

*SUEZ CANAL AUTHORITY*

*PORT SAID SHIPYARD*

*2014*

# IN YOUR WAY FROM WEST TO EAST HEMISPHERE



# *TARIFF*

***DOCKING & UNDOCKING  
REPAIRS AND SERVICES***

## Welcome To Port Said Shipyard

**Port Said Shipyard** ( P.S.S. ) is a leading shipyard in the area has an unique strategical position and distinguishing spot at the entrance of **Suez Canal** giving her a great privilege to attract many transiting ships for repair.

P.S.S. has acquired longstanding experience in the field of repair and building of different floating vessels such as all types of ships, dredgers tugboats... etc.

In the field of ship repair P.S.S. has a widely known experience for more than 100 years, In the shipbuilding field, P.S.S. is the first yard in the area starting this activity on 1959 by building the cargo ship (KANAT AL SUEZ) 3200 TDW for the Egyptian Navigation Company.



### Port Said Shipyard

P.S.S. has highly qualified personnel well skilled and experienced in all fields, of shipbuilding and ship repair.

During recent years, facilities and productivity of the yard were almost doubled by implementing a great development project and establishing new workshops.

## Main Activities

### **REPAIRS OF S.C.A. FLEET :**

Maintenance and repair annually more than 60 big and medium size vessels belonging to S.C.A such as dredgers, floating cranes, tugboats ... etc.

### **FOREIGN SHIP REPAIR :**

Docking ships for repair up to 50,000 ton D.W. and executing afloat repairs along repair quays , at anchorage area and also on way through Canal .

### **SHIP BUILDING :**

Building of different types of vessels ( ships – special purposes vessels, dredgers, tugs, ... etc ) up to 20,000 ton D.W.



*CNC plazma cutting machine*

### **GENERAL ENGINEERING WORKS :**

Port said shipyard provides general engineering works for all S.C.A. departments also manufacturing of wide range of spare parts for S.C.A. equipment and national industries .

### **SALVAGE WORKS : -**

Port said shipyard executing salvage by well equipped and highly qualified divers in addition to inspection and under water welding operations.

# Floating Docks



*Floating Dock up to 25 000 tons Carrying Capacity*

MAIN SPECIFICATIONS	DOCK 1	DOCK 2	DOCK 3	ATAKA
Carrying Capacity -----	5000 t	10000 t	25000 t	17000
Length over pontoon -----	106 m	170 m	210 m	171 m
Clear width -----	21.8 m	28 m	35 m	48 m
Dock Cranes -----	1 x 5 t	2 x 10 t	1 x 7.5 t	2 x 10 t
	1 x 6 t		1 x 12 t	

## Floating Cranes



*Floating cranes up to 500 t lifting capacity*

MAIN SPECIFICATIONS	KHALIFA	BAHGAT BADAWI	EMLSK	ENKAZ
Max. lifting capacity -----	40 t	100 t	200 t	500 t
Max. lifting height -----	38 m	40 m	35 m	60 m
Outreach :				
- Main hook -----	15.5 m	10 m	8.8 m	15 m
- aux. hook -----	30 m	30 m	28.8 m	40 m



## Building Berth



- Length 150 m. Breadth 43 m, Slope 1 : 16.5.
- Arranged for building 2 Vessels 12000 DWT each or one vessel 20000 DWT.
- Equipped with 4 cranes ( 2 x 60 t and 2 x 40 t lifting capacities ).

## Syncrolift 2000 ton At Port Tawfik Yard



Syncrolift 2000 Ton at Port Tawfik yard

- Platform length ..... 70 mt.
- Platform width ..... 20 mt.
- Lifting capacity ..... 2000 ton
- Five repair areas (garage) , 150 mt. length each.
- Furnished with complete transfer system.

## G.R.P Workshop ( Port Tawfik ) :



PILOT BOAT 17 M

- L.O.A. : 17.24 m	- Engines : 2 x 235 HP
- Breadth : 3.78 m	- Speed : 16 knots

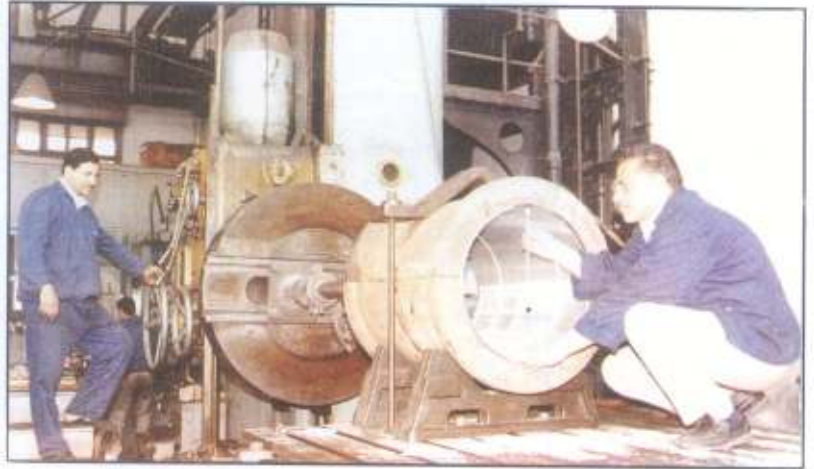
- For building and repair units up to 40 m. length, also manufacturing of all commercial products of G.R.P.
- Equipped with up to date equipment for quality control.
- Furnished with :
  - o Fully air-conditioned moulding area ( 45 x 9 m ) and stores.
  - o Fully equipped outfitting area ( 45 x 9 m).



# Workshops

## Machine tool workshops :

- Center lathes : Max job to be turned 80 cm dia. 11 m length, or 170cm dia. 600 cm. length.
- Vertical lathes : Max. job to be turned 5.5 m dia, 2.75 m height.
- Crank grinding machine for cranks up to 3 m. length.



*Horizontal boring M / C for jobs 2m dia., 4m length*

## Shipbuilding workshops :

- Presses up to 700 t .
- Frame bending machines up to 400 t .
- Rolling machines up to 45 mm. thickness .
- Shot blasting and painting machine with nominal capacity 50 t/hr .
- CNC Plasma /oxy – Acetylene cutting M/C :
  - o Track width 9700 mm.
  - o Track length 30000 mm.
  - o Cutting width 2x300 mm. mirror image mode.
  - o Cutting length 2x12000 mm.
- Automatic cutting machine :-
  - o scale 1 / 10
  - o 4 heads each 3 torches for steel up to 100 mm. thickness .



*Products inspection by ultrasonic instrument*

### **Pipes & boiler repair shop :**

- Repair of all boilers types and heat exchangers.
- Pipe forming and installation including conifer pipes.

### **Diesel engine shop :**

- Repair all marine engines up to 1000 HP.



*Injection pumps testing m / c*

### **Foundry :**

- Cast iron jobs up to 2 t.
- Bronze jobs up to 1 t.
- Steel jobs up to 2 t.
- White metal lining up to 85 cm. dia., and 1 m. length.

### **Black smith workshop :**

- Hammers up to 5 t.
- Heat treatment furnaces up to 3 x 1.5 x 1.5 m.

### **Electric workshop :**

- Repair and maintenance of all generating sets and motors up to 800 K.W.
- Drying oven for electrical machines 5.2 X 3.5 X 35 mt.
- Nickel & Chromium electro plating coating plus hard chromium depositing tanks dimension of 300 x 80 x 80 cm.

### **Painting shop :**

- Cleaning ship hulls and interiors using sand blasting and high pressure water jet.
- Chemical cleaning for tanks.
- Air and airless spray painting.

### **Wood working shops :**

- Building and repair wooden boats up to 25 m. length .
- Furniture manufacturing.

### **Quays :**

For repair afloat, The total length of quays is 1420 m.

## Quality Management System

- P.S.S has been qualified according to ISO 9002 standard on July 2000 credit body is DNV agency.
- Non- destructive tests (N.D.T.) services including ( Industrial X-Rays - Ultrasonic – Dye-penetration – Magnetic particles – Crack depth meter ).
- Dynamic balance machines :
  - o up to 10 ton wt.                      6 mt length                      2.5 mt diam
  - o up to 150 kg. wt.                      175 cm length                      125 cm diam

### **At Port Said Shipyard you can get the following advantages :**

- No harbor dues during repair period.
- The best repair quality.
- The min. repair period.
- Uncompetable prices.
- Services for 24 hours a day.
- Afloat repair along repair berths, at anchorage also on way through Canal.



*Dynamic balance machine For Jobs up to 10 ton*



*Yard Crane 10 ton/30 mt. was built in Port Said shipyard*





M / V SIDIE ABD EL RAHMAN 6 500 TON

- LENGTH ..... 118 M.
- BREADTH ..... 16 M.
- DEPTH ..... 9.5 M.
- DRAUGHT ..... 7.6 M.
- ENGINES ..... 1 × 5 000 HP
- SPEED ..... 15.4 KNOT



M / V RO-RO SHIP RAS MOHAMED

- LENGTH ..... 116.6 M.
- BREADTH ..... 17.9 M.
- DEPTH ..... 22.0 M
- DRAUGHT ..... 5.2 M.
- ENGINES ..... 2 × 3 670 HP
- SPEED ..... 17 KNOT

# *TARIFF*

***DOCKING & UNDOCKING  
REPAIRS AND SERVICES***

# *Index*

CONTENT	PAGE
<b>CHAPTER (1)</b> : General terms for docking and Services .....	16
<b>CHAPTER (2)</b> :The charges	24
- DOCKING & UNDOCKING .....	25
- GENERAL SERVICES .....	27
- HULL TREATMENT .....	28
- ANCHOR CABLE WORKS .....	30
- SEA VALVES & CHESTS .....	31
- TANK CLEANING .....	33
- TAIL SHAFT & PROPELLER AND RUDDER .....	28
- STEEL WORKS .....	37
- PIPING WORKS .....	39
- PUMPS .....	40
- DIESEL ENGINES .....	41
- BOILERS .....	42
- ELECTRICAL WORKS .....	43

*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 contractor. Any other agreements between the contractor and the customer are complementary to these terms.

## *II- Work Orders*

1. Work orders shall be submitted to the contractor by the customer or through the concerned agency, must be signed and has to be in conformity with the general terms items together with a cheque covering the advance payment assigned for repairs.
2. the customer shall submit a list of the required repairs in three approved well copies 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 trade marks and patents .. etc., and, if these drawings and designs were used the contractor shall not be responsible.

## *III - Execution of Works*

1. The contractor has to carry out the required repairs in accordance with the terms and requirements of the supervisors.
2. The customer, after completing the necessary procedures, has to bring the vessel to the yard on his account at the fixed time. In case he fails to bring the vessel on time, he should notify the contractor 48 hours at least before accordingly, the contractor has the right to cancel the work order.



۳. The attendance of the classification societies surveyors if needed will be on the customer account.
۴. 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 contractor.
۵. The customer is bound to supply the yard with spare parts for repair in due time not affecting the key dates of the approved schedule.
۶. 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 contractor's property free of charge.
۷. The customer shall be responsible for the sea trials and will bear their costs. Meanwhile the presence of some of the contractor's or subcontractors workers on board the vessel for taking measurements or making some tests puts them under no obligation.
۸. Any repairs on board the vessel shall be performed under the control and direct supervision of the customer, moreover the contractor will not be under liability whatsoever for any defects or accidents arising after or during such repairs.
۹. The customer shall keep the vessel safe for docking and mooring, accordingly, he has to carry out the contractor's instructions concerning the longitudinal inclination of the vessel and the mooring ropes.
۱۰. The contractor is not responsible for any injuries or damages due to the unusual bottom of the ship or for any defects therein.
۱۱. 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 contractor reserves the right to clear the Dock from the vessel and fees due to the delay.
۱۲. Piloting the vessel into and out of the Dock shall be performed by the captain of the harbor where the contractor lies.
۱۳. The contractor is not responsible for any damages or non completion of work due to force major.
۱۴. 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 contractor's approval, provided that he should return vessel back to its original docking condition.
4. Customer is bound to the contractor'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 fire fighting 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 contractor 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 contractor'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 contractor since it is not allowed to operate the vessels generators, but in case of necessity there must be an agreement with the contractor.

١١. 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.
١٢. While the vessels are under repair, they are prohibited to make the following :
- Fumigation.
  - Fuelling.
  - 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.
١٣. The contractor 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.
١٤. 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.
١٥. The captain of the vessel shall be bound to carry out all the contractor's administrative rules and instructions while the vessel is under repair.

## *V - Computation of The Work Value*

١. 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.
٢. Rent charges shall be computed from the ship is docked till it leaves the Dock, part of the day is considered a whole day.
٣. 30% of the tariff will be added if work is carried out on Fridays , Saturdays and holidays.
٤. vessels under repair shall be exempted from berthing charges and will not contradict with the order regulations of Port Said Authority.
٥. The amounts referred to the tariff will be surcharged for cleaning the Dock from sea plants

٦. Any payments due to the contractor 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.
٧. Upon completion of work, the customer has to sign the work statements and pay related bills before the vessel leaves the yard. The contractor 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.
٨. The contractor 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.
٩. In case customer disapproves the value of any bill, he has to submit a letter of guarantee to the contractor issued from one of the Egyptian banks covering the value of the bill till they reach an agreement otherwise the ship shall be retained.
١٠. Terms of Payment :
- 50 % Advance payment.
  - 50 % before the vessel leaves the yard, unless an agreement is concluded between the customer and the concerned parties stating otherwise.







CUTTER SUCTION DREDGER

- LENGTH ..... 102.3 M.
- BREADTH ..... 15 M.
- DRAUGHT ..... 3.2 M
- DREDGING DEPTH ..... 25 M.
- ENGINES ..... 4 x 2 400 HP



550 LIT. BUCKET DREDGER

- LENGTH ..... 58 M.
- BREADTH ..... 11.8 M.
- DRAUGHT ..... 2.45 M.
- DREDGING DEPTH ..... 25 M.
- ENGINES ..... 1 x 1 400 HP

# *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	3 000	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	£ 500	1 860
25 000	£ 500	1 940
26 000	£ 500	2 020
27 000	£ 500	2 100
28 000	£ 500	2 180
29 000	£ 500	2 260
30 000	£ 500	2 340
More than 30 000	£ 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.
- (۲) 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.
- (۳) In case of vessels docking for inspection only, 100% extra to be charged.
- (۴) In case the vessel needs any special arrangements for docking, the customer shall pay the expenses of such arrangements
- (۵) Dismantling & refitting dock blocks if required will be extra charge by 65 U.S.D per each block.

## **GENERAL SERVICES**

<b>1- Shore Electric Power :</b>	<b><u>U.S.D</u></b>
- Current A.C.	0.3 / K.W.H
- Line connection and disconnection	85 / Time
<b>2- Fresh Water :</b>	
- Supply from shore line	5 / Ton
- Line connection and disconnection	75 / Time
- Supply by barge	as per agreement
<b>3- Cooling Water :</b>	
- Supply	45 / Day
- Line connection and disconnection	75 / Time
<b>4- Ballast Water :</b>	
- Line connection & disconnection	75 / Time
- Supply	1 / Ton
<b>5- Compressed Air :</b>	
- Supply	32 / Day
- Line connection and disconnection	75 / Time
<b>6- Gas free certificate :</b>	100 / Each
<b>7- Dock Crane :</b>	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.**

<b>8- Garbage:</b>	45 / Day	
<b>9- Fire fighting arrangement :</b>		
	<b>Port Taufik Shipyard</b>	<b>Port Said Shipyard</b>
- Fire watchmen	100 / Day	200 / Day
- Equipments	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 ) .**

<b>10- Quay hiring :</b>	
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 <sup>2</sup> 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 selegate	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) Paints owner supply.  
 (2) Touch up will be charged 25% extra, Min area 10% of total area.  
 (3) Spot sand blasting (min area 100 m<sup>2</sup>) extra charge 25 %  
 (4) Scaffolding :  
     \* For vertical bottom and boot topping extra charge 15%  
     \* For top side extra charge 20 %  
     \* For boats, area above plimsoll mark extra charge 15 %

### N.B. :

*In case scaffolding are used for more than one job, the extra charge will be based on the highest job 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 & reboarding.
- b) Sand blasting & painting.
- c) Calibration of both chains and report readings.
- d) Link pins fasting by welding per each ( min. 10 nos).
- e) Disconnect end at chain lockers, exchange first shot and reconnect.
- f) Chain locker cleaning & painting (Two Coats).

Gross Tonnages		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
Up to	1000	175	175	65	5	325	175
	2 000	250	250	80	6	400	225
	5 000	295	315	95	8	475	265
	10 000	340	350	105	9	600	295
	15 000	435	370	115	10	700	315
	20 000	490	390	120	13	800	370
	30 000	540	430	130	15	925	410
Above	30 000	640	465	140	18	1000	450

### **Notes :**

- (1) Price based on one anchor.
- (2) Paints are owners supply.
- (3) Removal from dock bottom, repair of shackles and anchor will be charged extra.
- (4) Removal of grating and floor plates for chain locker are excluded.
- (5) Removal of mud from chain locker additional 20 U.S.D. / per ton.
- (6) 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*

### 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) 50% Reduction of butterfly charge will be applicable in case of cleaning & inspection of butterfly valves through see chests.

## **II- SEA CHESTS :**

<b>Gross Tonnages</b>	<b>for each Sea Chest net or side thrusters guard U.S.D.</b>
Up to 1000	65
2000	80
5 000	100
10 000	145
15 000	190
20 000	220
30 000	250
Above 30 000	280

### **Notes :**

- (1) For steam vessels extra charge 20%.
- (۲) Repair and renewals excluded.
- (۳) Welding of lugs 7 U.S.D / Piece.
- (۴) Scaffolding if necessary extra charge 10 %.

## 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	11	18.5
	Double bottom Tank		
Heavy fuel	Deep Tank	11	18.5
	Daily Service Tank		
	Wing Tank	12.5	21.5
	Double bottom Tank		
Lub. Oil	Double bottom	11	18.5
	Cofferdam	12.5	21.5

### Notes :

- (1) Min. charge is 20 ton capacity.
- (2) Removal & refitting of manhole covers 125 USD / Each
- (3) Removal & refitting of bottom plugs 12 USD / Each.
- (4) Ventilation for gas freeing 40 USD / Ventilator / Day.
- (5) Engine room space 7.5 U.S. Dollar./ m<sup>2</sup>
- (6) 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).
- (7) Ballast tanks extra charge 20%.
- (8) Fuel and oil tanks emptying :
  - Pumping out 7.5 USD / Ton.
  - Pump connection & disconnection 190 USD .
- (9) Residual removal :
  - Fresh, salt water tanks 24 USD / Ton.
  - Fuel or lub. oil tanks 60 USD / Ton.

## ***TANKS TREATMENT***

Description	Price / m <sup>2</sup> ( U.S.D. )
Hand Scraping	2.5
Hand Hammering	5.5
H. P. Fresh water washing include. Drying	2.5
Sand blasting	18
Blasting with aluminum celecate	21
Sand sweeping	11
Painting per coat	2.0

### **Remarks :**

- Blasting of cargo holds 40% of blasting rates.
- Spot blasting additional 20%.
- Removals for access, protection, covering and staging additional cost.

## TAIL SHAFTS & PROPELLERS AND RUDDERS

### 1- TAIL SHAFTS & PROPELLERS :

Shaft diam inch	Charges in U.S.D.						
	Clearance / Bearing	Withdraw & refit for survey	Crack inspec.	Stern gland repack	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) Scaffolding 10 % extra charge if necessary.

**N.B. :** *In case scaffolding are used for more than one job, the extra charge will be based on the highest job cost.*

## ***II – RUDDER :***

<b>Gross Tonnages</b>	<b>Charges in U.S. Dollar</b>			
	<b>Pintle Clearance / bearing</b>	<b>Repack Rudder Gland (Owner's packing)</b>	<b>Disconnect Steering Gear Sock up</b>	<b>Unship Rudder in Dock for examin.</b>
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) Scaffolding 15 % extra charge, if necessary.



## STEEL WORKS

### I – Steel Plates :

- 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  $8 \text{ gr} / \text{cm}^3$ .
- 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 :
  - \* + 10 % for plates less than 10 mm.
  - \* + 5% for bottom shell plating.
  - \* + 10% for keel plates.
  - \* + 10% for tank top plating.
  - \* + 10% for single curvature.
  - \* + 20% for double curvature.
  - \* + 90 % for bulbous bow and soft nose.
  - \* + 30% for corrugated bulk heads.
  - \* + 15% for all internals in way of renewed plated according plates position.
  - \* + 10% for renewal inside peak tanks, engine room & chain lockers.
  - \* + 20% for renewal inside double bottom tanks and cofferdams.
  - \* + 20% for renewal of stiffeners only without plates.
  - \* + 10% for renewal of plates only without stiffeners.
  - \* + 10% for high tensile steel.
- Vee out and rewelding of seams / butts

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

- X Ray test      \* 1<sup>st</sup> 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
- Scaffolding 10-15 % extra charge according to location.

## **II- Hatch Covers :**

- Renewal for steel for body 6 U.S.D. / kg
- Renewal of rubber 15 U.S.D. / m. run
- Renewal of others As per agreements
- Testing of hatch hold for hatch opening with pressure water 15 U.S.D. / m<sup>2</sup>.

## **Notes :**

The a / m charges excluding any dismantling, surface cleaning, refit and adjusting.

## **III – Zinc Anode :**

		SHIP SUPPLY	YARD SUPPLY
Fitting Zinc anodes on hull And sea chests	Clamping	2.5 U.S.D. / kg	12.5 U.S.D. / kg
	Welding	2.0 U.S.D. / kg	12.0 U.S.D. / kg
Fitting Zinc anodes Inside tanks	Clamping	3.0 U.S.D. / kg	13.0 U.S.D. / kg
	Welding	2.5 U.S.D. / kg	12.5 U.S.D. / kg

## 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.

## ***PUMPS*** ***CENTERIFUGAL / HORIZONTAL***

- A. Open up in place, clean, survey, renew worn parts ( owners supply), measure clearance and close.
- B. Check the alignment between pump and primover with laser system.
- C. Dynamic balance of impeller.

Capacity M <sup>3</sup> / hr	Charges in U.S.D		
	A	B	C
Up to 50	475	275	205
75	650	375	240
100	850	475	280
150	1050	650	315

### **Notes :**

- 1. Cargo and vertical pumps 10 % extra.
- 2. If the pump removed to workshop charges will be increased by 20 %.
- 3. Any repaire or machining will be extra charge.
- 4. Capacity more than 150 M<sup>3</sup> / hr by agreement.
- 5. In case of checking the alignment without laser, charges will be decreased by 40 % of charges of item " B " .

# DIESEL ENGINES

## ***1- Drawing out Piston For Inspection :***

Cylinder Bore In m m		Charges Per Piston U.S.D	
		Normal Type	Cross head Type
Up to	450	1250	1400
	550	1575	1725
	650	1725	1875
	750	1875	2050
	850	2050	2200
	950	2200	2350
Above	950	2350	2500

## ***II – Withdraw and refit Cylinder Liner :***

\* Assume piston already removed.

Cylinder Bore In m m		Charges U.S.D.
Up to	450	1025
	550	1200
	650	1350
	750	1500
	850	1650
	950	1800
Above	950	1975

## ***III – Main Engine Bearings :***

\* Open up for inspection and refit.

Cylinder Bore In m. m.	Charges in U.S.Dollar		
	Cross head bearing (Ford & Aft)	Bottom end bearing	Main bearing (Top Half)
Up 450	550	350	350
550	625	400	475
650	700	425	550
750	775	475	625
850	875	525	700
950	950	550	775

### **Notes :**

- (1) Overhaul and repairs of piston, stuffing box, cylinder cover and mounting excluded.
- (2) Lapping machining of cylinder liner landing surfaces excluded.
- (3) Taking lead wire clearances and necessary adjustments excluded.
- (4) Remetaling excluded.

# BOILERS

## 1- Water Tube Boilers :

Remove access, clean, open up drums and headers for inspection and reclose.

Working pressure Kg / cm <sup>2</sup>	Charges U.S.D.
Up to 20	2350
40	3125
Above 40	3900

### Notes :

- (1) Manhole gaskets, owner supply.
- (2) Chemical cleaning excluded.
- (3) Staging 5% extra charge.
- (4) Any repairs excluded.
- (5) Spreading of water pipes (pipes vessel supply) additional charges will be as following.
  - 1<sup>st</sup> pipe to 10<sup>th</sup> pipe                      115 U.S.D. / pipe
  - From 11<sup>th</sup> pipe and over                      25 U.S.D. / pipe

## II – Boiler Valves :

\* Open up, clean, grind in close up with new packing :

Valve Diam. In Inches	Charges U.S.D.
1	80
2	95
3	100
4	140
5	160
6	185
7	210
8	240

### Notes :

- (1) Any renewals or repairs are excluded.
- (2) Safety valves to be charged as follows :
  - Single seat    300 U.S.D.
  - Double seat    450 U.S.D.

## III – CONDENSERS :

Remove doors, clean up tubes, test, clean doors paint and close up.

Shaft Horse Power	Charges U.S.D.
5 000	1100
10 000	1875
20 000	2875

### Notes :

- (1) Any repairs are excluded.
- (2) Water for testing extra charge.

## 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 work shops 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.

### **IV – MISCELLANEOUS ELECTRIC WORKS :**

The following works can be done by yard with owner's spares and will be charged case by case, as per agreement :

- Repair and readjust alarm and protection system for main engine and aux. Engine.
- Repair and readjust fire alarm system.
- Repair and change general lighting.
- Repair galley equipment.
- Painting by nickel chromium.
- Repair batteries and chargers.

## Head Office

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

## Port Said Shipyard

Address : P.O. Box 42524 Port Said , Egypt  
Fax. : (066)3400324 – (064) 3392825  
Tel. : (066) 3400339 – (066) 3442036  
E-mail : [Portsaidshipyard@yahoo.com](mailto:Portsaidshipyard@yahoo.com)