NOTICE INVITING EXPRESSION OF INTEREST (EOI) FOR SALE OF ONGC OWNED DRILLSHIP "MODU SAGAR VIJAY- IMO-8401183" ON AS IS WHERE IS BASIS

1. Introduction

Oil and Natural Gas Corporation Ltd. (ONGC) is the flagship national E&P Company of India. ONGC has a unique distinction of being a company with in-house service capabilities in all areas of Exploration and Production of oil & gas and related oil-field services.

ONGC is pleased to invite expressions of interest from qualified and reputable buyers for the sale of MODU Sagar Vijay (IMO-8401183) on "as is where is" basis. The rig is available for immediate sale and offers a unique opportunity for companies seeking to expand their offshore drilling capabilities.

2. Details of the Rig:

Drillship Sagar Vijay is an eight-point Anchor moored floater Rig with dedicated station keeping system capable of operating at a water depth of 900 m. The Rig was built by Hitachi Zosen Corporation, Osaka, Japan and commissioned in March 1985.

Description	**Sagar Vijay**
Hull No	1052
Year Of Built	1984
Built At	Hitachi Zosen Corporation, Osaka, Japan
Classification	Indian Register of Shipping - (IRS) SUL – Drilling Ship + IY
Gross Rated Tonnage	11,104 ton
Net	3,331 ton
Accommodation	120 Persons
Maximum Transit speed	10 knots
Call Sign	ATEI
IMO	8401183
MMSI	419382000
Propulsion	Twin Screw With 4 Blade Fixed Pitch Propellers, With Four DC Motors of 1000 HP Each
Steering Gear	2 Nos. Electro-Hydraulic Piston Type Max Hull Torque – 13 Ton Mts
Principal Particulars:	Length Overall 145.85 Mts, Length between Perpendiculars 136.80 Mts, Length @ 96% Lwl & @ 85% Moulded length 137.87, Breadth Moulded 24.5 Mts, Depth Moulded 11.2 Mts, Assigned Draft Extreme 6.72 Mts
Anchors	Make: Bruce 15 T- 8 Nos

A. MAJOR EQUIPMENT SPECIFICATIONS	
Rig type	Drilling vessel
Unit/Design/Shape	Gustuv engineering
Unit flag	Indian
Port of registry	Mumbai
Call sign	ATEI
IMO number	8401183
MMSI Number	419382000

Unit classification	Indian Register of Shipping - (IRS) SUL – Drilling Ship + IY
Year of construction	1985
Construction Yard:	Hitachi Zosen, Osaka
Hull no	K1052
Principal Particulars	Length Overall 145.85 Mts, Length between Perpendiculars 136.80 Mts, Length @ 96% Lwl & @ 85% Moulded length 137.87, Breadth Moulded 24.5 Mts, Depth Moulded 11.2 Mts, Assigned Draft Extreme 6.72 Mts
A.1 MAIN DIMENSIONS / TECHNICAL SPECIFICATIONS	
Deadweight (light ship): Mt	8160 tons
Gross Tonnage Mt	11104
Net tonnage Mt	3331
Draft at loadline (deepest):	7 m
Overall length of unit	136.7973 M
Overall width of unit	24.4998 M
Depth	11.1984 M
Fuel Consumption (avg drilling) KL/day	8 -9 KL
Accommodation capacity	120 personnel
A.2 STORAGE CAPACITIES	
Fuel oil tanks capacity	2122.80 M^3 --------1671 MT
Lube oil tanks capacity	106.04 M^3 --------- 94 MT
Drill water tank capacity	1617.58 M^3 --------- 1618 MT
Pot water tanks capacity	787.67 M^3 --------- 788 MT
Ballast tanks capacity	4547.16 M^3 --------- 4661 MT
Active liquid mud	274 M^3
Reserve liquid Mud	265 M^3
Baryte bulk storage	225 M^3
Cement bulk storage	225 M^3
A.3 PROPULSION	
Shafts: nos	2
Motors per shaft	2
Motors make/type	General Electric 5 OD 400LA100 A002 ,750 VDC 1000 HP
Total HP per shaft:	1950 HP
Propeller type (fixed/variable blade):	Fixed
A.4 OPERATIONAL CAPABILITIES	
Maximum designed water depth capability: m	400 m(Upgraded to 900 m)
Transit speed towed (historical avg.): kts	NA
Transit speed self-propelled kts	5
A.5 ENVIRONMENTAL LIMITS	
Drilling Max. wave height m Max. wave period sec	 4.25M 5-7 Sec

Max. heave (double amplitude) m Max. pitch (double amplitude) degrees Max. roll (double amplitude) degrees	6 M 7º 7 º
Design Criteria Max. wave height m Max. wave period sec Max. wind velocity kts	 4.25M 5-7 Sec 105 Knots
A.6 MOORING SYSTEM	
A.6.1 Anchor Winches	
Quantity nos	8
Make/model	Nippon Pusnes, Mooring Drum: Double Drum 75/36 tons @ 16.6/33.3 m/min (high speed step) 250/120 tons @ 5/10 m/min (low speed step)
Type (Electric/hydraulic/diesel)	Electric Motor – 300 KW
A.6.2 Fairleads	
Quantity: no.	8
Make:	Nippon Pusnes,
Free rotating range:	360 Degree
A.6.3 Anchors	
Quantity:	8
Make	Bruce Twin Shackle
Weight:	15 T
A.6.4 Anchor Lines	
Quantity:	8
Make:	Usha martin
Length/Diameter	2400 M / 76 mm
A.6.5 Anchors Line Running & Retrieval System	
Primary type (pennant-buoy or chaser):	Chaser pendant
A.7 MARINE LOADING HOSES	
Locations of loading manifolds (port/stbd/both):	Both
A.7.1 Mud Hose	
Quantity: no	02
Size:	3”x 85 feet x 5000 psi
Make/type:	Phonix + Dunlop
Color coding: yes/no	No
Make/type connection:	4” weco x 5000psi
A.7.2 Cement Hose	
Quantity: no	01
Size:	2” x 70 feet x 10000 psi
Make/type:	
Color coding: yes/no	NO
Make/type connection:	/WECO 1502
A.8 CRANES, HOISTS & MATERIALS HANDLING	

A.8.1 Cranes, Revolving, Main	
Quantity:	2
Make:	National (OS435E)
Type:	Hydraulic Pedestal
Location (stbd,port,aft, fwd):	STBD-FWD (1 Nos) & AFT-PORT (1 Nos)
Boom length	100 Ft
Load/radius	1. Port Crane (Main Block): 50 TONS @ 7.62 M RADIUS(RATED-STATIC) 2. STBD Crane (Main Block): 63 TONS @ 7.62 M RADIUS (RATED-STATIC) 3. Port Crane (Whip Block): 7.44 TONS @ 9.14 M RADIUS(RATED-STATIC) 4. STBD Crane (Whip Block): 7.44 TONS @ 9.14 M RADIUS(RATED-STATIC)
A.8.2 Pipe hold Crane	
Quantity no.	2
Make	Sekigahara Seisakusho Ltd.
Type:	Bridge
Rated capacity	2.5 T + 2.5 T
A.8.3 Forklifts	
Quantity no.	1
Make	Godrej
Type:	Battery operated
Rated capacity	3 T
A.8.4 Monorail Overhead Cranes	
Quantity no.	7
Make	Elephant
Rated capacity	0.5 to 2.5 T
A.8.5 Air Hoists/Derrick Winches	
Quantity: no.	14
Make:	INGERSOL RAND
Type:	Air
Model	FA5/FA& FA7
A.9 HELICOPTER LANDING DECK	
Type Aluminium	Steel
Dimensions: m x m	22 X 22 Octagonal
Perimeter safety net: yes/no	Yes
Load capacity: mt	12 T
Designed for helicopter type:	MIL MI-8
Tie down points: yes/no	Yes
Covered by foam fire system: yes/no	Yes 2 fire monitors
Helideck lighting to aviation specification	Yes

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<tr><td>as required by country of operation: yes/no</td><td></td></tr>
<tr><td>A.9.1 Helicopter Refueling System</td><td>No</td></tr>
<tr><td colspan="2">A.10 Steering Gear</td></tr>
<tr><td>Make</td><td>Hitachi Zosen</td></tr>
<tr><td>Type</td><td>Electrohydraulic Steering Gear. Model – P-13V</td></tr>
<tr><td colspan="2">A.11 Drilling Equipment</td></tr>
<tr><td>A.11.1 Drawworks</td><td>NOV, 1625DE (Qty-1 Nos) – 3 Motors (1000 HP Each GE Make)</td></tr>
<tr><td>A.11.2 BOP</td><td>NOV Shaffer 18-3/4” 10,0000 psi , 4 Rams ,2 Annulars</td></tr>
<tr><td>A.11.3 BOP Control system</td><td>NOV Shaffer 3000 psi</td></tr>
<tr><td>A.11.4 Riser Tensioners</td><td>Kongsberg make, 12 nos, 80K</td></tr>
<tr><td>A.11.5 Diverter</td><td>Vetco</td></tr>
<tr><td>A.11.6 Riser System</td><td>Vetco MR-6E</td></tr>
<tr><td>A.11.7 Drill string motion compensator</td><td>NOV, 600 K</td></tr>
<tr><td>A.11.8 Mud Pump</td><td>NOV, 12P160(Qty-3 Nos)- 2 Motors/Unit (1000 HP Each-GE Make)</td></tr>
<tr><td>A.11.9 Cement Pump</td><td>NOV, (Qty-2 Nos) - 1 Motors/Unit (1000 HP-GE Make)</td></tr>
<tr><td>A.11.10 Rotary</td><td>NOV, C495, (Qty-1 Nos) -1 Motors (1000 HP-GE Make)</td></tr>
<tr><td colspan="2">A.12 Main Power Packs</td></tr>
<tr><td>A12.1 ENGINE</td><td>Daihatsu (6DK-28e) 6 Cylinder
<table>
<tr><td>Engine model</td><td>6DK-28e</td></tr>
<tr><td>Quantity of cylinders</td><td>6</td></tr>
<tr><td>Cylinder bore x Piston stroke</td><td>280 mm x 390 mm</td></tr>
<tr><td>Engine rated output</td><td>2080 kW</td></tr>
<tr><td>Engine speed</td><td>720 min^{-1}</td></tr>
<tr><td>Mean effective pressure</td><td>2.41 MPa</td></tr>
<tr><td>Mean piston speed</td><td>9.36 m/s</td></tr>
<tr><td>Maximum pressure</td><td>≦17.7 MPa</td></tr>
<tr><td>Overload capacity</td><td>110% for an hour every 12 hours</td></tr>
<tr><td>Lube oil consumption</td><td>0.8g/Kwh (estimate at full load)</td></tr>
<tr><td>Fuel oil consumption *1)</td><td>192 g/kWh +5% with pumps</td></tr>
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<tr><td>Generator capacity</td><td>2785.7 kVA</td></tr>
<tr><td>Generator rated output</td><td>1950 kW</td></tr>
<tr><td>Power factor</td><td>0.7 lagging</td></tr>
<tr><td>No. of poles</td><td>10</td></tr>
<tr><td>Voltage Phase Frequency</td><td>AC 600 V 3-phase 60 Hz</td></tr>
<tr><td>Insulation</td><td>Class F</td></tr>
<tr><td>Quantity of DG set</td><td>Four (4) sets/ship</td></tr>
<tr><td>Parallel running</td><td>Fellow D/Gs</td></tr>
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</td></tr>
<tr><td>A12.2 ALTERNATOR</td><td>Hyundai (HFC7 712-10P)
2785.7 kVA, 10P, 600V, 60Hz</td></tr>
<tr><td>A12.3 TURBOCHARGER</td><td>ABB-TPS61-F32</td></tr>
<tr><td>A12.4 GOVERNOR</td><td>Zexel-RHD10-MC</td></tr>
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3. Rig performance :

Well Drilled after Special Survey 2021:

Year	Wells drilled	Meterage
2022	2	4835
2023	4	4230
2024	4	6668

4. Major Dry Dock and upgradation details in the last 20 years:

Year	Drydock Type	Upgrade job
2005	Cochin Shipyard Limited, 4th Special Hull & Machinery survey	• Installation of TDS-8SA • Installation of Iron Rough neck AR3200
2015	SKL, Kakinada, Special Hull & Machinery Survey-6	Lifeboat capacity enhancement from 110 to 120
2019	Cochin Shipyard Limited, Intermediate Dry-docking survey	Replacement of Main Power Packs with 6-cylinder (6DK) Daihatsu engines in place of Original 12-cylinder (6DV) engines.
2021	Cochin Shipyard Limited, 7th Special Hull & Machinery survey	• Crown Block Replacement • Replacement of Drill String compensator

5. Present status:

Rig Sagar Vijay is currently berthed at DIGHI PORT (Raigad District, Maharashtra, India) in cold layup status w.e.f. 21.05.2025. The last Special Survey of the vessel was carried out in 2021.The Rig is currently in operational condition with propulsion systems working for sailing away from Port.

The rig will be sold free and clear of all maritime liens, encumbrances, mortgages, and claims up to the date of handover. There will be no environmental liability, like presence of any chemical/ inflammable liquid etc.

6. Objectives of EOI:

The purpose of this EOI is to invite applications, from prospective buyers for MODU Sagar Vijay based on fair market valuation as per the current market conditions.

The sale process will be completed through competitive bidding as per the existing laid down guidelines for sale with the highest bidder(H1) being considered for the sale of the Rig

Prospective buyers to confirm following:

a) Company profile
b) Number of Rigs purchased in past
c) Documentations required from ONGC side for valuation quote during bidding process (i.e technical literature/site visit etc).
d) Any other requirements/clarifications from ONGC side

The prospective vendors also needs to come out with a detailed scope for discussion regarding the modalities leading to handing over of the vessel.

7. Terms of Sale

The sale will be conducted on an "as-is, where-is" basis.

Upon receipt of EOIs, parties will be invited to a detailed information session, including access to technical data, inspection etc as required

Payment terms, transfer process, and additional contractual obligations will be discussed during the negotiation phase.

Prospective bidders to note that ONGC will ascertain the financial capability of the bidder during the tendering stage

8. Submission Requirements

Interested parties are requested to submit the following information as part of their EOI:

Company profile and financial capability:	
Intended use and capability to operate or refurbish the rig.	
Current ownership of Drilling Rigs (if any)	
Proposed timeline for purchase/Payment methodology	

9. Deadline for EOI submission and EOI meet:

14 days from the date of issuance of EOI.
ONGC intends to hold an Expression of Interest Meet at 11-HIGH ONGC OFFICE COMPLEX, BANDRA-SION LINK ROAD, SION(WEST), MUMBAI-17 from 10 days from the date of EOI end date in Hybrid mode. Prospective vendors are required to present/demonstrate their interest, profile and other details as already submitted in their EOI for a maximum duration of 15-20 minutes. The participating parties are required to give a soft copy of their presentations along with the suggestions, if any to ONGC immediately after the meeting.

10. Contact details:

Participants to EOI are requested to submit their detailed proposals, addressed to ED-CDS(DW), email ID- dixit2_vivek@ongc.co.in / tiwari_SourabhKumar@ongc.co.in

Contact Person:

1) Vivek Dixit, GM(D)- Operation Manager - IDT, Mob:9969223707
2) Sourabh Kumar Tiwari -Rig Manager, Sagar Vijay, Mob:9428332923

Note:

ONGC requests the prospective buyers to make a detailed presentation within 10 days from the end date of EOI. ONGC reserves the right to accept or reject any proposal at any time/stage without any liability and assigning any reason thereof.

11. General Notes

1. ONGC reserves the right to accept, reject or modify the suggestions presented/submitted against the EOI while formulating the technical specifications and scope of work for the tender.

2. It is to be noted that mere response or enlistment through the EOI does not guarantee award of contract. The award of the contract will depend on ONGC laid down procedures/guidelines only.

3. No payment shall be made towards preparation/presentation/submission in connection with EOI.

4. This invitation for EOI is not a part of any tendering process.