



**SCOPE OF SERVICES: DRY DOCKING OF LAUNCH KITE, PILOT BOAT AVOCET, WORK BOAT CRESTED TERN, TUG BOAT OSPREY, TUG BOAT CORMORANT, TUG BOAT JUTTEN/LOTHENI & TUG BOAT CHARDONNAY**





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## 1. Purpose

Craft availability is a core function to Transnet National Ports Authority and hence it is critically important to have a statutory maintenance program in place in order to be able to provide uninterrupted service to our customers and to comply with the relevant SAMSA regulations.

The purpose of this contract is to carry out dry dock maintenance of Launch Kite, Pilot Boat Avocet, Work Boat Crested Tern, Tugboat Osprey, Tugboat Cormorant, Tugboat Jutten/Lotheni and Tugboat Chardonnay, as specified on the Bill of quantities (Annexure C1-C14).

## 2. WORK AREA

The work on the Crested Tern, Avocet and Kite will be carried out at the Saldanha Slipway, the work on the Osprey, Cormorant, Jutten/Lotheni and Chardonnay will be carried out at the dry dock facility in Cape Town or East London.

## 3. SCHEDULE OF THE TASKS TO BE COMPLETED

### 3.1 EXTERNAL HULL SUPERSTRUCTURE CLEANING and PAINTING

- Scrape and high-pressure water wash hull. Dispose of the barnacles.

#### 3.1.1 HULL GRIT BLASTING

- (SA2.5 = At least 95% of the surface shall be clean bare steel with at least 90% of any 25mm square clean bare steel. 1 nozzle/hour = 7 m<sup>2</sup>). **All grit blasting to be conducted in conjunction with the appointed paint representative. This will include the decision as to whether to carry out a SA1.0 or SA2.5 grit blast. Contractors will be responsible for the cleaning and removal of all spent grit from dry dock and the legal disposal of such.**
- (SA2.5 = At least 95% of the gunwale surface shall be clean bare steel with at least 90% of any 25mm square clean bare steel. 1 nozzle/hour = 7 m<sup>2</sup>). **All grit blasting to be conducted in conjunction with the appointed paint representative. This will include the decision as to whether to carry out a SA1.0 or SA2.5 grit blast. Contractors will be responsible for the cleaning and removal of all spent grit from dry dock and the legal disposal of such. (AS and IF required by SAMSA) (Contractor can only invoice if this was carried out)**
- Light wet Sweep blasting to SA 1 to be carried out on hull [It may be necessary to spot blast certain areas to SA2.5, allow 15% for this]. **All grit blasting to be conducted in conjunction with the appointed paint representative. This will include the decision as to whether to carry out a SA1.0 or SA2.5 grit blast. Contractors will be**



**responsible for the cleaning and removal of all spent grit from dry dock and the legal disposal of such.**

- Wet spot grit blasting to SA1 to be carried out on main deck, upper deck [it may be necessary to blast certain areas to SA 2.5, allow 15% for this].
- Wet spot grit blasting to SA1 to be carried out on super structure including masts, hook, windlass and other fixtures. It may be necessary to blast certain areas to SA 2.5 allow 15% for this **(contractors to ensure all glass areas are covered and protected against damage from shot blast)**.
- Cover transducers with grease to protect against paint.
- Mechanical clean area below Voith table.
- Descale and DE rust Main Engine and Auxiliary Engine Funnels and paint with heat resistant painting as per paint specifications.
- Mechanically prepare decks for painting.
- High pressure wash decks.
- High pressure wash accommodation outside, including superstructure, bridge and monkey island.
- Mechanically prepare accommodation outside, including the superstructure, bridge and monkey island.
- Mechanically prepare all deck equipment such as winches, cranes, anchor windlass for painting.

### **3.1.2 HULL PAINTING [On Completion of blasting and mechanically cleaning] NOTE: Paint spec requirements might be changed by the paint specialist. Painters to follow paint specialist advise.**

- Apply a coat primer paint as per appointed paint representative's instructions to hull exterior, including underwater and side areas, Voith table, gunwales, sea chests, and hawser pipes.
- Apply first anti-fouling paint as per appointed paint representative's instructions to hull exterior up to and including the waterline.  
To include underwater and side areas, Voith table, gunwales, sea chests and Voith sea spaces [contractors will be responsible for turning Voith units as required and in a safe manner].
- Apply second anti-fouling paint as per appointed paint representative's instructions to hull exterior up to and including the waterline. To include underwater and side areas, sea chests, hawser pipes, anchors and cutting in between colours (including spare anchor).
- Apply second anti-fouling paint as per appointed paint representative's instructions to hull exterior up to and including the



waterline. To include underwater and side areas, sea chests, hawser pipes, anchors and cutting in between colours (including spare anchor).

- Apply coat [black] as per appointed paint representatives' instructions to hull exterior above waterline. To include hawser pipes, rubbing band, gunwales, anchors and cutting in between colours including spare anchor.
- Apply primer coat to prepared exposed areas on superstructure and all decks as per appointed paint representative's instructions.
- Apply final coat [white] to superstructure including masts as per appointed paint representative's instructions.
- Paint vessel names, port of registration and draft marks in white.
- Apply final coat deck green as per appointed paint representative instructions to all decks [apply nonslip sand to decks].
- Paint all deck auxiliary equipment such as winches, anchor windlass and fit Denzo tape on metal fittings.

### **3.2 SEA CHESTS AND GRIDS**

- Remove ships intake grids.
- Scrape and high-pressure wash inside sea chests and sea chest grids.
- Damaged Intake Grid bolts and threads to be repaired and/or replaced. Broken bolt threads to be removed from holes [bolts, are stainless steel, bolts to be supplied by contractor].
- Spray paint inside sea chests and grids as per hull specifications.
- Replace grids upon completion of painting [Ref: Hull painting].
- All sea chest grid bolts to be rewired with stainless steel wire [wire to be supplied by contractor].

### **3.3 ANODES**

- All old anodes to be removed from hull, sea chests and Voith table before shot blasting and returned to vessel.
- All anode studs on hull to be cleaned and protected before shot blasting and painting commences.
- All anode studs of sea chest anodes to be cleaned and protected before shot blasting and painting commences.



### 3.4 ANCHOR AND CHAIN

- High pressure wash anchor and chain, and spare anchor.
- Sand blast anchor chains (if needed) and paint afterwards.
- Range anchor chain end to end.
- Remark cable.
- Paint anchors.
- Coat cable with boiled linseed oil or equivalent (**linseed oil to be supplied by contractor**).

### 3.5 VOITH SEA SPACES

Both Port and Starboard Voith sea water space covers to be removed.

Scrape and high-pressure wash completely inside port and starboard Voith spaces [**contractors will be responsible for turning Voith units as required and in a safe manner**].

Inspection of Voith units before painting.

Manhole bolts and threads to be inspected and repaired/replaced as required. Jointing surfaces to be cleaned, inspected for damage and prepared as required. All bolts, studs and stud holes to be cleaned and buffed.

Port and Starboard Voith spaces to be painted with one coat of anti-fouling as per hull specifications [**Ref Item Hull Painting**].

Replace Port and Starboard Voith covers [**new Neoprene jointing to be supplied by contractor**]. All studs/bolts to be coated with suitable anti-seize/anti-corrosion paste before assembly. Contractor to ensure employees are knowledgeable when tightening up covers with neoprene jointing.

Manhole Covers to be inspected by contractor for leaks during flooding.

### 3.6 SEA CHESTS AND GRIDS

- Voith blades to be scraped and mechanically cleaned by hand with buffing machine to bare metal prior to Voith inspections and painting.

**[Grinding of blades will not be permitted].**

Blades to be polished and be covered.

- Voith inspections (health check) and tests to be conducted in conjunction with Voith representative and submit report to TNPA.
- Voith blades to be covered with protective covering prior to painting.



### 3.7 SHIP SEA CHEST VALVES

- Remove seaside valves in entirety
- Valves to be dismantled for SAMSA inspection and refurbished.
- Machine, lap-in/machine valve and seats as required.
- New jointing and packing to be used.
- Jointing between valve and ships side/sea chest to be renewed after cleaning flanges.
- All studs, nuts, and bolts to be cleaned and buffed.
- Stainless steel bolts and nuts to be used where mild steel are found.
- Use anti-seizing paste on bolts.
- All valve and strainer insides to paint with Apexior 3 or equivalent.
- All valve openings to exterior to be blanked off to stop ingress of shot blast and paint.
- All mating surfaces, studs, and nuts to be examined for signs of corrosion.
- Valve parts to be inspected by vessel CMEO before assembly.
- Valve bodies, valve spindles, valve disks and seats to be inspected for damage and all valve spindle threads checked.
- Condition of gland followers and gland studs to be inspected [confirm with SAMSA surveyor if he wants a visual inspection of valves before assembly and time of pressure test].
- Reassemble all valves with new joints and new gland packing.
- Pressure tests all sea valves to 2 bars for a minimum 5 minutes [valves should be closed by hand and then "nipped up" for the pressure test.
- Over tightened valves will not be accepted].
- On satisfactory completion of pressure test, valves to be presented to SAMSA surveyor and CMEO for inspection [should any valves fail SAMSA inspection, further SAMSA costs shall be for the contractor].
- Refit valves using new KLINGER jointing and stainless-steel nuts and bolts.
- During flooding valves to be left in open position and checked for leaks and rectified if leaking.

### 3.8 OVERBOARD VALVES

- Remove seaside valves in entirety.
- Valves to be dismantled for SAMSA inspection and refurbished.
- Machine, lap-in/machine valve and seats as required.
- New jointing and packing to be used.
- Jointing between valve and ships side/sea chest to be renewed after cleaning flanges.
- All studs, nuts and bolts to be cleaned and buffed.
- Stainless steel bolts and nuts to be used where mild steel are found.



- Use anti-seizing paste on bolts.
- All valve and strainer insides to paint with Apexior 3 or equivalent.
- All valve openings to exterior to be blanked off to stop ingress of shot blast and paint.
- All mating surfaces, studs, and nuts to be examined for signs of corrosion.
- Valve parts to be inspected by vessel CMEO before assembly. Valve bodies, valve spindles, valve disks and seats to be inspected for damage and all valve spindle threads checked. Condition of gland followers and gland studs to be inspected **[confirm with SAMSA surveyor if he wants a visual inspection of valves before assembly and time of pressure test]**.
- Reassemble all valves with new joints and new gland packing.
- Pressure test all sea valves to 2 bars for a minimum of 5 minutes **[valves should be closed by hand and then "nipped up" for the pressure test. Over tightened valves will not be accepted]**.
- On satisfactory completion of pressure test, valves to be presented to SAMSA surveyor and CMEO for inspection **[should any valves fail SAMSA inspection, further SAMSA costs shall be for the contractor]**.
- Refit valves using new KLINGER jointing and stainless-steel nuts and bolts.
- During flooding, valves to be left in open position and checked for leaks and rectified if leaking.

### 3.9 TANKS

- Contractors to open and reseal tanks using new neoprene jointing.
- Contractors to supply own ventilation fans. Tank to be emptied.
- Plugs, male and female, threads to be cleaned and inspected. New leather joints to be made.
- All tank covers to be removed.
- All studs, nuts and bolts to be buffed and cleaned.
- Tanks to be cleaned for ship staff and SAMSA inspections.
- Final inspection by ships staff before tank covers are replaced.
- Tank covers to be replaced. Anti-seize paste to be used on all nuts and bolts.
- Aft Peak Ballast Tank
- Fore Peak Ballast Tank
- L.O. Tank Port and Starboard storage. **(Contractor to supply storage holding tank)**.
- Voith L.O Storage Tank Starboard. **(Contractor to supply storage holding tank)**.





### 3.9.1 FRESH WATER TANKS

- Fresh water tanks to be emptied.
- Plugs, male and female threads, to be cleaned and inspected. New leather joints to be made.
- Fresh water tanks covers' to be removed.
- Fresh water tanks cover mating surfaces to be mechanically cleaned and prepared.
- New Neoprene jointing to be supplied for tanks covers.
- Fresh water tanks to be high pressure water washed. Water to be removed and tanks dried.
- Fresh water tanks to be degreased and mechanically cleaned for ship staff and SAMSA inspection.
- Fresh water tanks to be inspected by ships staff and by Appointed Paint Representative.
- Fresh water tanks plugs' to be refitted.
- Final inspection by ships staff before tanks covers are replaced.
- Fresh water tanks covers' to be replaced. Anti-seize paste to be used on all nuts and bolts.

### 3.9.2 FUEL TANKS

- Fuel tanks to be emptied.
- Fuel tanks to be emptied into external storage tanks (10 M<sup>3</sup>) [**Contractor to supply storage tanks**].
- Fuel tank covers to be removed.
- Fuel tank studs, nuts and bolts to be cleaned and buffed.
- Fuel tank covers mating surfaces to be mechanically cleaned and prepared.
- New oil resistant Vellumoid jointing to be supplied for fuel tank covers.
- Fuel tank to be cleaned for ship staff and SAMSA inspection.
- Final inspection by ships staff before covers are replaced.
- Fuel Double Bottom Tank covers to be replaced. Anti-seize paste to be used on all nuts and bolts.

### 3.9.3 FOAM TANKS

- Fuel tanks to be emptied.
- Fuel tanks to be emptied into external storage tanks (10 M<sup>3</sup>) [**Contractor to supply storage tanks**].
- Fuel tank covers to be removed.
- Fuel tank studs, nuts and bolts to be cleaned and buffed.
- Fuel tank covers mating surfaces to be mechanically cleaned and prepared.
- New oil resistant Vellumoid jointing to be supplied for fuel tank covers.



- Fuel tank to be cleaned for ship staff and SAMSA inspection.
- Final inspection by ships staff before covers are replaced.
- Fuel Double Bottom Tank covers to be replaced. Anti-seize paste to be used on all nuts and bolts.

#### **3.9.4 DIRTY OIL TANKS**

- Dirty oil tanks to be emptied.
- Remove all pipe work and tank covers to open tank.
- All studs, nuts, and bolts to be cleaned and buffed.
- Dirty oil tank to be cleaned for ship staff and SAMSA inspection.
- Final inspection by ship staff before covers are replaced.
- Dirty oil tank cover to be replaced. Anti-seize paste to be used on all nuts and bolts.
- Replace neoprene gasket and pipe work on completion.

#### **3.9.5 BLACK/GREY WATER TANK**

- Contractor to pump out grey/black water and provide disposal facility  $\pm 4M^3$  and dispose of grey/black water and provide disposal certificate.
- Contractors to open and reseal tanks using new neoprene jointing.
- Contractors to supply own ventilation fans.
- Rules for entering confined spaces to be adhered to.
- Grey/black water tanks to be emptied.
- Remove all pipe work to open tank.
- Grey/black water tank covers to be removed.
- All studs, nuts and bolts to be cleaned and buffed.
- Grey/black water tanks to be cleaned for ship staff and SAMSA inspection.
- Final inspection by ships staff before covers are replaced.
- Grey/black water tank covers to be replaced. Anti-seize paste to be used on all nuts and bolts.
- Replace neoprene gasket and all pipe work on completion.

#### **3.9.10 ANCHOR CHAIN LOCKERS**

- Contractor to pump out grey/black water and provide disposal facility  $\pm 4M^3$  and dispose of grey/black water and provide disposal certificate.
- Contractors to open and reseal tanks using new neoprene jointing.
- Contractors to supply own ventilation fans.
- Rules for entering confined spaces to be adhered to.



- Grey/black water tanks to be emptied.  
Remove all pipe work to open tank.
- Grey/black water tank covers to be removed.
- All studs, nuts and bolts to be cleaned and buffed.
- Grey/black water tanks to be cleaned for ship staff and SAMSA inspection.
- Final inspection by ships staff before covers are replaced.
- Grey/black water tank covers to be replaced.
- Anti-seize paste to be used on all nuts and bolts.
- Replace neoprene gasket and all pipe work on completion.

### **3.10 FENDERS**

- Remove and refit vertical fender (stern).
- Remove and refit horizontal fenders.
- Replace fender locating pins as required.
- Straighten fender locating pins as required.
- Renew vertical fender palms as required.
- Repair stern horizontal fender housing.
- Renew sausage fender tensioning screws.
- Renew fender straps.
- Renew fender chain.
- Renew fender straps ratchet.
- Miscellaneous repairs to stern section.
- Repair belting port.
- Repair belting starboard.
- Repair port fender box.
- Repair starboard fender box.
- Mechanically clean fender housing FWD, paint the space before fitting the fenders.
- Mechanically clean fender housing AFT, paint the space before fitting the fenders.
- Remove and replace tyre fenders to facilitate painting the area obstructed by fenders.

### **3.11 VOID SPACES**

- Tanks to be emptied.
- Tanks covers' to be removed.  
All studs, nuts, and bolts to be cleaned and buffed.
- Tanks covers' mating surfaces to be mechanically cleaned and prepared.
- New neoprene jointing to be supplied by the contractor for Tank covers.



- Tank to be cleaned for SAMSA inspection.
- Tanks to be inspected by ships staff.
- Final inspection by ships staff before covers are replaced.
- Tank covers to be replaced. Anti-seize paste to be used on all nuts and bolts.

### 3.12 KEEL COOLERS

- Remove, clean, pressure test and refit keel coolers (**repair where necessary**).
- Replace gasket and anodes (**Contractor to supply**).

### 3.13 COOLERS

- Take measurement of coolers.
- Loosen the coolers.
- Clean the coolers, replace anodes, and damaged gaskets (**contractor to supply**).
- Retighten the cooler to original dimensions.
- Test the cooler for leaks.
- HT Plate Coolers
- LT Plate Coolers
- L.O Plate Coolers
- Winch Coolers

### 3.14 MAIN ENGINE AIR COOLERS (Intercoolers)

- Punch and clean port and starboard coolers.
- Apply Apexior no.3 to inside of cover.
- Renew O-ring (**contractor to supply**).
- Pressure test coolers to 5 bars to test for leaks. Renew gasket on coolers and pipework (**contractor to supply**).
- Renew anodes as required (**contractor to supply**).

### 3.15 MAIN ENGINE LUBE OIL COOLERS

- Ultrasonic cleaning of lube oil filters.
- Ultrasonic cleaning of self-cleaning filters.
- Remove and clean intercoolers.

### 3.16 TOWING WINCH COOLER

- Ultrasonic cleaning of hydraulic filter.

### 3.17 FIRE MONITORS

- Electrical supply to be isolated.
- Limit switches to be checked and adjusted if needed.
- Fire monitor to be removed from tug.
- Fire monitor to be dismantled.
- All seals to be renewed.
- Electric motors to be overhauled.
- Fire monitor to be painted after assembly.
- Test fire monitors when tug is out of the dock.

### 3.18. PIPEWORK AND STEEL WORK

- Contractor to make provision for steel work.

### 3.19 WASTE MANAGEMENT

- Supply water for blasting and cleaning.
- Provide waste collection and disposal facilities **[contractor to supply TNPA with disposal certificate]**.
- Contents of bilge and sludge tanks to be disposed of legally. **[Certificate of bilge sludge liquid to be supplied to TNPA, to include location of disposal and volume]**.

### 3.20 CHEMIST

- Chemist to test and issue gas free certificates for tank entry **[one before entry into tanks for cleaning, and one before entry for SAMSA]**.

### 3.21 DRYDOCK

- Hire of shore crane, contractor to supply equipment **[only actual days used to be invoiced]**.
- Hire of cherry picker, contractor to supply equipment **[only actual days used to be invoiced]**.
- Hire of Hyster, contractor to supply equipment **[only actual days used to be invoiced]**.
- Arrange 380V 3 phase shore supply + extension cable.
- Arrange ablution facilities.
- Arrange fire main supply.



### 3.22 HOTWORK

- Supply Fire Marshall **[only days used to be invoiced]**.
- Supply hot work permit.

### 3.23 BILGE CLEANING AND GENERAL CLEANING

- Deck plates to be removed and bilges cleaned.
- Bilges to be degreased and wiped down.
- Provide labour for cleaning of bilges and assisting TNPA staff in the engine room.
- Provide labour for assisting TNPA staff for cleaning of accommodation and bridge.
- Bilges to be pumped out into shore tank (contractor to supply tank, pump and certified hose).

### 3.24 THICKNESS TESTING

- NDT testing of hull plating including Voith platform and sea chest as per SAMSA requirements; plus, or minus 80 points.
- NDT testing of port and starboard void turntable and vertical sides.
- NDT testing of both port and starboard foam tanks internally.
- NDT testing of port and starboard hawser pipes.
- NDT testing of main sea water cross over pipe.
- NDT testing of main deck and bridge deck.
- NDT testing of port and starboard anchor chains.
- NDT testing of port and starboard exhaust funnels.
- Supply certificate of results at least 3 days after NDT testing prior to re-floating of vessel.

### 3.25 WATERTIGHT COMPARTMENT

- To clean all watertight doors rubber grooves and fit new rubbers on potholes and watertight doors.  
Contractor to supply rubber material and glue.
- Watertight doors
- Hatches
- Port Holes



### **3.26 SCAFFOLDING**

- Erect safe access scaffolding/gangway to vessel.
- Erect scaffolding in accessible heights (anodes, fender valve work and coolers).

### **3.27 DIVERS**

- Provide divers during docking of craft (min 12 hours).
- Provide divers during undocking of craft (min 8 hours).

### **3.28 MISCELLANEOUS WORK**

- Budget for skilled labour 1x 40 Hours.
- Budget for semi-skilled labour 1 x 40 Hours.
- Inspection of cathodic protection probe

## **4. CONTRACT PERIOD & PRICE ESCALATION**

- The contract shall be on the as and when required basis from 2025/2026 to 2026/2027 financial period.
- No price escalation will be allowed after the award of the tender.

## **5. SUPERVISION**

The Service Provider shall carry out the “work” or “services”, under supervision of TNPA Marine Officers, in line with the bill of quantities as presented by the TNPA Project Manager.

## **6. TO BE SUPPLIED BY SERVICE PROVIDER**

The Service Provider shall be responsible for providing the required labour, material, tools, workshop facilities, personal protective clothing and transport for equipment's for the proper completion of the works.

## **7. TO BE SUPPLIED BY TNPA PORT OF SALDANHA (FREE ISSUE)**

- The Project Manager or Tug officers will provide and arrange access to the work site.
- Paint, paint and all coatings will be free issued by Transnet.
- Anodes will be free issued by Transnet.



## **8. INFORMATION TO BE OBTAINED ON SITE**

The Service Provider shall visit the sites of the proposed work and acquaint themselves with the nature of work, the condition under which the work is to be performed, the means of access to the site including any limitations or other authorities, and all matters that may influence or affect the contract.

## **9. OCCUPATIONAL HEALTH AND SAFETY ACT (ACT 85 OF 1993)**

- For the purpose of the contract, the Occupational Health and Safety Act 1993 (Act No 85 of 1993) and works to be executed in accordance with the OHS Act including relevant MOS Regulations.
- The Service Provider is required to undergo the TNPA SHE Induction Program before commencement of services.
- The Service Provider need to obtain TNPA Security permits to access the Port prior to commencement of services.
- The Service Provider is required to submit a Health and Safety File (SHE FILE) for TNPA's approval within seven (7) working days after receiving letter of award. Services will not commence if SHE File has not been submitted and approved. Service Provider to ensure SHE File is approved within two (2) weeks after receiving letter of award.
- Service provider will be liable to penalties if the SHE File is not submitted and approved within the specified period indicated above.
- The Service Provider must adhere to all Safety, Health, Environmental and Security requirements of the Port. Failure to do so can and will lead to termination of the contract.
- The Service Provider is to equip their employees with the necessary Personal Protective Equipment (PPE) when accessing the Port and its facilities.

## **10. INSURANCE**

The Contractor shall in effect be liable for, in his own interest, any insurance of which he deems necessary to cover any loss and/or damage to TNPA Port of Saldanha property/assets, against any legal liability for accidental death, injury or damage to third party and/or property arising out of or in connection with, the requirements of this contract.





## **11. PENALTIES**

- 11.1.1** The Services Provider shall at least within two working days of the scheduled service, confirm with TNPA Project Manager of such service and/or inform the TNPA Project Manager of the inability to render the service in accordance with the Service schedule, as provided by the Service Provider.
- 11.1.2** Failing to complete the work within the agreed service schedule, the Service Provider shall pay to Transnet as penalty the sum of R 5 000 (Five thousand Rands) for every day or part thereof during which the works remain incomplete, or services not rendered.

## **12. GENERAL**

No amendment or variation of, or addition to this agreement shall be of any force or effect unless reduced to writing and signed by both parties.

## **13. SPECIAL CONDITIONS**

- Principal contractor should have a technical representative and safety officer/representative on site, all the time during the dry dock period of a craft.
- Some of the planned work may be cancelled at TNPA's discretion after inspection in dry dock
- Additional work may be added subject to acceptance of written quotation and issue of variation order (i.e. no quote no payment)
- Contractor to allow for miscellaneous costs; scaffolding and rigging, electricity supply etc. to complete the planned work.
- Contractor to supply shore power & water to carry out scope of works.
- Contractor to provide their own electrical supply for heavy electrical equipment e.g. welding machines, high pressure washers etc. If heavy equipment is connected to the crafts' electrical supply and damage occurs, the repairs will be for the contractors account.
- Contractor to supply all tools & equipment necessary to carry out the scope of works.
- Contractor's tools and equipment to pose no risk to TNPA assets or environment.
- All high pressure washing to be done with suitable equipment of min 220 bar.
- Spray painting of the hull and bulwarks to be done with suitable airless spray equipment. (As per paint specialist specification).
- Safety precautions for entry into confined spaces to be adhered to at all times, therefore tanks are to be gas freed.
- Low voltage lights & intrinsically safe tools are to be used inside the tanks.
- Contractor to demonstrate and or have knowledge of the propulsion system of the crafts.
- Contractor to demonstrate and or have knowledge of Turbo chargers.
- Contractor to clean dry dock and dispose of waste. Environmental regulations apply



- Contractor to submit Risk Assessment with the tender pack.
- Each item to be quoted for and grand total to be shown, indicate if item is not quoted for.
- Pressure test all overboard valves on the water side of the valve to 2 bar for a minimum 5 minutes.
- Should any valves fail SAMSA inspection, further SAMSA costs will be for the contractor.
- Hull and deck thickness test will be done (charged per point) contractor to submit report.
- TNPA Representative to witness ALL tests.
- Contractor not following safe practices will be stopped from carrying out the works.

#### **14. PRE- QUALIFYING CRITERIA**

Should a tender not adhere to the following pre-qualification and technical criteria, the tender would not be considered and would be disqualified:

- Commitment on the Company letterhead to produce a 24-month guarantee for the below underwater paint work (hull) and valves.
- Valid registration certificate in terms of Compensation for Occupational Injuries and Diseases (COID) Act.