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Part 3: Class Requirements

1. Class Requirements

- 1.1. The Contractor shall indicate as part of their submitted Integrated Project Management Plan (IPMP) how they intend to carry out the Class Requirements (where applicable) and ensure that the information required to complete these requirements is shared between their subcontractors and the Authority.
- 1.2. It is the Contractor's responsibility to ensure that all subcontractors comply with the requirements as stated in this section.
- 1.3. The Contractor shall perform the following activities 1.4. to 1.7. as a matter of routine during their performance of the contract; there will be a monthly LoL for Technical Support which the Contractor can book time against and the Contractor shall perform any of the relevant tasks below as impacted during the completion of any Support Requirements and as part of the ongoing contract management as defined by the Authority.

1.4. Configuration Management

- 1.4.1. The Contractor shall manage the configuration of the Boat Class in line with the principles of DEFSTAN 05-57 "Configuration of Defence Materiel", building on the Configuration Management arrangements already in place.
- 1.4.2. As part of the Integrated Project Management Plan, the Contractor shall submit to the Authority a Configuration Management Plan (CMP) 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, taking into account the complexity and nature of the workboats being supported throughout the life of the contract. The CMP shall be reviewed Annually for continued effectiveness.
- 1.4.3. 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, main equipment's, masts, structural elements, doors, hatches, fittings and fixtures, brackets, flexible hose assemblies, securing arrangements, compartments, location of equipment, and carry on equipment to allow the efficient and effective management of product configuration change, which shall be defined in sufficient detail so that they may be selected, developed, tested, evaluated, product accepted, operated, maintained, supported, modified and disposed of. 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.
- 1.4.4. The Configuration Management tool selected by the Contractor shall be able to record the certification status of the boat; holding copies of relevant required certification and their expiry date. This shall enable the Contractor to inform the Authority one calendar month in advance of the certification expiring or other action being required.
- 1.4.5. The Contractor shall host the Configuration Management tool 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.
- 1.4.6. The Contractor's Sub-Contractors shall provide data to the Contractor to enable them to carry out their Configuration Management responsibilities described in Paragraphs 1.4.1 to 1.4.5 above. This shall include the current Configuration Status of

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the Configuration Items fitted to the Boats on which they perform 3rd and 4th Line Planned Maintenance.

- 1.4.7. 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.

1.5. Obsolescence Management

- 1.5.1. The Contractor shall follow the principles of BS EN 62402:2007 "Obsolescence Management – Application Guide" 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.
- 1.5.2. The Contractor shall write and maintain an Obsolescence Strategy for the Boat Class, as part of the Integrated Project Management Plan.
- 1.5.3. 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:
- 1.5.3.1. Product search
 - 1.5.3.2. Cannibalisation
 - 1.5.3.3. Repair
 - 1.5.3.4. Design Revision
- 1.5.4. 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.
- 1.5.5. The Contractor shall take no action on the recommendation until formal tasking by the Authority's Authorised Representative.

1.6. Reliability Monitoring

- 1.6.1. 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 Contractor and the Authority.
- 1.6.2. 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.

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- 1.6.3. 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.

1.7. Security Management

- 1.7.1. 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.
- 1.7.2. The relevant Security Classification of the Boats or any specific equipment is detailed in the Security Aspects Letter (SAL).
- 1.7.3. 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.
- 1.7.4. 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.

2. Class Taskings

- 2.1. The Contractor shall perform the following requirements from 2.2. to 2.5. when contracted for via MOD Boats Form 1020 – Work Request Form. When this occurs, the Contractor shall submit a quotation for the work via MOD Boats Form 2020 to be approved by the Authority. This quotation shall be based on the Contractor's Weighted Average Hourly Rate (WAHR) for Technical Support tasks.

2.2. Technical Reporting

- 2.2.1. 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:
 - 2.2.1.1. 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 working day of the month.
 - 2.2.1.2. 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 working day of the Financial Year Quarter.

2.3. Documentation Management

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2.3.1. 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' Technical Documentation, including but not limited to where appropriate:

2.3.1.1. Book of Reference (BR) – to include maintenance instructions and schedules, spares list, operating instructions etc.

2.3.1.2. Technical Drawings.

2.3.1.3. Volume of Spares (VoS)

2.3.2. The Contractor shall also provide the Authority with recommendations for revisions and updates to the aforementioned Technical Documentation in the DORCS Management Quarterly Report.

2.3.3. 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 day by which the Contractor shall complete those changes.

2.3.4. The Contractor shall make the latest version of Technical Documentation available to the Authority in MS Word format, and if requested in .PDF format, .DWG format and/or hard copy.

2.3.5. 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).

2.4. Support to Safety and Environmental Cases & Hazard Identification (HazID) Meetings

2.4.1. 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:

2.4.1.1. Attendance by Suitably Qualified and Experienced Personnel at Hazard Identification (HazID) Meetings.

2.4.1.2. Updates to Safety and Environmental Cases to account for updates to Boat designs or specifications.

2.4.1.3. Writing or revision of Safety and Environmental Case Reports.

2.5. Codification

2.5.1. The Contractor shall, on demand of the Authority, codify spare parts required for maintenance and continued operation of the Boat Class in question by following the requirements of DEFCON 117.

3. Supply of Codified & Uncodified Spares

3.1. The Contractor shall, on receipt of:

3.1.1. A Work Request Form (WRF) (MOD Boats Form 1020) as detailed at Schedule 5A (Multi-Task Summary Form / Work Request Form), supply Uncodified Spares for each Boat Class within the Statement of Technical Requirements; or

3.1.2. A demand order through Contracting, Purchasing and Finance (CP&F), supply Codified Spares detailed at Table 4 (Spares) of Schedule 2A (Statement of

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Technical Requirements – Pricing) for each Boat Class within the Statement of Technical Requirements.

4. Post Design Services (PDS)

- 4.1. The Contractor shall perform the following requirement from 4.2 to 4.7 when contracted for via MOD Boats Form 1020 – Work Request Form. When this occurs, the Contractor shall submit a quotation for the work via MOD Boats Form 1020 to be approved by the Authority. This quotation shall be based on the Contractor's Weighted Average Hourly Rate (WAHR) for Post Design Services (PDS) tasks.
- 4.2. PDS Tasks will follow the below structure and the Authority must approve all stages of the PDS task before the next is commenced.
 - 4.2.1. 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.
 - 4.2.2. 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.
 - 4.2.3. Implementation – Upon the Authority's selection of the design solution, the Contractor shall provide the Authority with a report detailing the implementation of the design solution including cost, timescale, equipment impacts, Configurable Items update and Documentation update.
- 4.3. The Contractor shall be responsible, when tasked by the Authority, for:
 - 4.3.1. 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;
 - 4.3.2. The supply of all drawings and documents to the Authority;
 - 4.3.3. Providing support and advice to any Sub-Contractors to ensure the successful implementation of the PDS solution.
- 4.4. In addressing any PDS task, the Contractor shall ensure that any solution or proposal submitted addresses the impact on the operational and safety aspects of the Boats. The Contractor shall also:
 - 4.4.1. Conduct design studies including (if required) building models, mock-ups and/or simulations to demonstrate critical areas and/or interfaces;
 - 4.4.2. Ensure clearance and approval of design proposals with the relevant Classification Society;
 - 4.4.3. Ensure that the global impact of design changes has been declared including (but not limited to) weight, space and all other Boat systems and services;
 - 4.4.4. Prepare and submit comprehensive reports plus any supporting documentation that would enhance the recommendations of the study.

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- 4.5. 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.
- 4.6. 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 his 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.
- 4.7. The Contractor shall be responsible, when tasked by the Authority, for implementation of the PDS solution.

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Government Furnished Equipment (GFE)

1. GFE is the generic term for materiel loaned to a contractor. These are tangible items that the contractor must manage and account for. Detailed in Table 4 is the GFE that will be made available to the contractor in order to support the Boat Classes contained within this Lot.

| Boat Class | GFE Fitted to Boats not controlled by DES Ships Boats | GFE Capital Spares |
|-------------------------------|---|---|
| HMS MAGPIE | KONGSBERG EA440 SINGLE BEAM ECHO SOUNDER SYSTEM KONGSBERG EM2040 MULTIBEAM ECHO SOUNDER SYSTEM CNAV 3050 GEOACOUSTICS APPLANIX CO POS MV S2094 SIDE SCAN SONAR OSIL PROBES | 2 x Engine - Yanmar 8LV370 2 x Gearbox - Yanmar ZF220 2 x Waterjet - Hamilton HJ292 1 x Engine - Yanmar 6AYE 1 x Gearbox - Yanmar ZF2000 1 x Waterjet - Hamilton HM521 |
| 11m Standard Work Boat | N/A | 4 x Engine - Yanmar 6LY440 |
| 15m Route Survey Boat | PROJECT WILTON CAPABILITY INCLUDING LARS | 4 x Gearbox - Yanmar ZF280 |
| 15m Officer Training Boat | N/A | 4 x Waterjet - Hamilton HJ364 |
| 13.8m Passenger Transfer Boat | N/A | 1 x Generator - Fischer Panda 25i |
| 15m Dive Support Boat | N/A | 1 x Compressor – Bauer V680 |
| 15m Survey Motor Boat | KONGSBERG EA440 SINGLE BEAM ECHO SOUNDER SYSTEM KONGSBERG EM2040 MULTIBEAM ECHO SOUNDER SYSTEM CNAV 3050 GEOACOUSTICS APPLANIX CO POS MV S2094 SIDE SCAN SONAR OSIL PROBES | |
| 11m Small Survey Boat | KONGSBERG EA440 SINGLE BEAM ECHO SOUNDER SYSTEM KONGSBERG EM2040 MULTIBEAM ECHO SOUNDER SYSTEM CNAV 3050 GEOACOUSTICS APPLANIX CO POS MV S2094 SIDE SCAN SONAR OSIL PROBES | |

Table 4 - Government Furnished Equipment by Boat Class

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Government Furnished Information (GFI)

2. GFI is technical information, in any media format that will be supplied to the contractor in order that they can support the Boat Classes contained within this Contract. Table 5 provides an overview by Class of information that will be provided.

| Boat Class | |
|-------------------------------|----------|
| HMS MAGPIE | BR 7992 |
| 11m Standard Work Boat | BR 7933 |
| 15m Route Survey Boat | BR 7994A |
| 15m Officer Training Boat | BR 7994B |
| 13.8m Passenger Transfer Boat | BR 7994E |
| 15m Dive Support Boat | BR 7994C |
| 15m Survey Motor Boat | BR 7994D |
| 11m Small Survey Boat | BR 7933A |

Table 5 - Government Furnished Information by Boat Class