Repair Specification General Conditions

VESSEL NAME:

IMO no:

Damage title:

Damage date:

Damage

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# Particulars

IMO No :

Call sign :

Flag :

Port of Registry :

Owners :

Managers :

Built :

Builder :

Hull No. :

Class :

Ship type :

GT :

NT :

DW :

LOA :

LBP :

Breadth :

Depth :

Main engine :

Aux. engines :

# Tender conditions

## Conditions

1. All workmanship and materials to be of first class quality suitable for the purpose intended and all to be done to the satisfaction of the owners' representative and the underwriters and classifications' surveyors.
2. The vessel will be delivered to the contractor's yard or in his opinion at the nearest convenient place to said premises and all towages, pilotages, boat hire, riggers for moving the ship, dry and wet dock dues and charges and all other charges which it may be necessary to incur (from time of delivery) in order to move the vessel and carry out and complete the whole of the repairs, must be borne by the contractor and be included in the tendered price.
3. The vessel will be kept insured by the owners during the currency of the contract but this provision is not intended and is not to be construed to release the contractors from any liability, which the law may impose on him.
4. The tender must cover and include the work herein specified and all removals of previously sound parts which have been clearly broken or damaged by the contractor's workmen are for the contractor's account.
5. Any additional work required to the hull and machinery beyond that specification herein or any other extra work whatever to be carried out by the contractor must be mutually agreed and confirmed in writing and no extension of time will be allowed unless it is mutually agreed that the extra work cannot be concurrently carried out with the other work. A rebate to be allowed for any work not carried out or not effected as specified. Contractors must undertake to satisfy owners and underwriters as to the reasonableness of their charges for any extra work found necessary in course of repairs. If the contractor, for technical or other reason judges it more suitable to make blocks in the damaged areas, but of other dimensions as mentioned in this specification, this is allowed, but all extra costs or charges in this connection to be for the contractors account exclusively.
6. The work must be carried out in its entirety as specified and no deviation whatever will be allowed unless mutually agreed.
7. All old material and temporary repairs being replaced and removed to be the contractor's property.
8. On completion of repairs the vessel to be delivered free of cost to the owners afloat in the port where the repairs have been carried out.
9. The tender to cover the cost of connecting up fire hoses and maintaining fire watches and fire watchmen around the clock at all places where hot work is going on.
10. Day and night watchmen to be provided and the cost included in the tender.
11. Shore electric lighting, ventilation, temporary cables, fittings etc. and necessary electric power to be provided. All costs to be included.
12. Should steam and/or compressed air be required for any purpose same to be provided. All costs to be included.
13. All garbage, debris, etc. to be removed from vessel daily and disposed of by the yard during contract time, they finding deposit for same.
14. All necessary staging and ladders, platforms, barges, ventilation, temporary lighting etc. are to be erected and altered as required by contractors for carrying out the repairs, same afterwards to be removed. All costs to be included.
15. The vessel to be cleaned as required and an analytical chemist's certificate obtained, certifying the vessel gas-free for the use of naked lights and retained during the progress. Any tanks or spaces found to contain dangerous gases are to be steamed out and made gas-free as above. Certificates are to be issued in duplicate, one certificate be exhibited on the vessel, the other handed to the officer in charge. The necessary safety test and renewal of the certificates to be carried out exactly as required by the port authority in addition to the owners' requirements.
16. Any oil on board the vessel, which may disturb the repair work, is to be transferred to other compartments on board or ashore as may be required and finally replaced or made good to owners' requirements.
17. All steelwork and engine repairs to be tested on completion as per class requirements. Pipes and flexible hoses to be rigged and coupled up as necessary from shore mains to vessel. All costs to be included.
18. All internal welded attachments in way of repairs or renewals to be released and afterwards reconnected. Fairing of parts adjacent to cropped material to be included.
19. The contractor must guarantee that he has the necessary new material and/or parts in stock or can obtain the same without delay as no extension of time, or additional costs, will be allowed in this respect. All new steel of first class quality as per the classification societies requirements, grit blasted and coated with shop primer prior installation. Grade and dimension of steel as stated on vessel’s drawings.
20. All plans, numbers and sizes of materials are believed to be correct but should be checked by the contractors. Damage outlined on enclosed drawings are for guidance only. Final scope of work to be decided and agreed upon after inspection at the contractors’ premises.
21. The vessel's hull structure and machinery is to be in correct alignment on completion of repairs. Necessary measures to be taken to check and re-check the correctness of alignment during the repairs.
22. All labour, material, use of tools, consumables, staging, barges, cranes, transports, lights, foremen's superintendence, workmen's insurance, inspection and all similar charges to be included in the contracted price.
23. It is in the intention of this specification that the vessel is restored to the same good order and condition as she was prior to the casualty.
24. The specification is to be taken as giving a reasonable and fair outline of the work necessary to cover an efficient and complete repair. The work has been detailed in as full a manner as possible, but the contractor has to make themselves sure as to the extent of the work.
25. All engine parts, deck equipment, fittings etc. being disconnected and dismantled to be carefully cleaned and examined, preserved and, if necessary, taken into workshop or to be stored in storehouse until being refitted on board.
26. Contractor to be bound to repair at their own expense all defects and deficiencies of their delivery, which may arise through defective design material or workman ship, provided these defects and deficiencies are discovered within 6 calendar months from date of taking over the ship by the owners. In case the owners deem it impossible to transfer the ship to the contractor's yard, the contractor to pay to the owners or to their order the cost of effected repairs.
27. Owners to be allowed to have their crew on board during repair period to work in holds, engine room and in compartments but not to interfere with the work of the contractor.
28. Any dispute which may arise under this contract to be referred to an Arbitrator mutually agreed upon.
29. The owners reserve the right to reject any or all bids.
30. Time required for carrying out the repairs is to be stated in running days. The time to count from the arrival of the vessel as per second paragraph. In the event of the contracted time being exceeded a sum of <$$$$$> or equivalent, per running day or part thereof to be paid by the contractors to the owners, provided the delay not being caused by strike, lockout, or any other event beyond the contractor's control/force majeure. Such hindrances to be announced in writing by the contractors to the owners immediately after its occurrence.
31. All new and disturbed material to be coated according to vessel's paint specification. The costs for coating and surface preparation to be included in each item were applicable. Paint is owners supply.

## Specifications

The tender must specify the total number of consecutive calendar days required by the contractor to complete the repairs itemised in the specification. Holidays and yard working days to be indicated.

Tenders to be addressed and delivered to the owners:

And cc to:

The Swedish Club PIC: <name>

Tel: +

E-mail:

# General Services

1. Dry-docking

Docking and undocking, including tugs, riggers etc., as stated in the general conditions, item 2.

1. Dry-docking

2nd and following days, per day.

**Note:**

When keel – and bilges blocks are positioned in dry-dock as well as when the vessel is positioned on blocks during in-docking, the yard is to ensure that:

* Log and echo sounder transducers in the vessel’s bottom are being kept free from blocks and prevented from damage.
* Untreated block areas in the vessel’s bottom from previous dry-docking are being kept free from blocks to largest possible extent in order to enable cleaning and painting of same areas.

For details see docking plan.

1. Keel blocks

Cost for removal/refitting.

1. Wharfage

Cost per day.

1. Ballast water

Connecting/disconnecting per tank.

1. Ballast water

Supply of ballast water per ton.

1. Gas free certificates

Cost for initial certificate.

1. Following certificates, per certificate.

Cost for hot work certificates (if any), per certificate.

1. Compressed air

Connecting and disconnecting hoses.

1. Compressed air

Providing compressed air for vessel’s use only, per day.

1. Cooling water

Reefer plant cooling water connection and disconnection.

1. Cooling water

Maintaining pressure for reefer plant cooling water, per day.

1. Crane service

Crane service per hour.

1. Electric power supply

Connecting and disconnecting cables.

1. Electric power supply

Supply of electric power 440V 60 Hz, per kWh.

1. Garbage

Galley refuse and garbage removal, per day.

1. Potable water

Connecting and disconnecting hoses.

1. Portable water

Supply of fresh water, per ton.

1. Steam supply

Connecting and disconnecting hose.

1. Steam supply

Supply per day.

1. Supply to main fire line

Connecting and disconnecting hose.

1. Supply to main fire line

Maintaining pressure on fire line, per day.

1. Telephone

Connecting and disconnecting telephone.

1. Telephone

Trunk calls as per expenditure.

Local calls free of charge.

1. Gas free improvement

Hire of ventilators, including supply of air, per tank and day.

1. Fire precaution/watchmen

Cost per 24 hours.

# Itemised Items

Quote for the following items, per unit mentioned or any other unit, if applicable:

4.1 Staging for repairs per metre, on deck, in engine room, in pump room, in cargo tanks, in holds and in dry-dock.

Cost:

4.2 Straight basic rate for shell plating with attached internals (mild steel grade A), per kg.

Cost:

4.3 Flat (scattered wasted) internals (e.g. stiffeners, brackets, collars around manholes, etc.) in ballast tanks for a weight to be less than 50 kg, per kg.

Cost:

4.4 Flat (damaged or fractured) internals without attached plates (e.g. side shell longitudinals) in ballast tanks for a weight to be in excess of 50 kg, per kg.

Cost:

4.5 Major Internals in ballast tanks (e.g. stringers) without renewing attached side shell plating or bulkheads.

Cost:

4.6 Major Internals in cargo holds (e.g. side shell frame bracket ends) without renewing attached side shell plating or hopper tank plating, per kg.

Cost:

4.7 Major Internals in cargo tanks (e.g. web frames) without renewing attached side shell plating, per kg.

Cost:

4.8 Straight (pitted) bottom plates (e.g. i.w.o stums for a weight to be less than 500 kg, per kg.

Cost:

4.9 Bilge keel, per running metre incl. staging.

Cost:

4.10 State price increase in percent, if applicable, for:

a) Single curvature shell plates.

b) Double curvature shell plates.

c) Straight bulkheads with stiffeners.

d) Corrugated bulkheads.

e) Shoe/stem, bulbous bow and soft nose plates.

f) Other steel grades (D and E).

g) High tensile steels (AH 32 and AH 36).

4.11 Price for chipping, V-out and re-welding both sides of seams/butts in plating

(10-25 mm) per metre.

Cost:

4.12 Opening/closing of manholes, per piece, including new packing. Separate price for renewal of stainless steel studs and washers per piece.

Cost:

4.13 Cleaning and gas-freeing for survey and/or repair of:

1. Double bottom and other fuel tanks.

Cost:

1. Cargo tanks per cubic metre, including ventilation, lighting, as well as costs for gas free certificate and visits of chemist.

Cost:

4.14 a) Hydrostatic pressure test of double bottom tanks for survey.

Cost:

1. Air pressure test double bottom tanks for survey.

Cost:

4.15 Cleaning and gas-freeing of double bottom water tanks, per cubic metre, including ventilation, lighting, but without cutting holes bottom plating, unless otherwise approved, including cost for gas free certificate and visits of chemist as required.

Cost:

4.16 Removal of ballast/sludge/mud/oily water per ton, from cargo/ballast tanks.

Cost:

4.17 Steel pipe removal (straight) 1-18 inch per metre including supports/fastening clips, as may be required and pressure testing, same for galvanised piping.

4.18 Price per pipe bend (1st, 2nd, 3rd). Black and galvanised.

4.19 Renewal of pipe flanges from 1 inch to 16 inches dia, and for NP 6, NP 16 and NP 25, black and galvanised. Price per inch diameter.

4.20 Chipping out and re-welding of fillet welds both sides per metre, excluding staging for plate thickness, ranging from 10-25 mm.

4.21 Cleaning and scraping of fresh water tank, including application of one (1) coat of owner supplied paint/cement. Price per cubic metre.

Cost:

4.22 Clean and make dry for survey, tank top bilge wells and oil gutters in engine room – lump sum.

1. Cost per ton of sludge removal.

Cost:

1. Cost per ton of oily water removal.

Cost:

4.23 Open-up valve clean and check for survey in place, grind-in, replace packing and close-up as original.

Price per global valve, alternatively of gate valves, from 1 inch to 16 inches diameter.

4.24 Renewal of global valve, alternatively of gate valves. Price per valve from 1 inch to 16 inches diameter.

4.25 Renewal of pipe packing 1 to 16 inches diameter, per piece.

4.26 Renewal of gaskets for entrance hatches and for watertight doors. Price per metre, including grit-blasting of channel to SA 1 including priming.

Cost:

4.27 Renewal of pipe insulation.

Price per inch diameter and metre length.

NOTE:

All above items include removal/re-fitting of piping, cables, cable ways etc. in way as required for access where applicable.

4.28 Quote the price, per square metre, for the following including staging or cranage.

a) High pressure jet hosing of hull, including fresh water costs.

b) Chemical cleaning of oil deposits on outside hull.

c) Scraping.

d) Sandblasting to SA 1.0.

e) Sandblasting to SA 2.5.

f) Manual wire brushing.

g) Mechanical wire brushing.

h) Chipping.

i) Disc sanding.

j) Touch-up painting 35 microns DFT.

k) Full coating painting about 50 microns DFT.