

- 19.1.2 All welds are to be visually inspected by the witnessing authority prior to and after load testing.
- 19.1.3 The eyeplates are to have a static load test of 2 x Safe Working Load (SWL) applied vertically.
- 19.1.4 The lifting beams are to have a static load test of 2 x SWL applied at mid-span between each pair of supports.
- 19.1.5 The general purpose davits are to be static load tested to 2 x SWL, with the load applied using weights suspended from a strop over the head of the appliance. The deflection readings to be recorded and one copy each passed to the nominated MOD Project Manager. On completion the appliance to be fully rigged and the SWL raised and lowered to prove satisfactory operation. Finally, a running load of 1.5 x SWL to be raised and lowered.

19.2 Identification of Lifting Equipment Passing Test

- 19.2.1 Portable lifting appliances, assemblies, and non-fixed items which pass test and inspection to which it is impracticable to attach a test tally plate showing the particulars specified in BR 3027.
- 19.2.2 Where practicable and where damage will not be caused, to have the specified particulars stamped directly on the appliance, assembly or item in a prominent position.
- 19.2.3 Where it is impracticable to stamp the specified particulars directly on the item or where unacceptable damage would be caused, to have a metal tally stamped with the specified particulars securely attached by wire to the appliance, assembly, item or batch of similar items.
- 19.2.4 A Passed Test Certificate, clearly identifying the appliance, assembly, item or batch of similar items, is to be issued to the nominated MOD Project Manager.
- 19.2.5 Test tally plates are to be supplied and fitted on, or immediately adjacent to, all equipment that have passed load test. Plates to be of black gravoply with white lettering 3 mm high, stating the item, the SWL, test loads applied, date of test and witnessing authority.

20 Stability

It has been assessed that the weight changes involved in the refit period will not compromise stability. However should the contractor wish to make any changes to the distribution of weight, including altering tank contents MOD is to be consulted before any changes are undertaken.

On completion of the work the Contractor may be asked to undertake an Inclining Experiment. If requested, this is to be undertaken by a Chartered Naval Architect and the results are to be forwarded to MOD within a week of the inclining experiment being completed and before the vessel is towed to her permanent mooring.

21 Material Supply

21.1 Material Support for Vessels Refitting

- 21.1.1 Material support for any contract resulting from this Invitation to Tender (ITT) will be supplied by the Contractor. Material required for work under the Contract falls into two categories:

21.2 Contractor Supplied Materials (CSM)

- 21.2.1 The supply of all other materials will be the responsibility of the Contractor (Contractor Supplied Material (CSM)).

21.3 Material Discrepancy Reporting Procedure

- 21.3.1 It is not envisaged that there will be any requirement for MSM during the period of this Refit.

In the unlikely event that MSM are supplied to the Contractor on embodiment loan terms as a 'free issue' they must be checked immediately on receipt in the Contractor's facility to confirm that the quantity received agrees with the quantity quoted on the MOD issue document. The Authority's Authorised Representative is to be notified within 5 days of receipt of the surplus or deficiency by means of MOD Form 445. In those cases where it is agreed a deficient/surplus quantity has been supplied, the Contractor will be advised by the Authority's Authorised Representative on the appropriate accounting action required.

- 21.3.2 It is recognized that defective material may not be discovered until Setting to Work or under test. Such quality defects are to be reported to the Authority Authorised Representative immediately on discovery.

22 Forward Bow Door

22.1 Bow Doors and Inner Bow Ramp

- 22.1.1 Manufacturers Macgregor's, 86/90 Front Street, Whitley Bay, Tyne and Wear.
- 22.1.2 The bow doors are welded shut and therefore not available for access.

23 Vessel Acceptance

23.1 Acceptance

- 23.1.1 The Contractor is responsible for presenting equipment and systems to the Authority's Authorised Representative for Inspections, test and trials.
- 23.1.2 The Contractor is responsible for programming within the Refit Period Schedule whether or not the Contractor is involved in their presentation or conduct. The programme is to be agreed by the Authority's Authorised Representative who will arrange for the attendance of the appropriate Inspecting Team.
- 23.1.3 All Test Certificates and Documents required as a result of work undertaken and those in support of the Inspection or Trial are to be presented to the Authority's Authorised Representative 2 working days prior to the commencement of the Trial.
- 23.1.4 The Authority's Authorised Representative is to be in full agreement as to the readiness for Inspections and Trials before confirmation is issued to Inspections Teams. The Authority's Authorised Representative will attend all Inspections, Test and Trials or make alternative arrangements as agreed with the Contractor.
- 23.1.5 The CAD Inspection will be carried out on completion of all work and when the vessel is at its permanent mooring. At this inspection the vessel will be fully functional and will be inspected by the Customer. A pre CAD inspection is to be held before the vessel leaves the refit location and an inspection will be carried out by the Authority's Authorised Representative who will require the vessel to be complete and view all documentation