

Serial No.	Major Contract Requirement	Related Requirement or Information	Authorising Authority	Customer's Estimated Quantity	Performance Standard
C6	<b>Additional Services</b>	<p>a. There will be a requirement to provide marine support services to MoD and other Government Departments that are not specifically covered under Serials C1 – C5, such tasking will generally fall under the term 'Additional Services'.</p> <p>b. It is not intended that for this serial the Contractor should have established a any additional level resource other than that required to meet serials C1 to C5.</p> <p>c. <b>'Additional Services'</b> will be either unspecified MoD or Govt tasking that is considered to fall within the capabilities of that resource identified to support this contract, or those tasking requirements identified below but for which there is no regular call-off and no significant demand:</p> <ul style="list-style-type: none"> <li>i) providing a guardship at aircraft crash sites. This service will require a vessel to remain in close proximity to the crash site until relieved by military or commercial assets;</li> <li>ii) providing a safety boat service for parachute drops;</li> <li>iii) providing a marker boat for Marine Target Towing (MTT);</li> <li>iv) recovery of Air Sea Rescue Apparatus (ASRA);</li> <li>v) participation in Search and Rescue (SAR) exercises;</li> <li>vi) marine support to MoD and Govt trials, <b>in particular DSTL;</b></li> <li>vii) marine support to Govt Wider Markets Initiatives (WMI);</li> <li>viii) <b>marine support to other Govt agencies;</b></li> <li>ix) marine support to sea survival drills for RAF Waddington;</li> <li>x) <b>marine support to sea survival drills for RAF Odiham;</b></li> <li>xi) <b>marine support to sea survival drills for AAc N Ireland;</b></li> <li>xii) additional craft requirements to meet swarm serials (C5.3 and C5.4).</li> </ul> <p>d. There may be occasions when tasking under the umbrella of <b>'Additional Services'</b> warrants a higher priority than Serials C1 – C5. This will be determined by the Authority's Contract Manager with the assistance of the relevant Customer Authority.</p>	Navy Cmnd / DMS	<p>a. All hours referred to are 'on task time' and do not include any element of time required for transiting to and from the tasks.</p> <p>b. Further details relating to the timings and programming of support to 'Additional Tasking' are contained in the programming paragraphs.</p> <p>c. In the case of guardship duties, 24 hour cover will be required.</p>	<p><u>Availability.</u></p> <p>a. The Contractor must be available to be tasked, on location, as agreed with the Customer, (where location, is the point of service delivery, as agreed with the Customer and identified within the relevant TAF.</p> <p><u>Performance.</u></p> <p>a. The Contractor is to be on task, on time - <b>100%</b>.</p> <p>b. Delivery of the task must meet the agreed Customer's requirement on the day and be in accordance with any operating guidelines and procedures provided by the Authority – <b>100%</b>.</p> <p>c. <b>The TAF agreed between the Authority and the Contractor together with the local tasking notification will serve to determine the criteria for performance.</b></p>

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Programming

- a. Where possible at least 2 weeks' notice of 'Additional Services' will be provided.
- b. Guardship duties are, by the nature of the task, undertaken at very short notice and the requirement is generally of a short term (less than 5 days). De-confliction of tasking should be undertaken with the Authority's Contract Manager.

**Additional Services – Vessel Requirements**

Any vessel engaged to meet '**Additional Services**' must have the following specific attributes as a minimum:

- a. For any safety boat duties the vessel requirements will be as laid down for serial C1 Helicopter Training;
- b. For parachute drops an additional **Rigid Hulled Inflatable Boat (RHIB)** will be required, capable of being launched, recovered and operated in sea state 3 conditions (up to a significant wave height of 2m);
- c. An MCA type approved radar with a radar range of at least 12nm and an automatic plotting aid;
- d. An electronic position fixing system capable of storing and retrieving an MOB position with a single button operation, accuracy to within 10 metres;
- e. A dual watch marine band VHF transceiver and MF/HF transceiver;
- f. Capable of operating in sea state 5 for guardship and safety boat duties and in sea state 4 for all other 'Additional Services' identified in this serial.
- g. **For Guardship duties, AIS Class B is to be fitted and maintained in a fully operational state on all Contractor owned or operated craft supporting these specific sea survival drills; and on any sub-contracted craft operating in support of more than 5 of these serials per year;**

**In the event of a Marker Craft being requested in support of Serial C3 - Additional Requirements for Marking Craft.**

- a. The vessel needs to be of sufficient size and stability to enable accurate marking of 'fall of shot' to be undertaken using the MOD design marking rake. See MoD Tasking Guidelines for further information.
- b. The vessel must be capable of maintaining station on the target towing craft in the same weather conditions.

**2C-49**