

Addendum №2

Addendum №2 to the Contract

PRIVATE STOCK COMPANY «ISRY»



№	GENERAL TECHNICAL CONDITIONS OF THE CONTRACT
1	GENERAL SERVICES
1.1	LINE HANDLERS/RIGGERS
1.1.1	There is no extra cost for overtime.
1.1.2	There is no extra cost for Sunday&Public holidays.
1.2	TUG SERVICES
1.2.1	Quantity and tugs power while berthing the Vessel, docking and undocking, departure of the Vessel from the berth is to be determined by the pilot on the assumption of weather conditions and is subject to payment in full by the Customer.
1.2.2	Tugs working hours are to be determined in accordance with Towing Reference signed by the Vessel's management and is determined as the time from the moment of the beginning of their movement from the place of basing (in the area of the Contractor) till the moment of their return and mooring to the place of basing. The minimum operation time of 1 tug for 1 operation is counted as 1 hour. Time exceeding 1 hour is rounded up to 15 minutes in a larger or smaller direction. In the case of disagreements between the Parties regarding the time of the start and end of the tugs movement records in the Dispatch Log Book of the Contractor are used.
1.3	FIRE MAIN WATER LINE
1.3.1	It is compulsory during entire repair period even if the Vessel's fire system is in working condition while staying at the berth.
1.4	FIRE WATCHMAN
1.4.1	It is compulsory during entire repair period for all kind of Vessels.
1.4.2	Depending on the work scope on the Vessel, actual amount of fire watchmen and time of their working shall be determined by the Contractor. Visiting of the Vessel by a fire inspector is obligatory for issuing of each permit for providing of hot works. The Contractor organizes a permanent watch (fire and labor safety) for the providing of hot and other hazardous works for the duration of such work and at least within 4 hours after the end of the hot works.
1.5	SHORE POWER
1.5.1	Shore power cable connection inside of the Vessel's shore power connection switchboard to be carried out by the Vessel's crew. Amount of consumed power is to be determined according to wattourmeter. The voltage is 380 V, the frequency is 50 Hz. Possibility of 440V-60Hz will be discussed separately and for extra cost.
1.6	BALLAST WATER
1.6.1	Dismantling/mounting of ventilation heads, etc. to be extra.
1.6.2	Ballasting time of the Vessel in dock is not included in total docking time and to be calculated on the assumption of pump capacity 100cub.m/h - time in dock under ballasting operation are to be extra accoding to dock tariff.
1.7	STAGINGS
1.7.1	Calculation shall be done based on actual volume of erected stagings.
1.7.2	Min 20 m3 per 1 location to be charged for the above.
1.8	CRANE SERVICE
1.8.1	Crane for the Customer's usage (spare parts, supply) will be charged extra. Cost of the crane usage is to be calculated according to stated price. Minimum 30 min per 1 operation to be charged for the above.
2	DOCKING OF THE VESSEL
2.1	Entrance into the dock and leaving the dock of the Vessel under her own power as well as using thrusters is forbidden. Towing of the Vessel to dock is to be done upon completion of dock preparation for docking the Vessel and dockmaster's approval only.
2.2	Vessel's trim is to be not more than 1% of the Vessel's length between perpendiculars in meters.
2.3	Heel of the Vessel is not permitted. It is allowed to have a heel not more than 0,5 degrees only with the consent of dockmaster.
2.4	While docking operation ballast is to be discharged by Vessel's crew by means of Vessel's pump or by other means ("gravity drain") simultaneously with lifting of the dock with Vessel (for securing of general and local strength of the Vessel, dock and its keel-blocks. Ballast discharge is to be done at the command of dockmaster.
2.5	At undocking ballasting of the Vessel is to be carried out according to scheme provided by the Vessel's management and approved by dockmaster and repair manager.
2.6	Docking of a Vessel can be shifted at the discretion of the Contractor for any period of her repair, if the "Preliminary specification of repair works" does not indicate work of a dock nature, which can significantly delay the Vessel at the dock and thereby increase the total repair period. If any of the Parties have availability (or have a reasonable suspicion) of such works and there is no free dock in the initial period of the Vessel's repair, the Contractor may recommend double docking of the Vessel: the first for disassembling and detecting the hull and devices in the dock and the second for carrying out repairs and assembly. Both docking and all the necessary services of the Contractor in this case are paid by the Customer at the usual rates.
2.7	Overtime for docking operations over 3 hours (not through the fault of the Shipyard) is paid by the Customer for each hour of dock staying in a submerged state

3	TANKS CLEANING
3.1	Open-close manholes, gas free inspection to be extra charged.
3.2	Degassed tanks with a volume of less than 30 m³ are assumed equal to 30 m³. Ballast tanks and fresh water tanks for cleaning and painting with a volume of less than 50 m³ are assumed equal to 50 m³.
3.3	Gas freed areas have to be ventilated during entire repair period.
3.4	Ventilation fan for gas free inspection to be extra.
3.5	Protection of cargo heating coils of fuel and cargo tanks will be carried out by the Vessel's crew.
3.6	Cost of the chemical agents, diesel oil is not included in degassing cost and to be supplied by the Customer or to be charged extra.
4	HULL CLEANING AND PAINTING
	General rules for hull treatment are as follows:
4.1	Blasting percentages indicated in "Preliminary repair specification" are assumed only for determination of repair (docking) time. Final quantities will be agreed between Customer's and Contractor's representatives upon indock inspection, blasting results of reference area and may affect the repair / docking period.
4.2	Blasting and painting works will be carried out in accordance with the satisfaction of paint supplier's representative and paint application will be done under suitable weather and surface conditions as approved by the latter.
4.3	Measuring of salt content of the surfaces after fresh water washing at Vessel's hull will be under Customer's paint supplier responsibility. These necessary measurements will be done by the paint supplier. If the surface is not suitable and not in the limits of salt content, necessary washing, cleaning and correction processes will be charged as an extra and will require extra time.
4.4	In case Customer's representative does not agree with the quality of surface even after obtaining of paint supplier's approval, same to be discussed on spot to increase the quality of surface preparation with extra charge and in additional time.
4.5	All paint material is to be supplied by the Customer, unless otherwise agreed by the Contract.
4.6	Curing time beyond stated in item 4.7 due to weather conditions, inspection time, submitting of blasting and painting scheme each of prior the commencement of the works and upon completion is not included in repair and docking period, herewith all services are to be extra and to be paid by the Customer.
4.7	Overcoating time of hull paint scheme is assumed as not more than 8 hours for estimating of drydock time.
4.8	If the water pressure declared by the Customer for normal washing of the hull is not enough to remove the contamination (balanus, algae, etc.), increase in water pressure, or mechanical cleaning with scrapers must be paid by the Customer additionally according to the tariff, time for the approval of the issue of increasing pressure or mechanical cleaning scrapers and additional time for the thorough cleaning of the cleaning period in the repair period is not taken into account and will be added. Under the normal washing of the HPPFW, it is understood that the hull of the vessel is washed with the pressure indicated in the "Preliminary repair specification" at a rate of 1 m2/min.
4.9	If it is necessary to clean the hull with scrapers before washing, this work will be performed for an additional payment. When calculating the cost of work, the minimum volume of cleaning by scrapers is assumed equal to 25% of the area of the corresponding surface.
4.10	Maximum Grade C rust is assumed for surface preparation.
4.11	The cost of applying a layer of paint with WFT more than 180 microns is considered additionally by the Contractor. If it is not possible to apply 1 coat of paint because of the paint mark or the limitations of the equipment of the Contractor, 2 layers are applied and assumed.
4.12	Cleaning of debris from the dock, disposal of empty paint drums, residuals etc. are included in hull treatment prices. If needed, collection of empty drums, its quantity control in dock and on board, transportation to Vessel to be provided by the Customer and by efforts of crew. The Contractor is not responsible for safekeeping of empty drums.
4.13	Coating of bituminous or zinc paints applying will be charged extra minimum 30%. Price depends on exact mark of paint.
4.14	Each touch up coat shall overcoat the previous with area increase minimum by 10% from the total square.
4.15	Blasting of extra-ordinary type existing paints e.g. chlorinated rubber, bituminous, glass-flake reinforced paints etc. is to be extra time and 20-50% increase of the price depending on the condition of the surface and manpower effort of blasting and to be determined according to blasting results of reference area.
4.16	Staging, cherry picker is included in below hull treatment prices and not included in cargo holds, tanks and other Vessel's enclosed spaces treatment prices.
4.17	Blowing of surfaces with dry air after abrasive blasting is included in prices under condition of 100% hull blasting, under condition of spot surface blasting is to be extra paid for the entire area.
4.18	Washing with fresh water after application of the first layer is an additional payment, and an additional period if it is not provided for in the "Preliminary repair specification".

4.19	The Contractor will not be responsible in case of unreachable areas; corners, rear side of frames, stiffeners, narrow edges etc. for washing, blasting and painting works even with the 90° angle nozzles.
4.20	Chemical cleaning and other surface treatment works will be extra if needed.
4.21	When spot blasting, if hand scraping around the blasted area needed it will be additional in accordance with the time sheet. Time required for this work is not included in repair / docking time and cost and to be extra by actual time.
4.22	Protection of hull anodes and log, electronic transducers, stern tube and propeller during abrasive blasting and coating applications to be extra. Time required for this work is not included in repair time and to be extra, if the volume of these works is not described in the "Preliminary repair specification".
4.23	If protection of scuttles, illumination lamps, cable lines, deck machinery and equipments are required, to be charged extra or to be carried out by the crew. In case of work performance by the crew the Contractor is not responsible for any damages that may occur. Time required for this work is not included in repair time and to be extra, if the volume of these works is not indicated in the Preliminary Repair Specification.
4.24	If mechanical tool cleaning prior to blasting is needed because of existing thick paint and/or heavy rust, to be charged extra and can not applied alone (without sandblasting). If decided to apply mechanical tool cleaning alone then min %20 of the hull area to be charged and cherry picker service will be charged additionally according to hour rate.
4.25	If the condition of surface is not suitable to achieve preliminary agreed grade SA1 and surface after removal of rust/old paint appears as grade SA2, the quality of surface preparation and cost of works will be calculated as SA2 (to increase the quality).
4.26	If grit sweeping, HPFWJ or LPFWJ (because of weather condition) of blasted areas is required it will be of extra charged. Time required for this work is not included in repair term and to be extra.
4.27	In the absence of the original (building) painting specification of the Vessel, the areas of the Vessel hull surfaces will be checked by the Contractor's technical department during the repair period for comparison with the Customer's information. The agreed values may affect the required repair / docking time. If the areas do not match with the declared by the Customer, their calculation by the Contractor shall be paid by the Customer additionally according to the actual time of the designer's work.
4.28	If spot grit blasting area is over 20% and up to 50% of total surface area 10 % extra should be charged additionally.
4.29	If spot grit blasting area is up to 20% of total surface area then it shall be assumed as 20% and 15 % should be charged additionally.
4.30	If the Contractor is limited in time period, it is in charge to carry out all the works at any time, round the clock as well. The Customer shall ensure presence of paint manufacturer's representative for supervision during the entire repair period. In case of absence of paint manufacturer's representative the Contractor is entitled to carry out the jobs without the supervision, under the suitable weather and surface conditions. In case of interrupting by the Customer repair works during night time, ineffective time is not included in repair/docking time and to be added to repair/docking time.
5	HULL MARKING
5.1	One-component paint in one layer is taken into account without cleaning of marks from previously applied paint, including antifouling paint.
5.2	Cherry picker, crane is included in the price of works.
6	SEA CHESTS AND GRATINGS
6.1	Grit blasting of sea chest interiors will be carried out together with underwater part blasting. Renewal of defective fastenings to be extra.
6.2	Repairs, renewals and tests of sea chests to be extra.
7	HATCH COVERS
7.1	The Vessel's crew is responsible for opening and closing the hatch covers during and after their repair, as well as during their rolling and watertightness tests before and after their repair.
7.2	If necessary dismantling, turning over and reinforcement of hatch covers (including the same operations for the painting works) to be extra charged.
7.3	The Contractor will not be responsible for damages of old rubber or rubber channel during of a/m works.
7.4	The Contractor recommends rolling and testing the hatch covers by watering under pressure prior to the dismantling of the covers and sealing rubber by the Contractor, otherwise it will not be responsible for any newly discovered defects (not specified in the "Preliminary repair specification") on the kinematics of the hatch covers, their hydraulic and other drives, as well as any leakages at the completion of their repair.
7.5	Hatch Covers underside treatment (without their dismantling) is considered together with cargo hold treatment, in case only hatch cover treatment is ordered, cargo hold cleaning to be extra.

7.6	Stagings, cherry picker and hatch covers transportation to the workshop are not included and to be paid extra.
7.7	In case the hatch covers repaired on the new building jigs, deformations may occur prior or after the steel works. Rectifying of those deformations will be quoted additionally depending on case. The execution time of these works will be added to the total repair time of the hatch covers.
7.8	If needed, welding of eye bolts (mild steel) for dismantling and transporting of the hatch covers to the workshop and after finishing of works cutting and grinding of the eye bolts place - to be extra charged.
7.9	If necessary, floating crane (and tugs to move it) usage for removal of the hatch covers ashore and mounting on board the Vessel- extra charge.
7.10	If, during the dismantling of any articulated joints of the hatch covers actuators (including hydraulic cylinders), it appears that the axles are not squeezed out for objective reasons (corrosion, step wear, bearing destruction, etc.), they will be cutted off and renewed for the extra charge. The execution time of these works will be added to the total repair time of the hatch covers.
7.11	All other kind of works, repairs, renewals, cherry picker service, access works, hatch covers ventilation and air sampling are excluded and to be extra charged.
7.12	The cost and duration of hydraulic cylinders details manufacturing will be quoted after their disassembling and detection.
7.13	Hinges of hatch covers and pistons pins are assumed to be in working condition unless otherwise is specified in the "Preliminary repair specification".
7.14	Draining/blowing/refilling of the hydraulic oil to be done by the Vessel's crew.
7.15	According to the Contractor's safety regulations, if necessary, welding/cutting of support to hatch cover wheels (if necessary) are extra charged.
8	CARGO HOLDS
8.1	All paint materials are to be supplied by the Customer, unless otherwise agreed by the Contract.
8.2	Cargo hold's cleaning after blasting is included. If required, collection of empty drums, its quantity control to be provided by the Customer and by efforts of crew. The Contractor is not responsible for safekeeping of empty drums.
8.3	Blasting and painting works will be carried out in accordance with the satisfaction of paint supplier's representative and paint application will be done under suitable weather and surface conditions as approved by the latter.
8.4	Blasting percentages indicated in "Preliminary repair specification" are assumed only for determination of repair time. Final quantities will be agreed between Customer's and Contractor's representatives upon inspection, blasting results of reference area and may affect the repair / docking time.
8.5	Curing time beyond stated in item 8.6 due to weather conditions, inspection time, submitting of blasting and painting scheme each of prior the commencement of the works and upon completion is not included in repair and docking time, herewith all services are to be extra and to be paid by the Customer.
8.6	Overcoating time of holds paint scheme is assumed as not more than 8 hours for estimating of repair / drydock time.
8.7	In case Customer's representative does not agree with the quality of surface even after obtaining of paint supplier's approval, same to be discussed on spot to increase the quality of surface preparation with extra charge.
8.8	If the condition of surface is not suitable to achieve preliminary agreed grade SA1 and surface after removal of rust/old paint appears as grade SA2, the quality of surface preparation and cost of works will be calculated as SA2 (to increase the quality).
8.9	Coating of bituminous or zinc paints shall be charged extra minimum 30%. Price depends on exact mark of paint.
8.10	Maximum Grade C rust is assumed for surface preparation.
8.11	The cost of applying a layer of paint with WFT more than 180 microns is considered additionally by the Contractor. If it is not possible to apply 1 coat of paint because of the paint mark or the limitations of the equipment of the Contractor, 2 layers are applied and assumed.
8.12	In the absence of the original (building) painting specification of the Vessel, the areas of the cargo holds / hatch covers surfaces will be checked by the Contractor's technical department during the repair period for comparison with the Customer's information. The agreed values may affect the required repair / docking time. If the areas do not match with the declared by the Customer, their calculation by the Contractor shall be paid by the Customer additionally according to the actual time of the designer's work.
8.13	The Contractor will not be responsible in case of unreachable areas; corners, rear side of frames, stiffeners, narrow edges etc. for washing, blasting and painting works even with the 90° angle nozzles.
8.14	In case of necessity grit sweeping, HPFWJ or LPFWJ (because of weather condition: humidity, precipitation) of blasted areas is to be extra. Time required for this work is not included in repair time and to be extra.

8.15	Measuring of salt content of the surfaces after fresh water washing of cargo holds / hatch covers will be under Customer's paint supplier responsibility. These necessary measurements will be done by the paint supplier. If the surface is not suitable and not in the limits of salt content, necessary washing, cleaning and correction processes will be charged as an extra and in extra time.
8.16	In case of works on small pipes, hand rails and ladders, welding seams and channels, etc. the calculation will be extra charged according to relevant tariff.
8.17	Protection of cargo holds, deck equipments, light armatures, electric panels etc. to be under crew responsibility, otherwise extra payment. Time required for this work is not included in repair time and to be extra.
8.18	Water draining from holds to be carried out by the Vessel's pump. If Contractor's pump is required draining duration is not included in repair/docking period - extra charge.
8.19	Blasting of extra-ordinary type existing paints e.g. chlorinated rubber, bituminous, glass-flake reinforced paints etc. is to be extra time and 20-50% increase of the price depending on the condition of the surface and manpower effort of blasting and to be determined according to blasting results of reference area.
8.20	Blowing of surfaces with dry air after abrasive blasting is included in prices under condition of 100% cargo holds / hatch covers blasting, under condition of spot surface blasting is to be extra paid for the entire area.
8.21	Wash down with fresh water after first coat of paint to be extra.
8.22	If chemical cleaning of cargo hold surface or conducting of any other preparation works is required to be extra.
8.23	When spot blasting, if hand scraping around the blasted area needed it will be additional in accordance with time sheet. Time required for this work is not included in repair / docking time and cost and to be extra by actual time.
8.24	If mechanical tool cleaning prior to blasting is needed because of existing thick paint and/or heavy rust, to be extra charged and usually can not applied alone (without sandblasting). If decided to apply mechanical tool cleaning alone then min %25 of the hull area to be charged and cherry picker service will be charged additionally according to hour rate.
8.25	If spot grit blasting area is over 25% and up to 50% of total surface area 8-10 % extra should be charged additionally.
8.26	If spot grit blasting area is up to 25% of total surface area then it shall be assumed as 25% and price will be increased for 15%.
8.27	Each touch up coat shall overcoat the previous by 15% from the total square.
8.28	If the Contractor is limited in time period, it is in charge to carry out all the works at any time, round the clock as well. The Customer shall ensure presence of paint manufacturer's representative for supervision during the entire repair period. In case of absence of paint manufacturer's representative the Contractor is entitled to carry out the jobs without the supervision, under the suitable weather and surface conditions. In case of interrupting by the Customer repair works during night time, ineffective time is not included in repair/docking time and to be added to repair/docking time.
9	BALLAST TANKS
9.1	All paint material is to be supplied by the Customer, unless otherwise agreed by the Contract.
9.2	Lighting, electricity, ventilation, humidity control included.
9.3	Open-close manholes, gas free inspection to be extra.
9.4	Cleaning of tanks upon treatment is included in cost in case of 100% of tank surface blasting. In case of spot blasting cleaning cost is to be charged extra.
9.5	If needed, collection of empty drums, its quantity control to be provided by the Customer and by efforts of crew. The Contractor is not responsible for safekeeping of empty drums.
9.6	Blasting percentages indicated in "Preliminary repair specification" are assumed only for determination of repair time. Final quantities will be agreed between Customer's and Contractor's representatives upon inspection, blasting results of reference area and may affect the repair / docking time.
9.7	In the absence of the original (building) painting specification of the Vessel, the areas of the tanks surfaces will be checked by the Contractor's technical department during the repair period for comparison with the Customer's information. The agreed values may affect the required repair / docking time. If the areas do not match with the declared by the Customer, their calculation by the Contractor shall be paid by the Customer additionally according to the actual time of the designer's work.
9.8	Curing time beyond stated in item 9.9 due to weather conditions, inspection time, submitting of blasting and painting scheme each of prior the commencement of the works and upon completion is not included in repair and docking period, herewith all services are to be extra and to be paid by the Customer.
9.9	Overcoating time of tanks paint scheme is assumed as not more than 8 hours for estimating of repair / drydock time.
9.10	In case Customer's representative does not agree with the quality of surface even after obtaining of paint supplier's approval, same to be discussed on spot to increase the quality of surface preparation with extra charge.

9.11	If the condition of surface is not suitable to achieve preliminary agreed grade SA1 and surface after removal of rust/old paint appears as grade SA2, the quality of surface preparation and cost of works will be calculated as SA2 (to increase the quality).
9.12	Minimum spot blasting chipping / scrapping / mechanical cleaning area is 25% of the total area of each tank.
9.13	Tanks are assumed in cleaned condition for commencing the job ; otherwise extra cost and time required.
9.14	Discharging of washing water to be done by Vessel.
9.15	If necessary drying tank and wiping dry of the tank (with Customer's supplied clean rags) by the Contractor's cleaners will be extra.
9.16	Usage of dehumidifier for treatment is not included and to be payed extra by the Customer.
9.17	Other access works ,staging etc. are not included in the cost of works and will be charged extra.
9.18	At painting of spot blasted areas each next coat area will overlap the previous one by 20% from the total suare.
9.19	Blasting of extra-ordinary type existing paints e.g. chlorinated rubber, bituminous, glass-flake reinforced paints etc. is to be extra time and 20-50% increase of the price depending on the condition of the surface and manpower effort of blasting and to be determined according to blasting results of reference area.
9.20	Coating of bituminous or zinc paints applying will be charged extra minimum 30%. Price depends on exact mark of paint.
9.21	Maximum Grade C rust is assumed for surface preparation.
9.22	The cost of applying a layer of paint with WFT more than 180 microns is considered additionally by the Contractor. If it is not possible to apply 1 coat of paint because of the paint mark or the limitations of the equipment of the Contractor, 2 layers are applied and assumed.
9.23	Full HPFWJ is to be applied for all tanks being coated.
9.24	The Contractor will not be responsible in case of unreachable areas; corners, rear side of frames, stiffeners, narrow edges etc. for washing, blasting and painting works even with the 90° angle nozzles.
9.25	. In case of works on small pipes, hand rails and ladders, welding seams and channels, etc. the calculation will be extra charged according to relevant tariff.
9.26	Measuring of salt content of the surfaces after fresh water washing at tank treatment works will be under the Customer's paint supplier responsibility. These necessary measurements will be done by the paint supplier. If the surface is not suitable and not in the limits of salt content necessary washing cleaning and correction processes will be charged as an extra and in extra time.
9.27	In case of neccessity grit sweeping and any other kind of corrections (because of weather condition,condensation problems ,darkening of the surface etc.) of blasted areas are to be extra payed and needs extra time of repair / docking.
9.28	Cleanliness of tanks is to be inspected and advised by the Contractor prior to fresh water washing. In case heavy rust, mud and scales had been occurred in tanks which may effect to have a good result from fresh water washing, tanks to be cleaned with extra charge and time.
9.29	Necessary access openings for rust, sludge and mud removal will be cut from the bottom, deck or tank top in required volume for effective conducting of works dimensions and quantity, that is to be determined by the Contractor. Those access works are to be charged extra. Time required for this work is not included in repair time and to be extra.
9.30	When spot blasting, if hand scraping around the blasted area needed it will be additional. Time required for this work is not included in repair / docking time and cost and to be extra by actual time.
9.31	When spot blasting is requested for tank coating the Contractor will not be responsible for over blasted surface on remaining areas. In case additional paint material is needed it will be at Customer's account.
9.32	The Contractor will not be responsible for condensation problems if tank coating works are needed to be done afloat. However, blasting/painting jobs will be continued if the Contractor is limited by a time period.
9.33	If the Contractor is limited in time period, it is in charge to carry out all the works at any time, round the clock as well. The Customer shall ensure presence of paint manufacturer's representative for supervision during the entire repair period. In case of absence of paint manufacturer's representative the Contractor is entitled to carry out the jobs without the supervision, under the suitable weather and surface conditions. In case of interrupting by the Customer repair works during night time, ineffective time is not included in repair/docking time and to be added to repair/docking time.
10	REPAIR OF VESSEL DEVICES & MECHANICAL WORKS
10.1	Any related types of work that are not listed in the "Preliminary repair specification", i.e. dismantling and installation of interfering equipment and access works will be considered as additional, the completion time is not taken into account and will be added.
10.2	If any damage occurred because of insufficient operation of the ship/personnel or inworkcapability of the ship equipments, the Customer will be responsible.

10.3	The categories of repair of mechanical and electrical equipment for the Contractor are: "running" or "major". For each type of mechanical and electrical equipment (as well as their mounted equipment), the composition of work for each category of repairs is specified in the process of pricing of the "Preliminary repair specification". Other concepts, such as "overhauling", "revision", etc. are not used by the Contractor. If the repair category is changed from "running" to "major", after the detection, the Contractor has the right for additional time to complete its repair, and in case , if the new time for the completion of the repair of the mechanism exceeds the total time of repair (docking) - to extend these dates, respectively.
10.4	When repairing of all devices and mechanisms (including associated with the dry-dock), the repair time of each mechanism is determined as follows: {0-1/3} repair (dry-docking) - disassembling, detection; {1/3-2/3} of repair (dry-docking) - delivery of the missing spare parts by the Customer; repair, restoration of details (if it is possible); for works limiting the total duration of repair (docking) this period is 3 days; {2/3-3/3} of repair (dry-docking) - assembly, testing. In the case of non-delivery by the Customer of the missing spare parts in the above period, the repair (docking) time is extended accordingly.
10.5	When repairing of all devices and mechanisms in enclosed spaces (engine room, tanks, cofferdams, system corridors, etc.), moving them as an assembly or their parts weighing more than 20 kg each horizontally (under a skylight, technological cut-out, etc.) at the distance more than the height of the room (between adjacent decks or platforms), except for moving them by regular telfers and other Vessel's facilities, is charged additionally according to the time sheet as the rigging works of the Contractor.
11	VALVES
11.1	All kind of access works & other renewals, repairs and gas free inspections are to be extra. Time required for this works is not included in repair time and to be extra.
11.2	Blasting, descaling or painting of valves' external and internal bodies is extra charged.
11.3	Maintenance and repair of remote control systems (i. e. actuators, rods, etc.) to be extra charged.
12	PIPELINES AND HEAT EXCHANGERS
12.1	All kinds of works to ensure access, tooling, repairs, machine operations, degassing, testing and work related to them, internal cleaning of scale, rust, any type of contamination, replacement of fastening and other works- additional payment, time for completion in the repair time is not taken into account and will be added.
12.2	Blasting, descaling or painting of external and internal bodies, as well as galvanization are not included and to be charged extra.
12.3	Prior to the commencement of the works Customer shall ensure removal and drainage of working liquids from the pipeline systems and re-filling after works completing.
12.4	In case of mechanical cleaning of heat exchangers the Contractor is not responsible for cleaning of unreachable areas from any deposits or other residues. Additional cleaning on the Customer's demand is to be charged according to hour rate in account with time sheet, time required for cleaning on the Customer's demand is not included in repair time and to be added.
12.5	Removal of spills at dismantling of pipes and heat exchangers, drainage, cleaning and gas free are to be extra. Terms required for spill removal and gas free is not included in total repair time and to be added.
12.6	The minimum estimated length and diameter of each pipe is specified in the relevant sections of the "Preliminary repair specification".
12.7	When modernization of Vessel's systems with their "zero stage" manufacturing (i.e. before the Vessel's arrival to the Contractor's shipyard) according to the Customer's drawings, correct pipeline routing and connection with existing pumps, pipelines and other parts of the systems are not guaranteed, and therefore the Contractor recommends the manufacture of such end sections "in place" during the repair of the Vessel. Any discrepancies in the size and shape of the parts and details of such systems are corrected by the Contractor at the expense of the Customer with additional payment. Time for the production of such corrections is not taken into account in the time of repair (docking) and will be added.
13	STEEL RENEWAL
13.1	Material, workmanship, lighting, ventilation, crane service for the Contractor's works, disposal of steel and welding materials residuals are included. Tanks cleaning, removal/disposal of mud/sludge, padding of heavy rust, cement, removal of keel/side blocks, gas freeing, security services, fire watchman, testing and access works(adjacent pipes, equipment, open/close manholes, staging / c.picker, electric, carpenter, undoing&restoration of spaces insulation, removal/refitting of insulation in way of woks etc...) are not included in the price of hull works and will be charged extra, if the volume of these works is not indicated in the Preliminary Repair Specification. .
13.2	Special & high grade steel materials (D, E, AH, DH, EH etc.) are subject to availability in the Contractor's stocks, specifying of delivery terms, if the exact quantity is not listed in the "Preliminary repair specification".
13.3	Steel access openings shall be determined by the Contractor and to be charged extra. These openings will be added to steel weight calculation for the total repair time. Steel access openings on previously welded cuts (from previous repairs) are not allowed, and the corresponding areas should be replaced with new larger parts with a displacement of welding seams not less than 50 mm from the previous ones in order to avoid cracks and other defects after their welding.

13.4	In case steel renewals cause any misalignment to the adjacent steel structures, constructions and/or foundations of any adjacent machinery item, necessary precautions and/or any rectification of the same shall be at extra time and cost. In case the structures located near (butt) with replaceable ones have deformations of more than 25 mm, such sections are subject to straighten, which is charged extra. In the case of pruning and hemming of new sheets (profiles) for old deformed structures (at the request of the Customer and in agreement with the Register), such works are paid additionally at rates for straightening or replacing structures with a curvature, whichever is greater.
13.5	Welding seams preparation after steel works meet with welding seam preparation grade P-1 (International Standard of welding seam preparation ISO 8501-3). Preparation of welding seams for painting grades P-2 and P- 3, painting of welding seams and new steel plates painting are not included in repair time and must be payed additionally.
13.6	The Contractor will have no responsibility after Vessel's departure from the repair if tank tests will not be carried out partially or totally in the repair due to the limited time period.
13.7	Any tests related to watertightness of compartments are not included in works cost on renewal of hull constructions, manholes repair, branches and pipelines, deck penetrations renewals as well as any other works related to the watertightness. Tests are to be extra, test terms is not included in repair time under condition that the tests are not agreed in the "Preliminary repair specification".
13.8	Any repeated tests related to the tightness of the compartments, the elimination of any defects found, except for the work performed by the Contractor, are paid by the Customer additionally at an hourly rate according to the Contractor's time sheet on the Vessel and in the workshops for the elimination of defects, taking into account the cost of consumed materials. The time spent on re-testing is not taken into account in the repair time and will be added. In case of detection of defects in the works of the Contractor, the costs for the general elimination of remarks are divided in proportion to the volume of defects and the time spent on their elimination by the Contractor / Customer. The idle time of the Contractor's personnel due to the fault of the Customer and the crew of the Vessel is taken into account in the volume of the Customer and at the expense of the Customer.
13.9	In case any kind of modification, correction, hot works needed, these works will be done with extra charge/cost and extra time.
13.10	The Contractor will not be responsible of any enviromental problems ocurred because of Vessel's fuel leakage etc., while works in dock related to the Vessel's damage or else reasons beyond the Contractor's control.
13.11	Total steel weight calculation will be carried out by measuring on board the Vessel, density of steel to be considered as 8 t/m ³ .
13.12	The minimum estimated weight of each detail is specified in the relevant sections of the "Preliminary repair specification".
13.13	Measurements shall be done with max length and max breadth of each detail.
13.14	Holed details are calculated as gross weight.
13.15	In case of having difficulty in finding enough quantities of steel material for a specified thickness, the Contractor will have the right to use thicker by 1-2 mm steel material (or thinner if it is allowed by the Register). Actual weight of fitted materials will be taken into account in total scope of steel renewal.
13.16	For tank tests filling and discharging will be carried out by the Vessel's pump. Washing down and drying of tank if needed will be priced additionally.
13.17	Vessel's management will provide crew members to arrange deballasting for testing at any time, including round the clock.
13.18	When replacing of steel, ballasting of the Vessel will be corrected by the crew to reduce the stresses of the hull. If these works can not be carried out afloat, they will be carried out at the dry-dock with a corresponding increasing of the time and cost of dry-docking.
13.19	Replacement of the external shell plating of the hull and its framings, with the exception of the underwater part of the Vessel and the places affecting the general and local strength of the Vessel afloat, can be carried out at the berth.
13.20	Unexpected extra works payment is to be under responsibility of the Customer. The Contractor will require extra time to carry out these works.
13.21	Any other types of work in the composition of the hull, including machine tools (for example, drilling holes and milling of platc foundations) will be charged as additional.
13.22	Vessel's hull and gears geometry control by optical means for the purpose of detection of hull deformation at the existing condition (if requested by the Customer)- to be charged extra.
13.23	In case of overall volume of steel replacement for the Vessel is not exceeds 1000 kg, or less than 200 kg of steel renewal is ordered in a location (i.e. in 1 hold, 1 tank, 1 void space, E.R.), a fixed cost to be charged extra for equipment mobilization.
13.24	In case of new steel renewal is ordered in one tank or specific location after finishing of previous ordered steel works, a fixed cost to be charged extra for equipment mobilization.
14	ADDITIONAL WORKS ON THE LATEST STAGES OF THE REPAIR
14.1	In the event of additional works arising after 1/3 of the Contract duration of the repair (dry-docking), and / or an increase in the volume of the basic works by more than 10% in any section of the Contract Repair Specification, the discounts provided for in the Contract are not applied to such works.
14.2	If it is necessary to perform such additional works in overtime, they are evaluated not according to the Contract prices, but according to the timesheet, taking into account overtime and according to the consumed materials and energy resources (by fact).

15	DESIGN AND TECHNOLOGICAL MAINTENANCE OF REPAIR
15.1	It is performed by the Contractor at no additional charge, and it is included in the cost and terms of repair (dry-docking) in the following cases: a) running and major repair of Vessel's devices, mechanical and electrical equipment, including screw-steering complex, fittings and anchor chains; b) replacement of pipeline sections according to preliminary sketches and marking of defective areas by the Customer; c) repair or manufacture of the Contractor and replacement of doors, hatches, boxes, etc. Vessel's fittings; d) testing of compartments, kingston boxes and complete systems in accordance with the requirements of the Register; e) dock drawing in the presence of a firm (building) drawing with a standard docking of the Vessel.
15.2	Performed by the Contractor with additional payment (according to the time sheet agreed between the Parties), and it is not included in the cost and terms of repair (dry-docking) in the following cases: a) reconditioning and manufacturing individual parts of the Vessel's devices (including hull and pipe ones), mechanical and electrical equipment, including screw-steering complex and fittings (in the absence of proprietary drawings or spare parts); b) fault detection of pipelines and other parts of systems to clarify their replaceable areas; d) fault detection of hatch cover designs (except for the cases specified in clause 14.6) and their kinematics / actuators; e) fault detection of the Vessel's fittings, hull closings, railings, foundations, housings, etc. "light steel works" in the absence of a detailed list for their repair and marking of defective parts and components by the Customer; f) dock drawing in the absence of a firm (building) drawing for standard docking of the Vessel, as well as in the case of significant wear, cuts and other changes in the Vessel's structures, affecting the distribution of keel blocks and / or general and local strength of the Vessel's hull; g) any drawings (including dock ones) requiring full-scale measurements due to the lack of technical documentation, or the lack of the exact sizes and shape of the structures in the documentation; at the same time the responsibility for any mismatches, deformations and other damages, for alterations of constructions because of mismatch of their sizes and their form (within the limits of actually possible accuracy of natural measurements) lies on the Customer. Such corrections are performed by the Contractor for additional payment and in additional terms.
15.3	If necessary and at the request of the Customer, the Contractor shall ensure the development of calculations, drawings, and other working documentation for any newly manufactured or upgraded components and parts of the Vessel with additional payment on a time sheet agreed between the Parties.
15.4	Measurements of residual thicknesses and fault detection of the hull of the Vessel may be carried out by the Customer or the Contractor within the time specified in the Contract. Responsibility for the completeness, timing and quality of the Vessel hull inspection is the Party that produces it. The Company that makes measurements of the residual thickness of the hull of the Vessel also develops all working technologies for the repair of hull structures, including all "light steel works", etc. structures which repair is not related to measurements of their residual thickness.
15.5	In the case of measurements of residual thickness by the subcontractors of the Customer, the Contractor provides them with all the services (low-voltage lighting, crane, lifting equipment, etc.) necessary for carrying out compartment fault detection and for carrying out these works at height for an additional fee. General rules on safety and liability of the parties in this case are specified in the Contract.
15.6	In the case of the measurement of the residual thickness by the Contractor, all working technologies for the repair of hull structures, hatch covers, foundations, life davits, etc. structures and the necessary services of the Contractor (except those specified in clause 14.8) are included in the detection cost, provided that the volume of measurements of residual thickness ordered for the entire hull of the Vessel and meets the requirements of the IACS for the type of Vessel, her age and kind of survey.
15.7	If the Customer ordered the Contractor to selectively measuring of residual thicknesses (i.e., less than the requirements described in clause 14.6), or visually assess the condition of the hull (i.e., "by holes"), or replace constructions sections by marking representatives of the Customer or crew then the development of working technologies for the repair of hull structures is carried out by the Contractor for an additional fee on the time sheet agreed between the Parties. The Contractor in this case is not responsible for the completeness and quality of such an "expert review".
15.8	Necessary preparatory works for the detection of the hull and systems (opening of the manholes, cleaning, degassing, measurements of the environment, ventilation, upholstery of scale and rust, water pumping out, cleaning of residuals, low-voltage lighting, stagings, technical cuts and other works on access, drain holes and etc.) are made by the Contractor for an additional fee regardless of who performs the work on the detection. The scope and time for performing of such works are agreed between the Parties before the start of the fault detection procedure and are not included in the total time of repair / docking, if they are not described in details by the Customer in the "Preliminary repair specification".
15.9	When performing of hull fault detection by the Customer's forces, the actual volumes of the replaced hull structures will be checked by the Contractor's technical department and agreed with the direct work executer during the repair period for comparison with the Customer's information. The agreed values may affect the required repair / docking time. If the volumes do not coincide with the declared by the Customer, their calculation by the Contractor shall be paid by the Customer additionally according to the actual time sheet of the technologist on the basis of the time sheet of performed works of the Contractor's Technical Department.

Chairman of the management Board
PRSC "ISRY"



Dudnikov M.Yu.