



Defence Equipment & Support

Statement of Technical Requirements

Schedule 2 to 712798450 – Boats
In-Service Support 2026-2033 –
UK Operations Boats

Equipping and Supporting our Armed Forces

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STATEMENT OF TECHNICAL REQUIREMENTS AND PRICING

Introduction

The Boats team is responsible for maintaining worldwide delivery of safe, capable and available craft to a diverse user community (Royal Navy, Royal Marines, Army, MOD Police, UK Strategic Command, Permanent Joint Operating Bases (PJOB), Royal Fleet Auxiliary (RFA), and Cadets) thus enabling them to carry out their endorsed tasking in roles relating to maritime operations, responsive force, adaptive force, extended readiness and training, as well as Adventurous Training and Cadet Forces.

In order to deliver these responsibilities, the Boats team maintains a portfolio of 3053 boats across 109 classes. At present Boats maintain the majority of these existing in-service Boats utilising the Boats In-Service Support (BISS) Contract, split into 11 Lots which deliver to all the above User Groups and expires on 31 March 2026.

The objective of the requirement described within this documentation is to continue providing in-service support to the Boats from across multiple User Communities, thus providing ongoing capability delivery.

General

The Statement of Technical Requirements (SOTR) including pricing shall comprise of this document and BISS26 Supplementary Information and 2A (Statement of Technical Requirements – Pricing), which contains the Pricing Structure and comprise the following worksheets:

- Table 0 - Input Sheet
- Annex A to Table 0 - Input Sheet
- Table 1 - Planned & Unplanned
- Table 2 - Tariff Definitions
- Table 3 - Transportation
- Table 4 - Spares

Where further detail on a requirement is provided within 2A (Statement of Technical Requirements – Pricing), the relevant section and/or SOTR line item is referenced within this Schedule 2. All three (3) documents should be consulted to understand the entirety of the requirement.

The requirements in this document have been structured into four distinct groups to aid with direction on how and when the Authority will choose to request tasks. These are;

- Upkeep Requirements
 - These requirements are essential to keeping the Boats in operation. They are expected to encompass the majority of the value and effort on the contract.
- Services Requirements
 - These requirements are made up of optional regular and non-standard services which can be requested at any point during the contract.
- Equipment Requirements
 - These requirements are for specific arrangements required for the support of equipment's outside of the normal 'boat fit'.
- Management Requirements
 - These requirements detail the various on-going and ad-hoc management requirements that provide long-term technical support.

The Contractor shall indicate as part of their submitted Integrated Project Management Plan (IPMP) in Schedule 8 to the Contract, how they intend to carry out the requirements (where applicable) and ensure that the information required to complete these requirements is shared between their sub-contractors and the Authority. It is the Contractor's responsibility to ensure that all sub-contractors comply with the requirements in this contract.

Some classes of Boat are split across multiple Contracts; in these circumstances a requirement for a Class Lead Contractor has been identified to manage activities where a commonality of approach across all the Boats within a class is desirable, regardless of which Contracts the Boats appear in. The Class Lead Contractor shall be the Contractor that manages the Contract (Lot) with the highest number of Boats in the Boat Class with the exception of Contract 712793452 Lot 4 – Overseas Boats for Boats not permanently based in Gibraltar and Cyprus; and Contract 712798451 Lot 9 – Support & Training Craft. A breakdown of Boats where a Class Lead Contractor is required is identified in *BISS26 Supplementary Information – Class Lead Contractors*.

Class Lead Requirements, identified in *BISS26 Supplementary Information - Lot and Task Matrix*, can either be 'exclusively' conducted by the Class Lead Contractor or 'preferably' conducted by the Class Lead Contractor. Where the Class Lead Requirement is 'preferably' conducted by the Class Lead Contractor, the Authority reserves the right to task any other Contractor with that Boat to conduct the task at their discretion, but the Class Lead Contractor shall be considered first.

In-Service Support Strategy

All 3000+ in-scope Boats managed by MOD Boats have been arranged into nine Contracts. The fleet has been split, with Boats grouped where they share common characteristics of location, design, or user. The Contracts and their scope are detailed below.

- 712775453 (Lot 1): UK STRATCOM Boats
 - o All Boats operated by UK Strategic Command.
- 712782450 (Lot 2): Royal Navy & Royal Fleet Auxiliary Boats
 - o All Boats operated from Royal Navy & Royal Fleet Auxiliary Ships stationed in UK Waters, including associated upkeep pools.
- 712783450 (Lot 3): Ministry of Defence Police Boats
 - o All Boats operated by the Ministry of Defence Police in HMNB Devonport, HMNB Portsmouth and HMNB Clyde.
- 712793452 (Lot 4): Overseas Boats
 - o All Boats permanently based outside the UK – including in Gibraltar, Cyprus, British Indian Ocean Territory, Brunei, Falkland Islands, and Ascension Island.
- 712795451 (Lot 5): P2000
 - o All ARCHER Class P2000 vessels.
- 712796450 (Lot 6): Workboats
 - o All SEA Class Workboats procured under the Vahana Workboats project, and RNMB HAZARD.
- 712797450 (Lot 7): Army Boats
 - o All Boats and platforms operated by the Army.
- 712795451 (Lot 8): UK Operations Boats
 - o All Boats used operationally and permanently based in the UK which are outside the scope of Contracts 712775443 (Lot 1), 712782450 (Lot 2), 712783450 (Lot 3), 712793452 (Lot 4), 712795451 (Lot 5), 712796450 (Lot 6) and 712797451 (Lot 7).

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- 712798451 (Lot 9): Support & Training Boats
 - All Boats used to support operations and for training which are permanently based in the UK, and which are outside the scope of Contracts 712775443 (Lot 1), 712782450 (Lot 2), 712783450 (Lot 3), 712793452 (Lot 4), 712795451 (Lot 5), 712796450 (Lot 6) and 712797451 (Lot 7) - including Static Training Vessels, operational training, adventurous training, and Cadets.

Part 1: Project Overview**1. Operational Context**

- 1.1. The Authority's current Boats fleet has been developed over many years to the point where it is capable of meeting the requirements placed upon it by the diverse user community. However, as with any technical system, the Boats require regular maintenance and repair, so that Boats will continue to provide key capabilities to military users for the foreseeable future.
- 1.2. The maintenance requirements for the MOD Boats fleet consist of both planned and unplanned elements. Planned maintenance includes activities that occur regularly, either on a calendar-based periodicity or based on the usage of the platforms. These activities are relatively predictable, and as a result the Authority will endeavour to inform industry of the proposed throughput of planned work for each Financial Year as early as possible.
- 1.3. Unplanned work is generally in response to faults, failures, or operational damage; by its nature it is very unpredictable. For this reason, the Authority has elected to retain a Framework Arrangement structure for these requirements, in order to maintain maximum flexibility to react to changing events. The Authority will also require short-notice rectification of Operational Defects (OPDEFs) for some craft, which will result in unplanned maintenance activities. OPDEFs will be reported by front-line military personnel in accordance with the criteria in Table 1.

Table 1 – OPDEF Criteria:

OPDEF Effect Categories	
A	Major capability inoperative.
B	Major capability significantly degraded.
C	All other OPDEFs.
Repair Indicators	
1	Immediate rectification required to meet ships commitments or programme. Repair will be ships primary aim and override existing programme intentions.
2	Rectification required as soon as possible to meet future commitments or programme. Repair will be pursued within existing programme.
3	Repair/Resolve during current or next Fleet Time Support Period; whichever is sooner.
4	Repair or resolve during current or next Upkeep Period; or equivalent period whichever is sooner.

Table 1 - OPDEF Reporting Criteria

- 1.4. The Authority also contracts for first- and second-line support (defined as low-level preventative maintenance and support, performed on a daily, weekly, or monthly basis) to users who do not have the capability to perform this work themselves. This requirement currently covers MOD Police, Boats operated from Britannia Royal Navy College (BRNC) Dartmouth, and Boats operated by the King's Harbour Master (KHM) in Portsmouth.
- 1.5. Additionally, this SOTR contains a number of 'non-upkeep' requirements. The Authority on occasion finds it necessary to maintain, update or augment the capability provided by MOD Boats by placing tasks under this contract. The objective of each of these types of task will be made clear by the Authority on placement of a task, but may include (but not be limited to):
- 1.5.1. Replacement of Boats deemed Beyond Economic Repair.

- 1.5.2. Update of platforms to meet emergent requirements, maintain safe operations, manage obsolescence, or meet new legislation. The end result of this will be to maintain the capability of the platform in question.

1.6. The maintenance requirements for individual platforms vary dramatically based upon the type of Boat and the operating profile. For this reason, it is impossible to provide a 'one size fits all' solution. The technical requirements within this documentation are the Authority's best estimate of the planned and unplanned activities that will be performed under this contract. However, all estimates of number of refits, number of hours used, and other assumptions made in this SOTR are for costing purposes only, are subject to change following the Contract Commencement Date, and do not result in any commitment by the Authority to perform that work.

2. Overarching Requirements

2.1. Throughout the contract, the Contractor shall ensure that all work completed complies with following Safety and Security Requirements, including but not limited to statutory and legislative requirements, those included in the Terms and Conditions, and those listed in this SOTR below:

2.2. The Contractor shall manage Security of MOD Boats, equipment, materials, and information whilst in their care and custody. This shall include but not be limited to:

2.2.1. Preventing unrestricted public access to their premises where the Authority's Boats, equipment and materials will be located;

2.2.2. Control and monitoring of entry and egress from their premises.

2.3. The Contractor shall have additional security measures and policies to prevent theft or physical damage to the Authority's craft, equipment, and materials during silent hours and during weekends or holidays when their site(s) are closed for business.

2.3.1. Systems & Information Security. The Contractor shall ensure the cyber security of the Authority's data and/or information classified as OFFICIAL-SENSITIVE. This shall include but not be limited to:

2.3.1.1. Systems used to capture data/information.

2.3.1.2. How information is classified and accessed.

2.3.1.3. How persons who can access the data are vetted.

2.4. The Contractor shall manage Safety of MOD Boats, equipment, and materials whilst in their care and custody. Under UK law, all employers have a duty of care to their employees, the general public and the wider environment. For the Authority, this includes an obligation to manage the safety risk associated with military systems and their operation. In accordance with general guidance provided by the Health and Safety Executive, the Authority will discharge this duty by ensuring that risks are reduced to a level which is As Low As Reasonably Practicable (ALARP). Contractor's who undertakes the design, development, manufacture, supply and support of equipment and defence systems for the Authority will be obliged to apply ALARP principles.

2.5. The Contractor shall ensure that the equipment and services are safe for its intended purpose through its life and compliant with both Safety & Environment legislation and the Authority's Safety and Environmental policy.

2.6. The Contractor shall ensure the work they conduct to perform the tasks in the Statement of Technical Requirements is safe, for a given application in a given environment. This shall include activities of the Contract and any resultant managed sub-contracts, and will include, but not be limited to, the following:

2.6.1. All relevant safety legislation, regulations, standards, and MOD Policy in paragraph 2.9 are adhered to.

2.6.2. All activities and products comply with the identified legislation, regulations, standards, MOD Policy, and specific contractual requirements.

- 2.6.3. Security, safety, and environmental issues are considered from the earliest stage in a programme and used to influence all activities and products. It is essential that security risks, safety risks and project risks are managed together.
- 2.6.4. Safety and environmental management is implemented as a key element of a harmonised, integrated systems engineering approach.
- 2.6.5. Environmental issues are addressed in a manner that facilitate Sustainable Development approach.
- 2.6.6. An auditable Safety Management System that is implemented that directs and controls the activities necessary to ensure safety throughout the life of any resultant contract.
- 2.7. The Contractor may be tasked to conduct or support the following activities;
 - 2.7.1. Safety and Environmental Case development which demonstrates how Safety and Environmental issues will be, is being and has been, achieved and maintained.
 - 2.7.2. Safety and Environmental Case Report development which summarises the Safety and Environmental Case and documents, the status of Safety and Environmental management activities, and how they are delivered as necessary for effective oversight of Safety and Environmental management.
- 2.8. The Contractor's Safety and Environmental Management shall take into account the complexity and nature of the Boats, and the potential risk posed by the system, i.e., the risk that would be posed in the absence of mitigation, in that the goods/services supplied are safe and suitable for use. It should be applicable throughout the life of the contract.
- 2.9. The main contractual support document for this purpose is Defence Standard 00-56 and Defence Standard 00-51. The Contractor shall be aware of the requirements of these documents in relation to their delivery of the Contract. Other publications that the Contractor should be aware of are listed below and cover the suite of standards and policy that should support any relevant work relating to the support requirements. Clarification is to be sought on any Safety & Environmental matter from the Boats Project and Safety and Environmental Management teams.
 - 2.9.1. Def Stan 00-56 – Safety Management Requirements for Defence Systems
 - 2.9.2. Def Stan 00-51 Environmental Management Requirements for Defence Systems
 - 2.9.3. DSA02 – MOD Shipping Regulations for Safety and Environmental Protection
 - 2.9.4. Health & Safety at Work Act 1974
 - 2.9.5. The Environmental Protection Act 1990
 - 2.9.6. Extant Health & Safety Executive Legislation and Standards
 - 2.9.7. Extant European Union Legislation

3. Tasking Process

- 3.1. All tasks shall be raised by the Authority via BERRYEATER Task Management Tool or Task Authorisation Forms at Schedule 5 (BISS Forms) with the exception of requests for Codified Spares.
- 3.2. The BERRYEATER Task Management Tool is an end-to-end Microsoft Power Apps-based tool designed to bring efficiency and automate aspects of the Work Request process for BISS26. Contractors receiving a Work Request through the BERRYEATER tool will receive an email with a link to a Microsoft Form with the relevant information and will be able to respond back directly to the BERRYEATER tool. The Contractor shall provide all responses to Work Requests raised by BERRYEATER through the use of the Microsoft Form including, but not limited to; Task Acknowledgement, Providing a Quote, Task Acceptance, Engineering Queries, Operations Manager Queries, Task Started, Task Completed, Emergent Work (subject to requiring approval, see *Emergent Work* in Upkeep Requirements), and Permissible Delay Requests. All information relevant to the response

including, but not limited to; photo and video evidence, descriptions, acceptance evidence, reports, survey documents, trial documents, and certificates.

- 3.3. For any task that cannot in part or in its entirety be achieved using the tariffs in Schedule 2A (Statement of Technical Requirements – Pricing), the Contractor will be asked for a Request for Quote (RfQ). The Contractor must either provide a Firm Price for the task or a Limit of Liability (LoL). Once the RfQ has been accepted by the Authority, the Firm Price or LoL must not be increased unless approved by the Authority. If the Contractor anticipates the Firm Price or LoL will increase during the execution of the task, the Authority must be notified alongside the submission of the RfQ.
- 3.4. When quoting for work, the baseline Weighted Average Hourly Rate (WAHR) in 2A (Statement of Technical Requirements – Pricing), Table 0 Input Sheet Item 1 must be used for all Upkeep, Services, Equipment and Management tasks, unless stated otherwise in Clauses 3.4 and 3.5.
- 3.5. When quoting for Post Design Services work, the Post Design Service Weighted Average Hourly Rates (WAHR) in 2A (Statement of Technical Requirements – Pricing), Table 0 Input Sheet Item 2 must be used.
- 3.6. When quoting for work for the following tasks, the Technical Support Working Average Hourly Rate (WAHR) in 2A (Statement of Technical Requirements – Pricing), Table 0 Input Sheet Item 3 must be used;
 - 3.6.1. Support to Safety and Environmental Cases;
 - 3.6.2. Data Reporting and Corrective Action System;
 - 3.6.3. Technical Reporting;
 - 3.6.4. Documentation Management;
 - 3.6.5. Software and Firmware Management;
 - 3.6.6. Configuration Management;
 - 3.6.7. Obsolescence Management;
 - 3.6.8. Reliability Monitoring;
 - 3.6.9. Security Management.
- 3.7. In order to minimise costs to the Authority and downtime associated with transportation of the Boats, the Contractor shall undertake work at the Boat's usual location wherever possible. The Boats' usual locations are identified in *BISS26 Supplementary Information – Locations*. Where this is not feasible, the Contractor shall undertake the work at a facility which is within:
 - 3.7.1. 6 hours driving time by road for road transportable craft, or;
 - 3.7.2. 200 miles transit distance by sea (except for yachts, where the transit distance shall be within 50 miles) of the Boat's location.
- 3.8. Clause 3.5 shall not apply to any Boats based overseas. For these Boats, the Contractor shall undertake work in Gibraltar or Cyprus for Boats based in those respective countries. The Authority recognises that skills and infrastructure may not be available at these locations to conduct every task; however, any decision to move boats from their usual location must be agreed with the Authority. For all other Boats included in this Contract that are overseas for operations and any other boats based overseas, the Contractor shall endeavour to undertake work at the Boat's usual location wherever possible. It should be assumed that minor work is expected to be performed in-theatre, and any decision to move boats will only be taken if the time and expense of doing so is commensurate to the value, scale and operational importance of the work being carried out. The Authority reserves the right to challenge any decision to remove the Boat from its usual location. The 'usual location' of the Boat when used in this context refers to the country or territory that the Boat is most commonly located in and operated from.

3.9. Clause 3.5 shall not apply to Seaboats that are operated from RN and RFA Ships that are permanently stationed outside of UK waters. The Authority shall endeavour to task the Contractor to undertake work for these Boats at their UK-based location. However, when this is not feasible (for example, for urgent unplanned maintenance), the Contractor shall either utilise a local Specialist Sub-Contractor or deploy workers in locations where the RN or RFA Ships are stationed. These locations are, but not limited to:

- 3.9.1. Gibraltar
- 3.9.2. British Forces South Atlantic Islands (Falkland Islands)
- 3.9.3. Curaçao
- 3.9.4. Jacksonville, USA
- 3.9.5. Singapore
- 3.9.6. Cairns, Australia
- 3.9.7. Yokosuka, Japan

3.10. In operationally demanding circumstances, the Authority may require Boat availability at certain military units to be at a defined readiness level in order for Users to meet their operational requirements. This may require work to be conducted at an accelerated timeframe in order to keep the unit's Boats at the required readiness level. The Contractor shall meet the Authority's request to conduct work at an accelerated timeframe, utilising Sub-Contractors if required, when notified of the readiness level required to be upheld. If the Contractor cannot meet the requirements of the task in the accelerated timeframe, the Authority shall be able to task any other Lot Contractor to complete the work. Readiness levels for craft are as below;

- 3.10.1. R0 – Immediate: Ready for task;
- 3.10.2. R1 – Very High Readiness: At two days' notice;
- 3.10.3. R2 – Very High Readiness: At five days' notice;
- 3.10.4. R3 – Very High Readiness: At 10 days' notice;
- 3.10.5. R4 – High Readiness: At 20 days' notice;
- 3.10.6. R5 – High Readiness: At 30 days' notice.

4. Survey and Trials

4.1. The Contractor shall provide the Authority with evidence of material state and performance before and after work has been conducted on Boats as part of their respective In-Service Support contracts. This is achieved through conducting Surveys and Trials as part of the standard upkeep core work package for each Boat. When tasked, the Contractor shall conduct Surveys and/or Trials outside of the standard upkeep work package (for example, following a major equipment change or following installation of new equipment).

4.2. The Authority has provided a guide for conducting and recording the evidence for the following Surveys and Trials:

- 4.2.1. Condition Survey: A comprehensive Survey of the material state and performance of the Boat and its equipment and systems preceding a planned maintenance period. **Survey and Trials Form 1A** is to be completed for this activity, attached at Schedule 10 (Government Furnished Information).
- 4.2.2. Functional Survey: A brief functional Survey of the material state of the Boat and its equipment and systems preceding an unplanned maintenance period. **Survey and Trials Form 1B** is to be completed for this activity, attached at Schedule 10 (Government Furnished Information).
- 4.2.3. Harbour Acceptance Trials (HATs) and Sea Acceptance Trials (SATs): A Trial conducted to prove the material state and performance of the Boat and its equipment and systems following a planned maintenance period. **Survey and Trials Form 2A** is

to be completed for this activity, attached at Schedule 10 (Government Furnished Information).

4.2.4. Acceleration Trial: A Trial to establish the acceleration of the craft to its maximum average speed and evaluate this against the expected acceleration. **Survey and Trials Form 2B** is to be completed for this activity, attached at Schedule 10 (Government Furnished Information).

4.2.5. High Speed Manoeuvrability Trial: A Trial to establish the manoeuvrability of the craft at its planing speed. **Survey and Trials Form 2C** is to be completed for this activity, attached at Schedule 10 (Government Furnished Information).

4.2.6. Endurance and Fuel Consumption Trial: A Trial to establish the endurance and fuel consumption at its planing speed. **Survey and Trials Form 2D** is to be completed for this activity.

4.2.7. Sea Keeping Trial: A Trial to establish the sea keeping abilities of the craft. **Survey and Trials Form 2E** is to be completed for this activity.

4.2.8. Bollard Pull: A Trial to establish the load produced by the boat's propulsion. **Survey and Trials Form 2F** is to be completed for this activity.

4.3. Acceptable material state shall be defined as;

4.3.1. Equipment or system in full working order;

4.3.2. No damage that will impact or impede full and safe working use of equipment or system;

4.3.3. No installation of equipment or adjacent equipment that will impact full and safe working use of the equipment or system.

4.4. On completion of the Survey and/or Trial, the Contractor shall notify the Authority of any deterioration that may impact the material state of the Boat or it's equipment and systems. The Contractor shall provide the Authority with a recommendation for rectification to bring it up to an acceptable material state.

4.5. On completion of the Survey and/or Trial (and all accepted recommendations have been rectified), the Contractor shall declare that the functionality and performance of the equipment and systems provided as evidence in the Survey and Trials forms will be upheld for the duration of the 12-month Guarantee Period from completion of the work package unless prior agreement has been obtained.

4.6. The trials are to be witnessed by the Authority or Authority's Authorised Representative unless prior agreement has been obtained.

4.7. Copies of completed Survey and Trials forms are to be sent to the Authority and originals are to be retained by the Contractor.

5. Modification of Tariffs and Boat Classes

5.1. During the course of these Contracts, it is anticipated that the Authority will procure, via alternative contracts, new classes of Boats. It is the intention of the Authority that these classes of Boat will be maintained under this contract once any initial support period from the Original Equipment Manufacturer (OEM) expires. However, the Authority intends for most OEM contracts to have an expiry date that coincides with the end of this contract.

5.2. Where specific boats are not already within scope of an alternative BISS26 support contract, the addition of new tariffs and new boat classes shall be followed in accordance with condition 82 (introduction of a new boat class) of the Terms and Conditions of this Contract. Subject to agreement by both parties, when new Boat classes are introduced into a contract, they will be allocated by the Authority to the Contract that most closely fits the procured Boat's usage profile. The Authority's decision on the allocation of new Boat classes to individual Contract will be final and binding.

Part 2: Upkeep Requirements

1. Upkeep Tasks

- 1.1. This section details the requirements for the Upkeep Tasks. These requirements are essential to keeping the Boats in operation. They are expected to encompass the majority of the value and effort on the contract.
- 1.2. These tasks are expected to be conducted during each respective Boat's regular maintenance period (Annual, Biennial etc.) unless reactive unplanned maintenance is required.
- 1.3. The tasks will be forecast (where possible) at the start of the financial year and tasked for within 1 months of commencement of the maintenance period. The Contractor shall provide all correspondence relating to Upkeep Tasks through the BERRYEATER tool or BISS Tasking Form.

2. 1st and 2nd Line Planned Maintenance

- 2.1. The Contractor shall deliver calendar and hours based electrical, mechanical and hull related low-level maintenance in accordance with the maintenance schedule for the craft. This would normally be performed by military unit maintainers, but where this is listed as a requirement the Authority does not have Suitably Qualified and Experienced Personnel (SQEP) employed to perform the activity and has therefore asked for it to be provided by the contractor, usually at the User's premises. Work is to be conducted by a competent subject matter expert (SME) who is empowered to ensure that the Boat is safe to operate, and that any unscheduled downtime is avoided.

3. 3rd and 4th Line Planned Maintenance

- 3.1. The Contractor shall deliver calendar and hours based electrical, mechanical and hull related maintenance based on the maintenance schedule and material state of the craft. This work is beyond the capabilities and facilities of military unit maintainers, and therefore will be conducted by a competent contractor, usually at the contractor's premises. Work is to be conducted to ensure that the Boat is safe to operate and that availability and capability for at least one major planned upkeep period is maintained.

4. Emergent Tasks

- 4.1. The Contractor shall perform any work that arises unexpectedly whilst carrying out Planned or Unplanned Maintenance activities, surveys, or trials. Following agreement of the Emergent Task with the Authority, prompt action is required in order to restore capability and/or make the Boat safe to operate. Emergent Tasks shall be communicated to the Authority with all necessary detail and a Firm Price, if feasible. If a Firm Price cannot be provided, the Contractor shall provide a Limit of Financial Liability which must not be exceeded without further authorisation from the Authority. If more Emergent work is discovered for a task where a Firm Price has been agreed, the Contractor shall treat this as an additional Emergent Task. If the cost of the work exceeds £2,000 Materials, £2,000 Specialist Sub-Contractor, or 64 hours work, the Contractor shall provide the Authority with a breakdown of costs per task before commencing the task. The Contractor shall submit the Emergent Task to the Authority detailing the defect or issue and the work required to rectify containing (but not limited to) a full description, photos, and (if necessary) videos to provide the Authority with sufficient detail to approve the work. If a task is time-sensitive, a phone call to describe the work required is sufficient but must be followed up within the same business day.
- 4.2. If the Contractor has identified any Emergent Work as a result of a Condition Survey or initial Pre-Slip Trial, then this shall be referred to as Proposed Work.

5. Additional Tasks

- 5.1. The Contractor shall perform any work that is specifically tasked by the Authority whilst carrying out Planned or Unplanned Maintenance activities. These tasks will have a defined

scope provided by the Authority prior to the maintenance activity commencing. These are, but not limited to; PDS Implementation; GFE integration; installation, relocation and/or removal of equipment; and product manufacture.

6. Potable Water Systems

6.1. The Contractor shall operate a process to provide assurance that all Boats with potable water systems are maintained, tested, and recorded to demonstrate compliance with water hygiene regulations including measures to prevent legionnaire's disease and any other water borne viruses.

7. Specialist Maintenance

7.1. The Contractor shall conduct Specialist Planned and Unplanned Maintenance of equipment when stipulated by the Equipment or System OEM. This includes all maintenance in which the OEM identifies that only appropriately trained personnel shall conduct the maintenance activity. If the Contractor has evidence that personnel that work directly for them can conduct this maintenance then only the WAHR for Maintenance, upkeep, and repair (for Planned & Unplanned work) must be used. If the Contractor requires appropriately trained personnel to be Sub-Contracted for the work, the Specialist Sub-Contractor cost may be uplifted by the percentage in Schedule 2A (Statement of Technical Requirements – Pricing).

8. Weighing

8.1. The Contractor shall weigh the Boat to establish its lightweight condition and provide the Authority with a report.

8.2. If a design change is being implemented on the Boat, the Contractor shall weigh the Boat before and after embodiment of the change and provide the Authority with a report.

9. Pre-Slip Trials/Dynamic Machinery Trials (DMTs)

9.1. The Contractor shall conduct Pre-Slip Trials or facilitate MCTA DMTs before a refit or major work package, in accordance with the specification set out by the Authority, to demonstrate the baseline performance and equipment or system condition before work commences. The Authority shall be offered the opportunity to attend the trial with 5 business days' notice and shall be present for these activities unless prior approval is obtained.

10. Harbour Acceptance Trials (HATs)

10.1. The Contractor shall conduct or facilitate HATs following a refit or major work package, in accordance with the specification set out by the Authority, to demonstrate the performance against the Pre-Slip Trial or DMT and acceptable functionality of equipment's and systems worked on during the refit or major work package. The Authority shall be offered the opportunity to attend the trial with 5 business days' notice and shall be present for these activities unless prior approval is obtained.

11. Sea Acceptance Trials (SATs)

11.1. The Contractor shall conduct or facilitate SATs following a refit or major work package, in accordance with the specification set out by the Authority, to demonstrate the performance against the Pre-Slip Trial or DMT and acceptable functionality of equipment's and systems worked on during the refit or major work package. The Authority shall be offered the opportunity to attend the trial with 5 business days notice and shall be present for these activities unless prior approval is obtained.

12. Unplanned Maintenance

12.1. The Contractor shall perform defect rectification work identified by the Authority for which the Authority does not have SQEP employed to perform the activity. In order to minimise unscheduled downtime unplanned maintenance should be completed at the Boat location whenever possible. Unplanned maintenance is required to re-instate the defective equipment, system, or function back to its designed intent in order to return the Boat to a material state such that it can meet its operational requirement and be safe to operate.

13. Work Demonstration

- 13.1. The Contractor shall conduct a Work Demonstration following Unplanned Maintenance to demonstrate the acceptable functionality of the equipment or system worked on during the Unplanned Maintenance activity. The Authority shall receive written confirmation and either photo or video evidence this has been completed.
- 13.2. The Contractor shall facilitate any MCTA trials required following major repairs or installation of new equipment as required.

Part 3: Services Requirements

1. Services Tasks

- 1.1. These requirements are made up of optional regular and non-standard services which can be requested at any point during the contract.
- 1.2. The tasks will be forecast (where possible) at the start of the financial year and tasked for within 1 month of commencement of service requirement. The Contractor shall provide all correspondence relating to Service Tasks through the BERRYEATER tool or the appropriate BISS Tasking Form as stated in the contract terms and conditions.

2. On-site Support

- 2.1. The Contractor shall be available to provide support during core hours (Monday to Friday 08:00 – 16:00) in order to perform Planned Maintenance, Emergent Tasks, and Unplanned Maintenance at the Authority's premises.

3. Transportation

- 3.1. The Contractor shall transport Boats either by road or sea (as appropriate for the Boat Class in question) between the User location and the Contractor facility (and vice-versa). Where the Contractor is tasked with Transportation, the Contractor shall also be responsible for the material state, security, and custody of the Boat during transportation and the safety of the transportation procedures, including adherence to any tie-down schemes and legal requirements. The Authority and Contractor shall sign over Care and Protection between the relevant parties during any handovers as part of the transportation activities. The Contractor shall ensure that any coxswains, persons on the boat during sailing, or persons attending MOD sites have the correct security clearance for that site or Boat.

4. Storage

- 4.1. Outside of the requirement to store Boats during Planned and Unplanned Maintenance activities, the Contractor shall store Boats on behalf of the Authority. Storage shall be in a secure environment which will maintain the material state of the craft. This requirement will not include winterisation, maintenance, or re-activation; if required these will be tasked separately.
- 4.2. The Contractor shall store Authority purchased uncoded spares (including capital spares) for quick access to parts required for planned and unplanned maintenance activities. The Contractor shall store spares in accordance with OEM storage recommendations and shall store each part in a way that ensures its longevity. The Contractor shall keep a register of their stores showing each individual part, its status (new, refurbished or in need of repair) and how Codified Spares it has been in storage.

5. Un-Codified Spares

- 5.1. The Contractor shall supply spares and equipment that has not been codified by the Authority. This includes any parts which are required for Planned Maintenance, Emergent Tasks, and Unplanned Maintenance.

6. Codified Spares

- 6.1. The Contractor shall supply NATO codified spares into the designated stores facility, and any parts which are required for Planned Maintenance, Emergent Tasks, Additional Tasks, and Unplanned Maintenance.
- 6.2. This task will not be tasked through BERRYEATER or a BISS Form, but will be demanded through Contracting, Purchasing and Finance (CP&F).

7. Post Design Services

- 7.1. The Contractor shall provide design-related activities as tasked by the Authority to maintain the Boat's capability through its in-service phase. In addressing any Post Design Services (PDS) tasks, the Contractor shall ensure that any solution/proposal submitted considers

the impact on the operational, safety, and classification society certification aspects of the Boat together with future supportability.

- 7.2. PDS Tasks can vary in scope and complexity, and therefore the Authority will endeavour to notify the Contractor on the required process and deliverables required for each PDS Task. The Authorities decision is final on determining the requirements or process for any PDS Task. The Authority will provide their requirements for the design and the Contractor is to deliver only what is requested, unless otherwise agreed with the Authority. Types of PDS Task that may be requested are as follows:
- 7.2.1. Product installation – These are tasks where the Authority requests the Contractor explores the market to purchase a Commercial Off the Shelf (COTS) part with the same fit, form and function as an existing equipment on the Boat. The Authority may also request their own recommendation which must be considered first. These tasks may be requested as the result of an obsolete or obsolescent part being identified.
 - 7.2.2. Defect upgrade – These are tasks where the Authority requests the Contractor redesigns or relocates an equipment, structure, or feature of the Boat due to defects in the design or usability. These tasks may be requested as the result of an S2022 being raised.
 - 7.2.3. Capability upgrade – These are tasks where the Authority requests the Contractor to enhance the design and capability of the boat in any way. The requirements for the capability increase that the Authority requests shall be identified before commencement of the task and shall be met in its entirety by the design change.
 - 7.2.4. Mid-life upgrade – These are tasks where the Authority requests the Contractor to increase the service life of the craft which may include installation and integration of new equipment, systems, structures, or features; or refurbishment, redesign, or overhaul of existing equipment, systems, structures, or features.
 - 7.2.5. Prototyping – These are tasks where the Authority requests the Contractor creates only a prototype or mock-up of the design solution utilising either a Contractor-made replica of the Boat or area, or a Boat provided by the Authority.
- 7.3. PDS Tasks may follow the below structure and the Authority must approve all stages of the PDS task before the next is commenced. The Authority reserves the right to remove any of the requirements or steps in the below process depending on the complexity or scope of the request.
- 7.3.1. Feasibility Study – The Contractor shall investigate the design issue, requirements, Classification Standards (and associated technical Standards), Military Standards and the Authority's recommendation to determine if the potential design solution will be feasible.
 - 7.3.2. Design Proposal – The Contractor shall propose one or more design solutions that solves the design issue, meets all the relevant Standards, and meets the Authority's requirements. The Contractor shall provide a proposal report with all relevant information, estimated cost, drawings, photos, and Standards achieved. The Contractor shall consider the impact on Configuration, Certification, Obsolescence, Reliability and Documentation. The Contractor shall provide their recommendation and necessary supporting information if more than one design solution has been identified.
 - 7.3.3. Implementation Plan – The Contractor shall provide the Authority with a report detailing the installation instructions for the implementation of the design solution including cost, timescale, equipment impacts, maintenance impacts, Configurable Items update and Documentation update.
- 7.4. The Contractor tasked with the PDS Task shall be responsible, when tasked by the Authority, for:

- 7.4.1. The development of PDS solutions which shall include (but not be limited to) Design Studies and Technical Investigations to mitigate operational issues or improve capability;
 - 7.4.2. The supply of all drawings and documents to the Authority;
 - 7.4.3. Providing support and advice to any Sub-Contractors to ensure the successful implementation of the PDS solution;
 - 7.4.4. Ensuring that any solution or proposal submitted addresses the impact on the operational and safety aspects of the Boats;
 - 7.4.5. Conducting design studies including (if required) building models, mock-ups and/or simulations to demonstrate critical areas and/or interfaces;
 - 7.4.6. Ensuring clearance and approval of design proposals with the relevant Classification Society;
 - 7.4.7. Ensuring that the global impact of design changes has been declared including (but not limited to) weight, space and all other Boat systems and services;
 - 7.4.8. Preparing and submitting comprehensive reports plus any supporting documentation that would enhance the recommendations of the study.
- 7.5. In fulfilling PDS tasks, the Contractor shall meet the requirements of DEFSTAN 05-57 – Configuration Management of Defence Materiel. The Contractor shall establish a Configuration Baseline when it is necessary to define a reference for further product development or in-service modification, then apply configuration control measures to each baselined Configuration Item and its configuration documentation.
- 7.6. Where in the opinion of the Authority the deliverables associated with PDS tasks are found to be inaccurate so as to be unfit for purpose, the Contractor shall rectify, at their own expense, any incorrect information or deliverables and the Authority will also have the right to recover from the Contractor any costs incurred by the Authority in implementing any corrective action associated with the incorrect information provided by the Contractor.
- 7.7. Contractor (Lot) and/or Class Lead Contractors shall be responsible, when tasked by the Authority, for implementation of the PDS solution. Where a PDS Task is required to be implemented across multiple Contracts (Lots), the Contractor tasked with conducting the PDS Task shall provide installation instructions covering all aspects of the implementation including drawings for the creation of bespoke parts. The Contractor tasked with implementation shall implement only the solution supplied in the installation instructions unless otherwise agreed by the Authority.
- 7.8. The Contractor tasked with the PDS Task may be requested to conduct a First of Class (FoC) fit of the design solution in order to provide a proof of concept. This will then be assessed by the Authority against the PDS requirements, and any subsequent Standards identified throughout the PDS process. The Authority's decision will be final on acceptance of the design solution.

8. Codification

- 8.1. The Contractor shall, on demand of the Authority or agreement by the Authority of a suggestion by the Contractor, codify spare parts required for maintenance and continued operation of the Boat Class in question by following the requirements of DEFCON 117 and DEFCON 68.
- 8.2. The Contractor shall provide the Authority with all baseline data in order for the Authority to codify parts through a third party.

9. Engine Support

- 9.1. If it is necessary for a Boat engine to be maintained by the Engine Contractor (see Part 6):
 - 9.1.1. The Platform Contractor shall ensure that the engine is available for collection within five business days of the Authority giving 'Authorisation to Proceed' at the start of the Task by notification via BERRYETER or the appropriate BISS Tasking Form as

stated in the contract terms and conditions, unless otherwise agreed with the Authority.

- 9.1.2. The Platform Contractor shall give at least ten (10) business days' notice of the required delivery date for the Engine which will allow the required delivery date of the Platform agreed with the Authority to be met.

10. Training

- 10.1. The Contractor shall provide Maintainer and Train-the-Trainer Training for, but not limited to, the following:

- Main Engines;
- Generators;
- High Pressure Air Systems;
- Mission Control Systems;
- Waterjets;
- Whole Boat Maintenance;
- Operator Training.

11. Defect Reporting and Corrective Action System

- 11.1. The Contractor shall create and maintain a Defect Reporting and Corrective Action System (DRACAS) that allows them to monitor incidents such as equipment failures, faults, and accidents that result in a defect on the Boat and log the actions taken by the Contractor to rectify each defect.

12. Technical Reporting

- 12.1. The Contractor shall submit Technical Reports to provide the Authority with a continuous overview of defects and technical Class Requirement management across the Boats fleet along with the proposed actions to resolve them. The Technical Reports are as follows:

12.1.1. Defect Reporting and Corrective Action System (DRACAS) Report: This report will be used to inform the Authority on all incidents (equipment failures, faults, accidents) raised to them, and outline the corrective actions suggested by the Contractor. The Contractor shall identify if the incident had or could have had an impact on the safety of the vessel. The Contractor shall identify if a change is required to the design as a result of this incident and how this impacts on DORCS (Documentation, Obsolescence, Reliability, Configuration, Security). The Contractor shall update this report throughout the contract and provide an updated version to the Authority on the first business day of the month.

12.1.2. Documentation, Obsolescence, Reliability, Configuration, Security (DORCS) Management Report: This report will be used to inform the Authority on all impacts to the Documentation, Obsolescence, Reliability, Configuration and Security aspects of Boat design and information. It shall outline the corrective actions for any non-compliances suggested by the Contractor. The Contractor shall identify if any non-compliance is an impact to overall Safety of the Boat by impacting the capability or operation of the Key Hazard Areas. The Contractor shall update this report throughout the contract and provide an updated version to the Authority on the first business day of the Financial Year Quarter.

13. 3rd Party Investigation

- 13.1. The Contractor shall conduct an independent investigation into an incident such as a fire, flood, structural or equipment failure damage. The Contractor shall create a comprehensive report outlining the probable cause of the incident and submit to the Authority.
- 13.2. The Authority may propose an organisation to conduct the investigation.

- 13.3. All investigations must be conducted with Certifying Authority and/or Naval Authority and Technology Group (NATG) representation.

14. Pre-Upkeep Maintenance Assessment

- 14.1. The Contractor shall conduct a Pre-Upkeep Maintenance Assessment where they attend the Boat at the Authorities Location before a maintenance period in order to survey the Boat either in part or its entirety to establish any work required to bring the equipment or aspect of the vessel to full working order.

15. Combat Systems Health Check

- 15.1. The Contractor shall conduct a health check on the Combat System on the Boat and provide a comprehensive report of the findings. This is to identify any defects in the systems and provide a rectification plan. The Combat System includes, but is not limited to;

15.1.1. Integrated Mission/Control System;

15.1.2. Heading repeater;

15.1.3. Autopilot;

15.1.4. Speed & Distance log;

15.1.5. VHF/DSC Radio;

15.1.6. Echo Sounder;

15.1.7. Loudhailer;

15.1.8. AIS;

15.1.9. NAVTEX;

15.1.10. GPS;

15.1.11. Inmarsat C;

15.1.12. Gyro Compass;

15.1.13. Handheld VHF;

15.1.14. WECDIS/Chart plotter.

16. Disposals

- 16.1. The Contractor shall remove equipment and parts of the Boat in order to prepare it for Disposal by Defence Equipment Sales Authority (DESA). Items for removal will be identified by the Authority. Distinguishing features such as nameplates, pennant numbers, ballistic protection, weapon mounts or auxiliaries and ammunition boxes must also be removed and disposed of separately by DESA. The parts removed must be disposed of themselves in an environmentally friendly and cost-effective manner. Functioning or repairable GFE removed from the vessel must be returned to the Authority unless otherwise requested.

- 16.2. The Contractor shall ensure that any equipment or parts subject to International Traffic in Arms Regulations (ITAR) or Export Administration Regulations (EAR) are disposed in of in accordance with these regulations.

- 16.3. The Contractor shall dispose of Naval Stores Boats on the request of the Authority.

17. Out of Hours Support

- 17.1. The Contractor shall be available to provide technical advice via telephone and on-site technical support to the Authority outside of the core hours (Monday to Friday 08:00 – 16:00) in order to perform Unplanned Maintenance required to rectify Operational Defects (OPDEFs).

18. Government Furnished Equipment

- 18.1. The Contractor shall allow third party Contractor's access to attend the Boats to conduct Maintenance activities on GFE in-situ during the Contractor's Planned and Unplanned Maintenance activities. The Contractor shall not conduct any work on GFE unless approval is given by the Authority.

19. Support to Safety and Environmental Cases

- 19.1. The Contractor shall provide assistance to the update and revision of the Safety and Environmental Case of the Boat Class and supporting equipment.
- 19.2. The Contractor shall, on receipt of a formal tasking from the Authority's Authorised Representative, provide assistance to the update and revision of the Safety and Environmental Case of the Boat Class and relevant supporting equipment in question, including but not limited to:
- 19.2.1. Attendance by Suitably Qualified and Experienced Personnel at Hazard Identification (HazID) Meetings.
- 19.2.2. Updates to Safety and Environmental Cases to account for updates to Boat designs or specifications.
- 19.2.3. Writing or revision of Safety and Environmental Case Reports.

20. Ancillary Equipment

- 20.1. The Contractor shall provide new Boat Ancillary Equipment, and perform 3rd and 4th line planned, unplanned maintenance and training of new and existing ancillary equipment which is associated with the relevant Boat.

21. Chartering

- 21.1. The Contractor shall lease or hire a bareboat to be operated by the Authority for a specific role and for a defined period of time.

22. Delivery of New Boats

- 22.1. The Contractor shall deliver new Boats to an existing Boat class design. The Contractor shall also deliver the Boat with all Boat maintenance, spares, and technical documents to fulfil the through life support of new boats.

23. Delivery of Second-hand Boats

- 23.1. The Contractor shall research, identify, and purchase previously owned/previously used/ex-demonstration Boats to meet a specific requirement identified by the Authority. The Contractor shall also deliver the Boat with all Boat maintenance, spares, and technical documents to fulfil the through life support of new boats.

Part 4: Equipment Requirements

1. Equipment Tasks

- 1.1. These requirements are for specific arrangements required for the support of equipment's outside of the normal 'boat fit'.
- 1.2. The tasks will be forecast (where possible) at the start of the financial year and tasked for within 1 month of commencement of Equipment requirement. The Contractor shall provide all correspondence relating to Equipment Tasks through the BERRYATER tool or the appropriate BISS Tasking Form as stated in the contract terms and conditions.

2. Floating Maintenance Cradles

- 2.1. The Contractor shall supply new Floating Maintenance Cradles, perform 3rd and 4th line planned and unplanned maintenance, supply spares, conduct annual safety surveys, and conduct user training.

3. Trailers

- 3.1. The Contractor shall supply new Trailers, and perform 3rd and 4th line planned and unplanned maintenance on existing trailers which are associated with the relevant Boat. Where the trailer is to be used on the public highway, the Contractor shall ensure that any 3rd and 4th line planned and unplanned maintenance undertaken will result in the trailers continuing to comply with current road legislation, including the Road Vehicles (Construction and Use) Regulations 1986, as amended and the Road Vehicles Lighting Regulations 1989, as amended.

4. Cradles

- 4.1. The Contractor shall provide new Cradles, and perform 3rd and 4th line planned and unplanned maintenance of existing cradles which are associated with the relevant Boat.

5. Naval Stores Boats

- 5.1. The Contractor shall perform 3rd and 4th lined planned and unplanned maintenance, supply spares for Naval Stores Boats. These Boats will be issued to the Contractor from Naval Stores, and they shall be brought up to A1 Standard before being issued back into Naval Stores. The Contractor shall conduct the work in accordance with Table 2.

Naval Stores Boat	Tariff
Zodiac FC 530	The Contractor shall INFLATE the boat and keel to the manufacturer's recommended pressure and leave for 24 hours. Following completion of the 24-hour period, the pressure of the keel and both port and starboard tubes shall be measured to determine whether any punctures or other defects exist.
Wing 5.0 CRRC	
Zodiac Mk 6	
Avon Redcrest M9	The Contractor shall CLEAN the boat. The Contractor shall undertake a SURVEY of the boat and its equipment to determine any defects affecting the overall performance, safety, reliability, maintainability, and capability. The survey shall EXAMINE the following: - Hull and Deck - Buoyancy Tubes - Tubes and Keel - Transom and Fittings - Lifelines and Tube Fittings - Handles - Valise Upon completion of the agreed works the Contractor shall DEFLATE the boat and REPACK into its own valise.

	NOTE: for EOD Inflatables, the boat will need to be sent for magnetic ranging post any works by the Contractor before entering back into Naval Stores
Army Assault Boat	The Contractor shall CLEAN the hull to remove all marine growth. The Contractor shall EXAMINE the hull for damage. The Contractor shall cook the hull every 5 years.

Table 2 - Naval Stores Boat Condition Survey

Part 5: Management Requirements

1. Management Tasks

- 1.1. These requirements detail the various on-going and ah-hoc management requirements that provide long-term technical support.
- 1.2. The tasks will be forecast (where possible) at the start of the financial year and tasked for within 1 month of commencement of Management requirement. The Contractor shall provide all correspondence relating to Management Tasks through the BERRYATER tool or the appropriate BISS Tasking Form as stated in the contract terms and conditions.

2. Classification Society

- 2.1. The Contractor shall task a Classification Society to complete initial, annual, intermediate or renewal surveys as required to ensure that the Boat meets the requirements of MGN 280, or other standard agreed with the Authority.
- 2.2. The Contractor shall task a Classification Society to assess work conducted meets the requirements of MGN 280 or other standard agreed with the Authority when repairs or proposed design changes impact the Key Hazard Areas:
 - Structures
 - Buoyancy and Stability
 - Propulsion and Manoeuvring Systems
 - Fire
 - Escape, Evacuation and Rescue
 - Navigation
 - Explosives
 - Aviation

3. Documentation Management

- 3.1. The Contractor shall update the technical documentation to the agreed standard (including, but not limited to Defence Standard 00-601) so that it fully represents the current material state of the Boat Class.
- 3.2. The Contractor shall ensure that any changes made to the components or design of the Boat Class as a result of the performance of this contract are reflected in the Class's Technical Documentation, including but not limited to where appropriate:
 - 3.2.1. Book of Reference (BR) – to include maintenance instructions and schedules, spares list, operating instructions etc.
 - 3.2.2. Technical Drawings.
 - 3.2.3. Volume of Spares (VoS)
- 3.3. The Contractor shall also provide the Authority with recommendations for revisions and updates to the aforementioned Technical Documentation in the DORCS Management Quarterly Report.
- 3.4. The Contractor shall submit all revisions of Technical Documentation to the Authority's Authorised Representative for approval for further distribution. Where approval is not given, the Authority shall suggest changes to be made to the documentation to bring it to a standard at which it may be approved and agree a date by which the Contractor shall complete those changes.
- 3.5. The Contractor shall make the latest version of Technical Documentation available to the Authority in MS Word format, .PDF format, and if requested in .DWG format and/or hard copy.

- 3.6. The Contractor shall maintain full version control of any changes made to the Technical Documentation. Previous versions of Technical Documentation shall remain available for distribution for either twelve months after the documentation change is accepted by the Authority, or until the last Boat of the previous configuration is no longer operated in that configuration (whichever is later).

4. Software and Firmware Management

- 4.1. The Contractor shall keep a record of all Software and Firmware versions for all relevant equipment on the Boats. The Contractor shall check these versions Annually or when tasked to ensure the most up to date Software and Firmware is installed.

5. Configuration Management

- 5.1. The Contractor shall manage the configuration of the Boat Class in line with the principles of DEFSTAN 05-57 "Configuration of Defence Materiel" and the Boats Team Configuration Management Plan, building on the Configuration Management arrangements already in place.
- 5.2. As part of the Integrated Project Management Plan (CMP), the Contractor shall submit to the Authority a brief (CMP) of how the Contractor will collate and supply this data to the Authority, that shall form part of the Contract. The CMP shall review the existing Configuration Management status and define and document the CM System for the Contract, considering the complexity and nature of the Boats being supported throughout the life of the contract. The CMP shall be reviewed Annually or as requested for continued effectiveness.
- 5.3. Within three months of the Contract Start Date, the Contractor shall agree with the Authority the selection of Configuration Items (CIs) to include, but not limited to, key main equipment's, sub-systems, down to the level 3 of an Asset tree structure structures a minimum level. The structures include equipment such as but not limited to engines, masts, structural elements, doors, hatches, fittings and fixtures, brackets, flexible hose assemblies, securing arrangements, compartments, location of equipment, and carry on equipment. The Contractor shall document the functional and physical characteristics of all selected CI(s), and the Contractor's identification numbering system shall be used to assign a unique identifier to each CI and its associated documentation.
- 5.4. The Authority will provide the successful contractor a copy of the Asset tree breakdown for the craft they are responsible for. If the contractor chose to utilise a Configuration Management tool this must be able to export in a format that can be opened by a MS tool and need to ware appropriate be able to be exported in a way to be inputted into the relevant MOD system such as but not limited to SSDD, UMMS and DEEAMS.
- 5.5. The Contractor shall provide the contractors host Configuration Management data using a suitable method that will allow the production on demand of the current configuration status of any Boat within the class. The up-to-date Configuration Status must be able to be issued to the Authority when requested.
- 5.6. The Contractor's Sub-Contractors shall provide data to the Contractor to enable them to carry out their Configuration Management responsibilities described in Paragraphs 5.1 to 5.5 above. This shall include the current Configuration Status of the Configuration Items fitted to the Boats on which they perform 3rd and 4th Line Planned Maintenance.
- 5.7. The Contractor shall provide the Authority with the most up-to-date changes to Configuration Status of all the Configurable Items in the DORCS Management Quarterly Report.

6. Obsolescence Management

- 6.1. The Contractor shall manage Boat obsolescence in line with the principles of IEC 62402 Edition 2 2019 (Obsolescence).
- 6.2. The Contractor shall follow the principles of IEC 62402 Edition 2 2019 (Obsolescence) to apply a reactive strategy to Obsolescence Management that is proportionate to the

complexity and nature of the Boat Class. Obsolescence Management shall only be applied to the Configuration Items identified as part of the Configuration Management Plan.

- 6.3. The Contractor shall write and maintain an Obsolescence Strategy for the Boat Class, as part of the Integrated Project Management Plan.
- 6.4. The Contractor shall notify the Authority's Authorised Representative within of the most up-to-date obsolescent or obsolete items in the DORCS Management Quarterly Report. They shall suggest to the Authority their recommended recovery strategy, which may include one or a combination of:
 - 6.4.1. Product search
 - 6.4.2. Cannibalisation
 - 6.4.3. Repair
 - 6.4.4. Design Revision
- 6.5. The Contractor shall be responsible for correctly specifying all material to be incorporated into the Boat, including the replacement of obsolescent parts and equipment, and maintaining up-to-date records of equipment variants fitted in each Boat. The Contractor shall be required to provide assurance to the Authority that replacement parts and equipment where different from those originally fitted will not affect the Boats fitness for purpose in its intended role. The Contractor shall also obtain Classification Society certification for replacement parts or equipment where required.
- 6.6. The Contractor shall take no action on the recommendation until formal tasking by the Authority's Authorised Representative.

7. Reliability Monitoring

- 7.1. The Contractor shall monitor, record, and manage Boat reliability. If it becomes evident during the course of a task that a component has failed and requires repair or replacement, the Contractor shall record the type and part number of the failed component, the primary cause of failure (where known – examples include inadequacy of design, poor quality of manufacture, inadequate processes, human error, secondary failure, and foreign object damage), and its operating hours since last replacement and report these details to the Authority.
- 7.2. The Contractor shall create a reliability monitoring database, into which all failure reports and records of spares which have a high usage rate for the period of operation. The Contractor shall analyse the data within this database for any failure trends. When trends are identified, the Authority shall notify the Authority's Authorised Representative of all items, in the Contractor's opinion, that is failing frequently and adversely affecting the overall reliability of the Boat Class in the DORCS Management Quarterly Report.
- 7.3. The Authority will provide all Operational Deficiency (OPDEF) and Design Deficiency (S2022) Reports where the cause is component failure, which the Contractor shall include in the database.

8. Security Management

- 8.1. The Contractor shall monitor, record, and manage Boat security.
- 8.2. The Contractor shall monitor compliance with the relevant Security Classification of all equipment that gathers, stores, or transmits information or data. The Contractor shall monitor the relevant software and/or firmware updates that are required on all relevant equipment's as outlined in the Planned Maintenance Schedule.
- 8.3. The relevant Security Classification of the Boats or any specific equipment is detailed in the Security Aspects Letter (SAL).
- 8.4. The Contractor shall ensure that Secure by Design principles in accordance with ISN 2023/09 Secure by Design Requirements are followed for all design changes to the Boats.

- 8.5. The Contractor shall monitor all items and their associated risks and notify the Authority when items are causing a Security Risk in accordance with the SAL in the DORCS Management Quarterly Report.

Part 6: Relationship with Engine Contractors**1. Delivery of Engine Support**

1.1. This requirement may be excluded as the engine support requirements listed within this section may be delivered via alternative contracting arrangements.

1.1.1. For the purposes of this section of the SOTR, the Contractor who is the holder of this contract will be known as the 'Platform Contractor', and the holder of an alternative contracting arrangement will be known as the 'Engine Contractor'.

1.1.2. The engine types that may be in-scope to be maintained by the Engine Contractor are all outboard motors, and the inboard motors listed at Table 3:

Engine variant	Craft
Yanmar 3YM-20	Cheverton Champ
Yanmar 3YM-30	Motor Whaler
Yanmar 4JH-55	Nicholson 55
Yanmar 4JH-75	Searider (Ascension)
Yanmar 4LHA-STP	PAC 22
Yanmar 4LHMA-STE	PAC 22
Yanmar 6AYM WET	HMS MAGPIE
Yanmar 6LPA-DTE	CSB
Yanmar 6LPA-DTP	CSB
Yanmar 6LPA-STP (CSB Spec)	CSB
Yanmar 6LPA-STP (DSB Spec)	DSB
Yanmar 6LPA-STP (PAC 28 Spec)	PAC 28
Yanmar 6LPA-STP (RRC MkIII Spec)	RRC MkIII
Yanmar 6LY CR 440	13.8m and 15m workboat variants
Yanmar 6LYA-STP	PAC 24 MkIII
Yanmar 8LV370	11m workboat variants
Yanmar 8LV-370 (Hazard Spec)	Hazard
Yanmar 8LV-370 (PAC 24 MkIV Spec)	PAC 24 MkIV

Table 3- Inboard Motors within Scope of alternative contracting arrangements

1.2. The division of responsibilities between the Platform Contractor and the Engine Contractor shall be as listed at Table 4 below:

	<i>Outboard Motors</i>	<i>Inboard Motors (listed at Table 3, in scope of Engine Contract)</i>	<i>Inboard Motors (not listed at Table 3, out of</i>
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			scope of Engine Contract)
Responsibility of Platform Contractor	Performs Routine Maintenance in accordance with the tariffs and manufacturer's Operations Manual. Removes and fits the engine. Prepares and loads the engine onto transport.	Performs Routine Maintenance in accordance with the tariffs and manufacturer's Operations Manual. Removes and fits the engine. Prepares and loads the engine onto transport.	Performs all Support Requirements. Removes and fits the engine.
Responsibility of Engine Contractor	Performs all other Maintenance, supply of Codified and Un-Codified Spares, Post Design Services, and Transportation.	Performs all other Maintenance, supply of Codified and Un-Codified Spares, Post Design Services, and Transportation.	No Requirements.

Table 4 - Division of Responsibilities between Platform Contractor and Engine Contractor

- 1.3. If there is any doubt about the scope of work in this Part 6, Condition 1 (Delivery of Engine Support), the Authority shall make the final decision about whether any piece of work is performed by the Platform Contractor or the Engine Contractor.
- 1.4. If the Platform Contractor does not possess suitably qualified and certified personnel to perform any of the requirements listed within this Part 6, Condition 1 (Delivery of Engine Support) without affecting the warranty period of any engine, they shall inform the Authority at the earliest opportunity. In this circumstance, the Authority will provide a final decision about whether any piece of work is performed by the Platform Contractor or the Engine Contractor.
- 1.5. For the purposes of this Contract, the term 'Engine' includes the following components:
- 1.5.1. Engine
 - 1.5.2. Engine Mounts
 - 1.5.3. Gearbox
 - 1.5.4. All controls including gauges, batteries, and fuel tank sensors
 - 1.5.5. Control cables
 - 1.5.6. Throttle box
 - 1.5.7. Fuel lines (if not built in to the Boat's hull)
 - 1.5.8. Fuel connectors.
- 1.6. For outboard motors only, the term 'Engine' also includes the following components:
- 1.6.1. Fuel tank (if non-fixed type)
 - 1.6.2. Cable steering (NB – for the avoidance of doubt, hydraulic steering is not considered part of the engine and is therefore the responsibility of the Platform Contractor).
- 1.7. The following components will not be regarded to form part of the engine for the purposes of this contract. Therefore, they will always be the responsibility of the Platform Contractor:
- 1.7.1. Stern drive or Waterjet
 - 1.7.2. Driveshafts.
- 1.8. If it is necessary for a Boat engine to be maintained by the Engine Contractor:

- 1.8.1. The Platform Contractor shall ensure that the engine is available for collection within five business days of the Authority giving 'Authorisation to Proceed' at the start of the Task by notification via BERRYEATER or the appropriate BISS Tasking Form as stated in the contract terms and conditions, unless otherwise agreed with the Authority.
 - 1.8.2. The Platform Contractor shall give at least ten business days' notice of the required delivery date for the Engine which will allow the required delivery date of the Platform agreed with the Authority to be met.
- 1.9. The Engine Contractor will be responsible for the factory testing of any engines which are maintained by them, and they will provide assurance that the engines are serviceable and safe on return to the Platform Contractor's premises. Engine Test Reports will be supplied by the Engine Contractor to the Authority, and simultaneously to the Platform Contractor on delivery with the engine.
- 1.10. Where any of the activities conducted by the Platform Contractor as detailed in this contract may affect or require a change to the integration, design, maintenance, or operation of the Engines fitted to the Boat Class, they shall ensure that the Engine Contractor is informed as soon as possible. Similarly, where activities conducted by the Engine Contractor affect the whole Boat Class, they will ensure that the Platform Contractor is informed of the impact of such activities.
- 1.11. The Engine Contractor will take on 'Class Lead' responsibilities for the Engines, and therefore will be responsible, for the engines identified at Paragraph 1.1.2. above, for:
 - 1.11.1. Supply of Codified and Uncodified Spares
 - 1.11.2. Codification
 - 1.11.3. Training
 - 1.11.4. Documentation Management
 - 1.11.5. Post Design Services (PDS)
- 1.12. The Platform Contractor shall pass any information related to the above which is collected during the course of their activities to the Engine Contractor and retain a record themselves of such information to maintain a 'whole boat' record.
- 1.13. The Authority expects Platform Contractors and Engine Contractors to work proactively together and with the Authority to maximise the reliability and availability of the craft and minimise downtime whilst the craft is in refit or repair.

Part 7: Relationship with Boat Build Contractors

1. Boat Build Contractors

- 1.1. This requirement will be used when a new class of Boat is introduced into a Lot on this Contract. New Boat classes will usually enter into service in stages and potentially spread across their build contract and this In-Service Support contract. Therefore, the Authority would like to outline the responsibilities between the Boat Build Contractor and the Contractor.
- 1.2. If a new Boat class is wholly being supported in-service by the Boat Build Contractor, then the Contractor shall have no responsibility for any of the support requirements.
- 1.3. If a new Boat class is not being supported for 1st and 2nd Line Maintenance in-service by the Boat Build Contractor, then the Contractor shall take on the responsibility for these as tasked by the Authority.
- 1.4. If a new Boat class is not being supported for in-service by the Boat Build Contractor, then the Contractor shall take on all responsibilities for support as tasked by the Authority.
- 1.5. Throughout all of the above scenarios, the Contractor should be aware of the Boat Build Contract warranty period. If any work arises that the Contractor determines to be because of a potential warranty defect, then they should notify the Authority immediately. All work on the equipment or system must immediately stop until direction is given by the Authority. The Authority may require the Contractor to continue work in this area, but it must be understood that this may void any warranty with the Boat Build Contractor and therefore would be subject to warranty claims under this contract.
- 1.6. The Contractor shall allow the Boat Build Contractor access to the Boats as required to conduct any work, investigations, or trials.