.D	(d) U.S.D	(e) U.S.D	(f) U.S.D	(g) U.S.D	(h) U.S.D	(i) U.S.D
Up to 1000	175	175	65	5	75	250	400	200	175
2000	250	250	80	6	100	300	420	220	225
5000	295	315	95	8	125	350	460	240	265
10000	340	350	105	9	150	450	560	260	295
15000	435	370	115	10	175	525	600	280	315
20000	490	390	120	13	200	600	650	300	370
30000	540	430	130	15	250	650	700	350	410
Above 30000	640	465	140	18	300	700	800	400	450

Notes :

- (1) Price based on one anchor.
- (2) Anchor Calibration as per agreement.
- (3) Paints are owners supply.
- (4) Removal from dock bottom, repair of shackles and anchor will be charged extra.
- (5) Removal of grating and floor plates for chain locker are excluded.
- (6) Removal of mud from chain locker additional 20 U.S.D. / per ton.
- (7) Pumping out existing water from chain lockers if required U.S.D. 5 / per ton.
 - Pumping connection & disconnection U.S.D. 190.

SEA VALVES, CHESTS&ZINC ANODES

I-SEA VALVES :

Open up, cleaning, grinding and repack in place :

Valve diam. Inch	Charges in U.S.D		
	Globe, angle and non-return valves	Gate Valves	Butterfly Valves
Up to 1	41	55	72
2	55	68	86
3	76	89	108
4	103	123	151
5	123	150	186
6	137	171	215
7	150	192	240
8	179	205	258
9	198	232	286
10	219	253	315
12	272	293	363
14	293	352	447
16	324	374	478
18	367	404	517
20	440	586	724
22	514	660	817
24	586	733	924
Above 24	Per agreement	Per agreement	Per agreement

Notes :

- (1) Filters will be considered as per the subsequent valves with same size and type .
- (2) Repair, renewals, sandblasting and access work excluded.
- (3) Valves in pump rooms, cofferdams and tanks 30% extra.
- (4) When valve is removed to shop charges will be increased by 30%.
- (5) Spare parts owner supply.
- (6) Rubber& Bolts supply excluded.
- (7) 50% Reduction in case of replace the valve with a new one.
- (8) 50% Reduction of butterfly charge will be applicable in case of cleaning & inspection of butterfly valves through see chests.

II- SEA CHESTS:

Gross Tonnages	Dismantling & Refitting Sea Chest net or side thrusters guard U.S.D.	Clean Sea chest, Blasting & Painting
Up to 1000	65	20
2000	80	30
5 000	100	50
10 000	145	70
15 000	190	90
20 000	220	120
30 000	250	140
Above 30 000	280	160

Notes:

- (1) Price based on one net or one chest.
- (2) Repair and renewals excluded
- (3) Welding of lugs 7 U.S.D / Piece.
- (4) 10% for scaffolding.

III – Zinc Anode:

		SHIP SUPPLY	YARD SUPPLY
Fitting Zinc anodes on hull And sea chests	Clamping	2.5 U.S.D. / kg	14.5 U.S.D. / kg
	Welding	3.0 U.S.D. / kg	15.0 U.S.D. / kg
Fitting Zinc anodes Inside tanks	Clamping	3.0 U.S.D. / kg	15.0 U.S.D. / kg
	Welding	3.5 U.S.D. / kg	15.5 U.S.D. / kg

- 10% for scaffolding.

TANKS CLEANING

I- Fresh & Salt water Tanks:

		Charge per Metric Ton Capacity in U.S.D.	
		<u>Salt</u>	<u>Fresh</u>
-	Cleaning Deep Tanks	7.5	5
-	Cleaning Bottom Tanks	7.5	5
-	Cleaning Fore peak Tanks	7.5	5
-	Cleaning Aft peak Tanks	7.5	5
-	Cement wash one coat.....	-	3.0

II – Fuel & Oil Tanks:

Steaming, cleaning, wiping and removing cleaning residuals as follows:

Type of fuel	Tank Position	U.S.D. / Ton Capacity	
		Without chemicals	With chemicals
Diesel oil	Deep Tank	8.5	17
	Daily service Tank		
	Wing Tank		
	Double bottom Tank	11	18.5
Heavy fuel	Deep Tank	11	18.5
	Daily Service Tank		
	Wing Tank		
	Double bottom Tank	12.5	21.5
Lub. Oil	Double bottom	11	18.5
	Cofferdam	12.5	21.5

Notes:

- (1) Min. charge is 20 ton capacity.
- (2) Transportation for Waste product boxes included.
- (3) Removal & refitting of manhole covers 125 USD / Each
- (4) Removal & refitting of bottom plugs 12 USD / Each.
- (5) Ventilation for gas freeing 40 USD / Ventilator / Day.
- (6) Engine room space 7.5 U.S. Dollar./ m²
- (7) Gas free certificate 120 U.S. Dollar./ Each
(if the fuel & oil tanks cleaning is executed by the yard the certificate will be free of charge).
- (8) Ballast tanks extra charge 20%.
- (9) Fuel and oil tanks emptying:
 - Pumping out 7.5 USD / Ton.
 - Pump connection & disconnection 190USD.
- (10) Residual removal:
 - Fresh, salt water tanks 24 USD / Ton.
 - Fuel or lub. oil tanks 60 USD / Ton.

TANKS TREATMENT

Description	Price / m² (U.S.D.)
Hand Scraping	2.5
Hand Hammering	5.5
H. P. Fresh water washing.	2.5
fresh water Washing	2
Sandblasting	18
Blasting with aluminum silicate	21
Sand sweeping	11
Painting per coat	2.0

Remarks:

- 50 % Reduction in case of cargo holds.
- Spot blasting additional 20%.
- Removals for access, protection, covering and staging additional cost.
- 20% for scaffolding.

TAIL SHAFTS, PROPELLERS AND RUDDERS

1- TAIL SHAFTS & PROPELLERS:

Shaft diam inch	Charges in U.S.D.						
	Clearance / Bearing	Withdraw & refit for survey	Crack inspection	Stern gland repacks	Propeller Light Polishing	Simplex overhauling with owner's spares	
						Normal type including shaft withdrawal	Split
Up to 8	140	2625	140	280	175	3416	1575
10	175	3150	175	350	224	4116	1890
12	266	3500	175	434	266	4550	2100
13	266	3850	175	434	308	5005	2310
14	266	4375	175	434	350	5684	2625
15	350	4900	175	525	385	6370	2940
16	350	5250	175	525	420	6825	3150
17	350	6125	175	525	455	7966	3675
18	434	7000	175	616	490	9100	4200
19	434	7875	175	616	525	10234	4725
20	434	8750	175	616	560	11375	5250
21	490	9625	175	700	595	12516	5775
22	490	10500	175	700	630	13650	6300
23	490	11375	175	700	665	14784	6825
24	525	12250	175	784	700	15925	7350

Notes:

- (1) Tail shaft or propeller transportation to workshop excluded.
- (2) For oil lubrication shaft (Excluding CPP) extra charge 25 %
- (3) Removal of second intermediate shaft 50% extra charge of Tail shaft withdrawal
- (4) Gland packing owners supply.
- (5) C.P.P. to be charged extra 50%.
- (6) Rope guard removal and refitting, 5% extra charge of tail shaft withdrawal.
- (7) Over hauling of the oil seal unit excluded.
- (8) For in between size the rate of the nearest higher shaft size will apply.
- (9) Renewal of inner and outer bush excluded.
- (10) Extra charge for lignum vitae bush to be 50 U.S.D. per kg.
- (11) Alignment checks and rectifications excluded.
- (12) Repair or machining will be extra charge.
- (13) 15% for scaffolding from the highest operation.

II – RUDDERS:

Gross Tonnages	Charges in U.S. Dollar			
	Pintle Clearance / bearing	Repack Rudder Gland (Owner's packing)	Disconnect Steering Gear Sock up	Unship Rudder in Dock for examine
Up to 500	63	102	500	625
1 000	78	125	625	780
2 000	125	155	935	1560
5 000	155	235	1250	2340
10 000	188	310	1480	3435
15 000	235	375	1870	3900
20 000	280	435	2260	4525
25 000	328	500	2810	5615
Above 25 000	375	560	3275	6550

Notes :

- (1) Removal and refitting of closing plate if necessary 155 U.S.D. / Piece.
- (2) Drawing rudder pintle 200% of pintle clearance cost (not including removal and refitting of the closing plate).
- (3) Any machining or Repairs will be extra charge.
- (4) 15% for scaffolding from the highest operation.

STEEL WORKS

- Shell plate renewal:3800 USD / Ton
- Manufacturing complete blocks (Min 5 Tons / block)3500 USD/Ton.
- 40 % reduction in case of steel owner supply.
- Off fair and refit price to be at 60 % of its renewal.
- Fairing in place extra charge 50% of renewal.
- Above charge assume steel in one location.
- Size to be based on max dimensions of length and breadth.
- Specific gravity to be calculated 8 gr / cm^3 .
- Weight of steel to be calculated, from measurements plus 3% for wastage.
- For steel renewals less than one ton each location to be calculated as follows
 - * $350 + 3.45 \times (\text{Weight of steel in kg}) \text{ U.S.D.}$
- Additional charges to be added for above charges as follows:

ACCORDING TO LOCATION	ACCORDING TO EXECUTION METHOD
+ 5% for bottom shell plating.	+ 10 % for plates less than 10 mm.
+ 10% for keel plates.	+ 10% for single curvature.
+ 10% for tank top plating.	+ 20% for double curvature.
+ 90 % for bulbous bow and soft nose.	+ 20% for renewal of stiffeners only without plates.
+ 20% for renewal inside peak tanks, wing tanks, engine room and chain lockers.	+ 10% for renewal of plates only without stiffeners.
+ 20% for renewal inside double bottom tanks and cofferdams.	+ 10% for high tensile steel.
	+ 30% for corrugated bulk heads.

- Vee out and re-welding of seams / butts

Plate Thic. Mm	USD / mt
Up to 10	50
15	55
20	60
25	65

- X Ray test * 1st shot 100 USD
- * Each following shot 50 USD
- Repair of wasted seams 15 U.S.D (min. 1 m/location) .
- Thick measurement spot test . 3 U.S.D./ Spot, min. charge 90 U.S.D.
- Tank test (on owner’s request) / Tank (Air press. Test)150 U.S.D/ Tank
- Bottom plug (Fabricate&Replace) 300 U.S.D/One
- Pad eye for lifting 3 ton (Fabricate&Weld) 20 U.S.D / One (5 dollars for every extra 1 ton)
- 10-15% for scaffolding per location.

PIPING WORKS

Dia Inch	Charges in U.S. Dollar					
	Renewal / m run	Elbow /bend or bush	Tee	Welding of flange & nipple per one pipe	Clamps	Joints bolts per one unit
Up to 0.5	20	8	23	8	18	14
0.75	22	9	25	9	18	14
1	23	10	28	10	19	23
1.25	25	16	36	11	21	23
1.5	45	23	41	13	26	23
2	50	25	50	16	31	26
2.5	55	28	55	18	34	28
3	65	31	66	23	36	33
4	69	48	83	30	39	33
5	121	73	124	49	49	36
6	138	93	179	63	59	118
8	193	220	275	78	66	118
10	440	316	550	131	75	120
12	485	364	605	218	83	120
Above 12	Per agreements					

Notes:

- (1) For intermediate sizes the next higher size will be applied.
- (2) Copper pipes extra charge 75%.
- (3) Min length is based on one meter / Pipe.
- (4) Pipes in engine room, pump room, double bottom, cargo tanks, extra charge 20%.
- (5) Removal and refit on board 40% of renewal.
- (6) Flanges to be calculated as 10 U.S.D per one inch of pipe size .
- (7) High pressure pipes as per agreement.
- (8) Removal for burning and testing and refit 60% of renewal.
- (9) Charges based on renewal of pipes up to schedule 40.
- (10) In case of using any owner, supply materials or reuse any part, charges will be reduced by 40% for the concerning parts.
- (11) Renewal of branch without tee connection will be considered as normal pipe with min. length of 0.5 meter.
- (12) Staging, clamp, insulation removals for access are excluded.

ELECTRICAL WORKS

I- Generators:

K.V.	Charges in U.S.D	
	A.C.	D.C.
50	275	+ 35 %
75	360	
100	450	
150	550	
200	625	
250	750	
300	810	
400	900	
600	1000	
800	1040	
1 000	1275	

Notes :

- (1) Transporting to workshops add 30%
- (2) Exciters excluded.
- (3) Rewinding will be extra charge.
- (4) Any other repairs are excluded.
- (5) Sizes more than 1000 k.v. per agreement.
- (6) For intermediate size interpolation will be applied.

II – MOTORS :

- Remove to shop, open up, clean, varnish, testing, reinstall.

HP.	Charges in U.S.D	
	A.C.	D.C.
Up to 2	80	+ 20%
5	105	
10	125	
15	190	
25	205	
50	250	
100	315	

Notes :

- (1) Rewinding as per agreement.
- (2) Any other repairs excluded.
- (3) Accommodation fan motors add 30%.
- (4) Engine room ventilation fan motors add 50%.
- (5) Sizes more 100 HP. Per agreement.

III – SWITCH BOARDS (UP TO 600 V) :

Rating in AMP	Charges in U.S.D	
	Maintenance	Insulation Resistance Test
Up to 1000	1200	205
1001 – 2000	2200	350
2001 – 4000	4200	500

Notes:

- Maintenance mean, cleaning and changing defected electric parts
- Spare parts owner supply.
- More rating as per agreement.

CONTACT US

Head Office

Address : P.O. Box 41515 Ismailia, Egypt
Fax. : (064) 3914784/3914785
Tel. : (064) 3910000

PortSaid Shipyard

Address : P.O. Box 42524 PortSaid, Egypt
Fax. : (066)3400324 – (064) 3392825
Tel. : (066) 3400339 – (066) 3442036
E-mail : Portsaidshipyard@suezcanal.gov.eg

PortTawfik Shipyard

Address : P.O. Box 39 PortTawfik – Suez, Egypt
Fax. : (062)3395715
Tel. : (062) 3395353 – (062) 3395358
E-mail : Pts@suezcanal.gov.eg