



Border Force

**AUTHORITY: The Secretary of State for the Home
Department
acting through Border Force**

STATEMENT OF REQUIREMENTS

**PLANNED MAINTENANCE AND SAFETY
EQUIPMENT RECERTIFICATION AND
DOCKING FOR INTERNATIONAL LOADLINE
SURVEY FOR
HMC SEARCHER**

February 2020

C17113

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DEFINITIONS:

Acceptance	The issuing of an acceptance document, signed by the Authority following the completion of an Annual Maintenance & Repair Period to the satisfaction of the Authority.
Additional Work	Unprogrammed work outside of the scope of planned or scheduled work.
Agreed Facility	A single phone number for the Supplier giving access to a point of contact able to give user friendly assistance to persons experiencing technical problems with any part or operation of the Cutters
Alongside Berth	A suitable quay/berth with at least 1m depth below LWS at all times Complete with access by gangway/brow
Cardinal Date Plan (CDP)	A plan provided by the Supplier mapping out the significant dates for a project
Cutter	The Vessel as detailed in Annexes C & D
Defect Rectification	Work undertaken to resolve any kind of defect identified and listed in the work package.
Emergent work	Any work that emerges from the Planned Maintenance, which is notified to the Supplier in this Statement of Requirements. Any repairs which are required as a direct result of defects found with during this package of works.
Highlight Reports	A report highlighting the details, cause and effect, of a deviation from the agreed Cardinal Date Plan.
Lloyd Register	Lloyd's Register's Rules and Regulations set standards for the design, construction and lifetime maintenance of ships, offshore units and land-based installations.
Major Defect	Any defect or fault which reduces the performance of the Cutter, so it is unable to perform its duties.
Milestone Payment Plan	A plan setting out the significant milestone payments process for each Maintenance and Repair period
Minor defect	Any defect or fault which reduces the performance of the Cutter while allowing it to be safely operated for its duties.
Original Equipment Manufacturer (OEM)	The original manufacturer of a piece of equipment.
Planned Maintenance	The package of works as detailed at Annex A
Project Manager	A member of the Suppliers personnel who is responsible for the overall planning and execution of a project.
Progress Report	A report giving details of progress against the agreed CDP
Rectification Plan	A plan to rectify a specified defect, giving dates and reasons for relevant actions to effect full rectification of the defect.
Safe Working Load (SWL)	The maximum load a piece of equipment can safely lift.
Slipway/Dry Dock	A Slipway or Dry Dock of suitable size, complete with dock blocks in accordance with the supplied docking plan and to the satisfaction of the Border Forcer Overseeing Officer Complete with safe permanent means of access to the Cutter
Warranty	A guarantee, issued to the Authority by the Supplier, promising to repair or replace something if necessary, within a specified period.
Working Location	The area in which the Cutter is operational

Part 1: GENERAL

1.0 Background

- 1.1 The Authority currently operates a fleet of eleven sea going patrol craft operating in both UK National and International waters. This consists of five Cutters and six Coastal Patrol Vessels (CPV).
- 1.2 The four Damen 4207 patrol vessels of which HMC Searcher is one, are built in accordance with Lloyds 100A+ and hold valid MCA International Load line certification.
- 1.3 The primary roles of the Cutters are: -
 - 1.3.1 To provide a mobile, flexible seaborne force capable of maintaining an effective deterrent against illegal immigration, smuggling and other breaches of the law administered by Border Force both within and outside the territorial waters of the UK.
 - 1.3.2 To increase maritime intelligence, undertake surveillance and improve international liaison in combating illegal immigration, the smuggling of drugs and movement of instruments of terrorism by sea;
 - 1.3.3 To intercept suspect vessels in territorial and international waters; and
 - 1.3.4 To provide mutual assistance to other EC countries, the Channel Isles, the Isle of Man and other partners on the UK border.
- 1.4 In addition to these primary responsibilities, Border Force also undertake tasks on behalf of the Ministry of Defence, Maritime and Coastguard Authority, National Crime Agency, Police and UK Fisheries Agencies.

Part 2: REQUIREMENTS AND CONSTRAINTS

2.0 Requirements

- 2.1 The objective of this specification is to provide requirements for;
 - 2.1.1 Maintenance of equipment and machinery,
 - 2.1.2 System Modifications
 - 2.1.3 Docking and painting
 - 2.1.4 Survey to obtain MCA 5 Year Load Line Certification

3.0 Location

- 3.1 The requirements as detailed in 2.1 will be undertaken within the geographic parameters set out in sub-paragraphs 3.2 and 3.3, between: -
- 3.2 UK – Between Portland to Sunderland area (s)
- 3.3 Europe - Between Cherbourg, France – Rotterdam area(s), The Netherlands

4.0 Constraints

- 4.1 All specified work must be completed.
- 4.2 All work carried out must be compliant to all applicable standards or regulations and in accordance with best industry standards.
- 4.3 All new parts and equipment fitted should be supportable for a period of five years following installation.
- 4.4 All new equipment shall be provided with relevant operator & maintenance documentation, and any applicable certification.
- 4.5 All work is to be completed as follows:
 - 4.5.1 Between Monday 10th February 2020 and Monday 30th March 2020
 - 4.5.2 For operational reasons the start date may need to be delayed by up to 10 days. A finalised start date will be agreed with the successful bidder. Any delay caused by the Authority will be reflected in the expected finish date.

3: PROVISION OF SERVICES

5.0 General Requirements

- 5.1 The Supplier will appoint and name a dedicated Project Manager, as a single point of contact, for the duration of the Project.
- 5.2 The Authority will delegate a Border Force Overseeing Officer (BFOO) for the duration of this contract, who shall be entitled to inspect any work or to have it inspected by their duly authorised representative.
- 5.3 On arrival at the supplier's premises the respective Cutter will be formally handed over in the case of a docking to the Supplier using the formal handover document at Annex E. Thereafter, the Supplier will be formally approached for consent in respect of any Authority activity or the activity of any Authority designated / arranged Supplier onboard.
- 5.4 The Supplier shall submit a draft CDP covering the completion of all planned work with the formal quotation for this work package, in an accessible Microsoft Office document format (word or excel), for approval by the Authority, once agreed by the Authority this will form the final CDP to be followed.
- 5.5 The Supplier is to provide Highlight Reports within twenty-four hours of all identified or predicted deviations from the CDP.
- 5.6 During the contract period the BFOO and BF appointed Suppliers (e.g. MCA surveyors) shall, during normal working hours, be afforded access to all premises of the yard or its suppliers where any parts are being manufactured, repaired or serviced.
- 5.7 During the contract period the Supplier shall provide reasonable office accommodation for use by the Authority, to include printing facilities.

- 5.8 All tasks shall be completed by suitably qualified and experienced personnel in relation to the equipment being worked upon.
- 5.9 The Supplier will be expected to clean the working area removing and disposing of those component parts that are replaced and all waste created during this project, in addition to returning the vessel to its original state of cleanliness on handover.
- 5.10 Protective flooring/covering is to be provided and installed of a non -slip nature upto ½ height of the companionways and removed before acceptance
- 5.11 All minor consumable fixings, sealants, anti-corrosive paste/ insulation washers on fittings liable to salt water spray etc required to gain access to maintenance of equipment or rectify defects to be provided by the Supplier.
- 5.12 The supplier is required to provide secure storage for the vessel's equipment stored in the mission and bunk space.
- 5.13 All bunk space soft furnishings, including mattresses, are to be removed to a secure clean environment for the duration of the work, or covered to adequately protect them from dirt. If soiled, they are to be returned to a clean and usable state.
- 5.14. On completion of all work and prior to hand back, the vessel shall be cleaned to the same standard it was presented to the supplier in in order to allow for a swift return to operational use once accepted by the Authority.
- 5.15 A secure alongside berth is to be provided for the duration of the LSA period and following docking to enable the Basin trial programme to be completed.
- 5.16 Provision of 415volt 3 pH electrical supply for the duration of the Docking period, payment of electrical supply to be via the Emergent Work process with meter readings before and after to support costs.
- 5.17 The Authority will be engaging with OEM manufactures, under a separate contract, to undertake specific maintenance tasks on the installed Vessel Systems. The Supplier is to afford access as required and assist with various tasks as instructed by the Border Force Overseeing Officer to complete this specific work. Payment for these tasks will be covered under Emergent Work process by way of a Contract Change Notice (CCN) issued upon project completion and to the satisfaction of the BFOO.
- 5.18 The docking period is to be completed in an environmentally controlled facility, either of permanent or temporary construction, of adequate size to provide suitable cover from the elements, with provision of heating and prevention of dew points to affect the vessel painting
- 5.19 If the docking is to be provided on a Slipway, the maximum incline should be no more than 1:12.
- 5.20 The Supplier will provide all mandatory provision in respect of Health and Safety Provision for Authorities staff, Border Force and authorised attendees
- 5.21 All "Work in Wake" not specifically mentioned in this specification is to be covered by the Supplier

Part 4: WARRANTY

6.0 Warranty Requirements

- 6.1 The Supplier shall provide an Agreed Facility for reporting faults and obtaining technical advice, covering the hours between 08:00 and 16:30, Monday to Friday, for the logging of faults or data. Response times for such service shall allow for all faults to be logged, given a reference number and Rectification plan agreed between all parties within a maximum of forty-eight hours of the fault being logged.
- 6.2 The Supplier shall provide warranty repairs if any of the supplied or repaired parts develops a fault during the parts warranty period.
- 6.3 All Work carried out by the Supplier during the period of this contract shall be covered by a one-year Warranty commencing from the date of acceptance back in to the custody of the Authority
- 6.4 All new parts supplied or fitted during the period of this contract shall be covered by a one-year warranty or such other provided warranty if it is longer than the minimum one year commencing from the date of acceptance back in to the custody of the Authority.
- 6.5 In the event that a Warranty Major Defect is notified to the Supplier that will render a Cutter non-operational. The Supplier shall provide services to ensure the Cutter is restored to full working condition within forty-eight hours, calculated from the date and time on which the Authority agrees the Supplier personnel can gain access to the Cutter. In the event a Major Defect cannot be rectified within the assigned period, a Rectification Plan must be agreed with the Authority within forty-eight hours of identification of the fault.
- 6.6 In the event that a Warranty Minor Defect is notified to the Supplier, other than those that will render the Cutter non-operational, the Supplier shall provide services to ensure the Cutter is restored to full working condition, as quickly as possible, and in any event, within ten working days, calculated from the date and time on which the Authority agrees the Supplier personnel can gain access to the Cutter. In the event a Minor Defect cannot be rectified within the assigned period, a Rectification Plan must be agreed with the Authority within forty-eight hours of identification of the fault.

Part 5: TRIALS, DOCUMENTATION, ACCEPTANCE AND PAYMENT

7.0 Basin & Sea Trials

- 7.1 On completion of all work and once the Supplier has satisfied themselves that the Cutter is seaworthy in respect of satisfactory completion of the Basin trial programme and a signed Seaworthiness certificate (Annex G). The Sea Trial programme is to be undertaken at the Suppliers cost, accept fuel, which will be at the Authorities cost.

The Sea Trial programme will be completed to the satisfaction of the Border Force Overseeing Officer and will include but limited to, propulsion and manoeuvring trials and include OEM service engineer(s) alongside the Suppliers own mechanical and electrical service engineers.

Upon satisfactory completion of the Sea Trial programme, the Authority will provide an Acceptance Certificate (Annex H), to formally return the Cutter into the Authority's custody and responsibility.

The Authority will provide

- 7.1.1. Handover Certificate form (Annex E)
- 7.1.2. Launching certificate form (Annex F)
- 7.1.3. Seaworthiness certificate (Annex G)
- 7.1.4. Emergent Work Form (Annex L)
- 7.1.5. Basin Trial Programme (Annex M)
- 7.1.6. Sea Trial Programme (Annex N)

In respect of launching and pre-sea trials, for completion by the Supplier

- 7.2 Any trials required shall be to prove that the executed work has been carried out satisfactorily and that the various systems can be checked and confirmed as fully and effectively re-commissioned. Other than fuel, all costs related to the operations of test and trials will be the responsibility of the Supplier
- 7.3 The Supplier is to allow for the attendance onboard during both Basin and Sea Trials of the at least the following but not limited to OEM service engineers and Supplier staff who have attended during the docking to connect all monitoring equipment, in order to complete the Basin and Sea trial programmes and completion of formal sea trial reports. They are;
 - 7.3.1 Kongsberg Marine
 - 7.3.2 Naiad Controls.
 - 7.3.3 Caterpillar Service engineer
 - 7.3.4 Mechanical Engineers
 - 7.3.5 Electrical Engineers
 - 7.3.6 Project Manager
- 7.4 Because of the specialist nature of the vessel, the Authority will provide crew members familiar with the navigational controls and engineering systems of the Cutter.

8.0 Documentation

- 8.1 All certification required for regulatory compliance or requested by the Authority shall be supplied enclosed in clear envelopes within four-ring binders complete with an index. An electronic copy shall be forwarded by e-mail to the Authority in an accessible Microsoft Word format.
- 8.2 All certificates and reports specified as required are to be provided before acceptance.
- 8.3 All certificates and reports specified as required are to be provided in a hard copy folder to the vessel before departure and electronically emailed to the Authority.
- 8.4 Certifications are required in the following format:
 - 8.4.1. One sets of original hard copy original for the Vessel, with index
 - 8.4.2 One set of electronic copy with index and emailed to the BFOO

NB: Although these sets of certifications are to be presented at the Acceptance Meeting, to minimize time spent in checking these during the acceptance meeting prior opportunity shall have been given to the Border Force Overseeing Officer to check the contents and the index.

9.0 Acceptance

- 9.1 Final acceptance will be the issuing of an Acceptance document (Annex H), signed by the Authority.
- 9.2 The Acceptance document will be issued after:
 - 9.2.1 Successful completion of basin and sea trials required for the work undertaken.
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 - 9.2.2 Delivery of Certificates of Conformity for all new equipment fitted.
 - 9.2.3 Delivery of all documentation and certificates as specified in part 8 of this Statement of Requirements.
 - 9.2.4 Outstanding actions listed at wash-up meeting

10.0 Charges and Payment

- 10.1 On completion the Supplier shall provide the Authority with a completed schedule showing the individual cost breakdown for each item of Planned Work and Emerging Work for approval. Following approval of this schedule the Supplier will invoice the Authority for 90% of the total amount.
- 10.2 The remaining 10% shall be invoiced following a one calendar month snag free period in relation to the work completed.
- 10.3 All travel and subsistence costs related to defect repairs shall be recharged at the Home Office reimbursable T&S rates as stipulated in Annex I.

11.0 Emergent Work

- 11.1 All Emergent Work is to be submitted on the attached form under Annex L, with all costs and any time delay the completion date, the Border Force Overseeing Officer will authorise the Emergent Work and return to the Supplier.
- 11.2 The supplier is to record the Emergent Work costs, by way of a firm price, on the attached spreadsheet (Annex L) and provide an up to date copy at the Weekly progress meeting.
- 11.3 At Acceptance by the Authority, the supplier will scan all Emergent Works forms and email to the Border Force Overseeing officer, along with the overall cost spreadsheet.

12.0 Clarification & Progress Meetings

- 12.1 The Supplier and the Authority will hold a Clarification Meeting and at least weekly Progress Meetings.
- 12.2 A formal record of the Clarification and Progress Meetings are to be record by the Supplier.

Annex A: Docking and MCA Loadline Survey Requirements

NB: Where it is stipulated in this SoR that approved engineers/agents are to be used, the Supplier shall submit details to the Authority of these engineers/agents who will carry out the work with the formal quotation.

1.0 SHORE POWER

- 1.1 The Supplier is to provide 415-volt 50 Hz 60amp, three phase shore power, for the duration of the maintenance/LSA period. Cost of the Electrical supply will be costed under the Border Force Emergent Work procedure, the Supplier is to provide before and after meter readings to support the Emergent Work cost

2.0 BERTHING

- 2.1. Provide secure alongside berthing as required during the Docking/ Maintenance period with a minimum depth of 1m below HWS prior to the docking and after for the completion of Basin and Sea Trial programme with safe means of access provided
- 2.2. The docking period is to be completed in an environmental controlled facility, either of permanent or temporary construction, of adequate size to provide suitable cover from the elements, with provision of heating and prevention of dew points to affect the vessel painting
- 2.3 Provide means of safe access whilst afloat and in the covered facility

3.0 DOCKING

- 3.1 The Cutter is to be Slipped, Dry-docked or lifted via a Ship Lift facility on a Border Force approved facility.

NB: A Straddle lift facility is not acceptable.

- 3.2 The underwater area is to be pressure washed off with fresh water to remove all slime, marine growth and loose flaking paint (to prevent re-contamination with salt, this should be done in conjunction with the hull and superstructure washing of required to prepare for the subsequent painting of these areas).
- 3.3 The Cutter is then to be moved into a secure environmentally controlled covered facility where the painting and out of water maintenance work is to be carried out.
- 3.4 When clean and dry, the Supplier is to carry out a full visual inspection of the underwater areas photographing and identifying any paint film damage, indentations or shell plate cracking. On completion a report is to be issued by the Supplier and International Paint Representative, witnessed by the Border Force Overseeing Officer.
- 3.5 The Stern Slipway Bakerite planking in the after ramp is to be removed, for substrate inspection, painting and re-fitting.
- 3.6 A full survey of existing antifouling paint condition and adhesion to the rudders, appendages, sea inlet, bow thruster, stabilizers etc., is to be carried out by the Supplier and International Paint Representative, duly witnessed by the Border Force Overseeing Officer.
- 3.7 On completion of all underwater work inclusive of the re-application of the anti-fouling coating, the Supplier and the Border Force Overseeing Officer are to conduct a joint inspection and complete documentation in respect of a safe to launch certificate in the form of Annex F.

- 3.8 On approval of the Border Force Overseeing Officer, the Cutter is to be re-launched and moved to the alongside working berth.

4.0 HULL

- 4.1 The following valves are to be removed, replaced, dismantled, cleaned, reassembled and pressure tested (to Lloyds requirements).
- 4.1.1 Port and Starboard sea chests (2 x 200mm Butterfly valves) are to replace with Border Force supplied Valves
 - 4.1.2 Bow thruster sea chest (1x 200mm Butterfly valve), replaced with Border Force supplied valve
 - 4.1.3 Grey & Black water overboard discharge (1 x 75mm SDNR valve);
 - 4.1.4 Port and Starboard Stabiliser Cooling water overboard discharge (1 x 40mm SDNR valve);
 - 4.1.5 A/C cooling water overboard discharge (1 x 75mm SDNR valve)
 - 4.1.6 Bow Thruster room manual bilge pump overboard discharge (1 x 40mm SDNR valve).
- 4.2 Upon completion of a successful test, witnessed by the Border Force Overseeing Officer, the Valves are to be:
- 4.2.1 Re-preserved in accordance with the paint specification
 - 4.2.2 Re-installed using new gaskets and seals and retaining bolts and nuts as appropriate
 - 4.2.3 Installed to the satisfaction of the Border Force Overseeing Officer
- 4.3 Remove and replace all 27 Sacrificial Anodes: with like for like model anodes with new rubber backing sheets.

5.0 HULL ULTRASONIC SURVEY

- 5.1 Carryout a full ultrasonic thickness inspection of the Cutter's underwater hull and topside in accordance with Lloyds standard ultrasonic procedure and by a Lloyds approved Supplier.

NB: Special attention is to be paid to hull plating in the wind & water area of the hull sides, the transom, the threshold of the ramp and plating in the after ramp well.

- 5.2 Report the ultrasonic results to the Border Force Overseeing Officer
- 5.3 Results are to include a graphic presentation of hull thickness measurements recorded on a hull expansion drawing in accordance with Lloyds requirements and are to be submitted in both paper format and electronic .pdf document.

6.0 TANK SPACES

- 6.1 The vessel has the following tank spaces;

- 6.1.1 Fresh water tank
- 6.1.2 Port fuel oil tank
- 6.1.3 Starboard fuel oil tank
- 6.1.4 Fuel oil day tank
- 6.1.5 Bilge water and dirty oil tank
- 6.1.6 Black water tank
- 6.1.7 Grey water tank
- 6.1.8 Lube oil holding

- 6.2 All of the above tanks are to be emptied, with the clean oil/fuel in the fuel and lube tanks retained in clean containers and refilled upon completion of the maintenance package
- 6.3 Each holding tank is to be opened and vented and gas free certificate issue to allow entry. Cleaned with fresh water and International Paints specification and the structural condition surveyed. Any repairs to be made in accordance with the paint supplier specifications, under emergent work procedure
- 6.4 Chain locker to be opened and vented and gas free certificate issued. Internal coating, structure and Hakkerite to be surveyed. Any repairs to be quoted for, by way of a firm price, and entered on to the emergent work document at Annex L. Any repairs are to be made in accordance with the paint supplier specifications, having been authorized by the BFOO.

7.0 HULL OPENING GRATINGS

- 7.1 Remove, thoroughly clean and inspect the gratings to the following sea-chests;
 - 7.1.1 Port engine room
 - 7.1.2 Starboard engine room
 - 7.1.3 Bow thruster Space.
- 7.2 Thoroughly clean and inspect the internal structure of the sea chests as detailed above.
- 7.3 On completion of inspection and cleaning of the gratings, they are to be re-preserved in accordance with the anti-fouling paint scheme and safely stored until all other hull and hull valve maintenance including anti-fouling painting within the sea-chests has been carried out.
- 7.4 Re-install grating: inclusive of wire locking the fixings and present the re-installed grating to the Border Force Overseeing Officer prior to launch.

8.0 STERN DOOR AND AFT RAMP

- 8.1 Remove stern door from its two hinges
- 8.2 Renew the two aluminum bronze hinge bearings.
- 8.3 Replace the stern door and check operation to the satisfaction of the BFOO.

9.0 PAINTING OF HULL

- 9.1 Outer Bottom and boot-top comprising an area of 526 m2 is to be cleaned, prepared and coated as follows:

9.1.1 To be cleaned by HP water jetting to remove all marine growth;

9.1.2 To additionally be cleaned by solvent in way of oil, grease and soot contamination build-ups at the waterline, max. 25 m2;

9.2 To be surface prepare and feather in any areas of detachment, or damage including crazing or blistering, applying surface primer base coating where bare steel is exposed: maximum 10% (52 m2);

9.3 Touching up prepared damaged areas with two (2) coats of antifouling (or boot-topping paint as applicable): maximum 10% (52 m2); and

9.4 Following completion of items 9.1 to 9.3 two full coats of antifouling, including the boot top, are to be applied to the wet film thickness standards as required in the International Paints Specification (attached).

10.0 PAINTING OF THE SUPERSTRUCTURE (TOP SURFACES)

10.1 Topside including external and top surfaces of Bulwarks comprising an area of 340 m2 is to be cleaned, prepared and coated as follows: -

10.2 To be cleaned by HP water jetting to remove all dirt and salt;

10.3 To additionally be cleaned by solvent in way of oil, grease and soot contamination together with any rust staining, max. 20 m2;

10.4 To be surface prepare and feather in any areas of detachment, or damage including crazing or blistering, applying surface primer base coating where bare steel is exposed; maximum area 5% (17 m2);

10.5 Touching up prepared damaged areas with two (2) coats of paint (as applicable) maximum area 5% (17 m2); and

10.6 Lastly two (2) full coats of top coat are to be applied to the wet film thickness standards as required in the International Paints Specification (attached).

11.0 PAINTING OF THE SUPERSTRUCTURE (INTERNAL FACES)

11.1 Internal faces of Bulwarks, Ramp well and internal face of Ramp door, deck fittings, hatches, hatch coamings and deck equipment comprising an area of 112 m2 is to be cleaned, prepared and coated as follows: -

11.2 To be cleaned by HP water jetting to remove all dirt and salt;

11.3 To additionally be cleaned by solvent in way of oil, grease and soot contamination together with any rust staining, max. 6 m2;

11.4 To be surface prepare and feather in any areas of detachment, or damage including crazing or blistering, applying surface primer base coating where bare steel is exposed; maximum area 6 m2);

- 11.5 Touching up prepared damaged areas with two (2) coats of paint (as applicable) maximum area 6 m²; and
- 11.6 One (1) full coat of top coat is to be applied to the wet film thickness standards as required in the International Paints Specification (attached); and
- 11.7 Lastly any markings or identifying paint coloring defaced by the paint re-coating is to be re-established e.g., fire hydrants and hatch opening indications.

12.0 PAINTING OF THE SUPERSTRUCTURE (INTERNAL SURFACES)

- 12.1 Superstructure (external surfaces) comprising an area of 605 m² of Aluminum structure is to be cleaned, prepared and coated as follows: -
- 12.2 To be cleaned by washing down with soapy water and rinsing with fresh water to remove all dirt and salt deposits;

NB: Chronologically this must be carried out before the topsides and decks have been prepared to avoid re-contamination with salt washed down from the superstructure

- 12.3 To additionally be cleaned by solvent in way of oil, grease and soot contamination together with any rust staining arising from fittings, maximum area 30 m²;
- 12.4 To be surface prepare and feather in any areas of detachment, or damage including crazing or blistering, applying surface primer base coating where bare metal is exposed; maximum area 30 m²;
 - 12.4.1 Touching up prepared damaged areas with two (2) coats of paint (as applicable) maximum area 30 m²;
 - 12.4.2 One (1) full coat of top coat is to be applied to the wet film thickness standards as required in the International Paints Specification (attached); and
- 12.5 Lastly any markings or identifying paint coloring defaced by the paint re-coating is to be re-established e.g., fire flap release handles.

13.0 PAINTING OF THE SUPERSTRUCTURE (EXTERNAL FITTINGS)

- 13.1 Mast, external ladders, superstructure deck lockers and railings (including main deck railings) comprising an area of 158 m² of Aluminum structure are to be cleaned, prepared and coated as follows: -
- 13.2 To be cleaned by washing down with soapy water and rinsing with fresh water to remove all dirt and salt deposits;
- 13.3 To additionally be cleaned by solvent in way of oil, grease and soot contamination together with any rust staining arising from fittings, maximum area 10 m²;
- 13.4 To be surface prepare and feather in any areas of detachment, or damage including crazing or blistering, applying surface primer base coating where bare metal is exposed; maximum area 10 m²;

- 13.5 Touching up prepared damaged areas with two (2) coats of paint (as applicable) maximum area 5% (17 m²); and
- 13.6 One (1) full coat of top coat is to be applied to the wet film thickness standards as required in the International Paints Specification (attached).

14.0 PAINTING OF NON-SLIP DECK AREA

- 14.1 Non-slip decking area including, main deck, superstructure deck, flying bridge deck and treads of external ladders comprising an area of 237 m² of some Aluminum and some steel structure are to be cleaned, prepared and coated as follows: -
- 14.2 To be cleaned by washing down with soapy water and rinsing with fresh water to remove all dirt and salt deposits;

NB: HP water jetting is not to be used, historically the use of HP water jetting on HM Cutter decks has been found to have damaged non-slip paint film (which can become porous) causing de-lamination and lifting of the paint film or blistering and subsequent later detachment.

- 14.3 To additionally be cleaned by solvent in way of oil, grease and soot contamination together with any rust staining arising from fittings, maximum area 12 m²;
- 14.4 To be surface prepare and feather in any areas of detachment, or damage including crazing or blistering, applying surface primer base coating where bare metal is exposed; maximum area 12 m²;
- 14.5 Touching up prepared damaged areas with two (2) coats of paint (as applicable) maximum area 12 m²; and
- 14.6 One (1) full coat of non-slip deck paint is to be applied to the coverage standards as required in the International Paints Specification (attached).

15.0 PAINTING AND CLEANING OF BILGES

- 15.1 Bilges including the fore peak (rope store), cable locker, forward machinery space, log compartment, fuel tank valve void, main engine room, and conjoined steering gear compartments are to be cleaned as follows: -
- 15.2 To be thoroughly cleaned by washing down with detergent and rinsing with fresh water to remove all oil, grease, dirt whilst at the same time removing all accumulated arisings (rags, nuts, bolts, washers, cable tires etc.);
- 15.3 To additionally be cleaned by solvent in way of oil, grease and other contamination together with any rust staining arising from fittings, maximum area 10 m²; and
- 15.4 To be inspected to establish any breakdown of paint film submitting an immediate report to the BF Overseeing Officer on the re-coating requirement which will be addressed as possible: raised as emergent work.

16.0 VULKAN COUPLINGS RAT 1921-R/2210

- 16.1 Port & Starboard Vulkan Couplings are to be inspected by the manufacture's Vulkan coupling service engineer
- 16.2 The couplings are to be inspected for damage, excessive torque ear, mis-alignment as per OEM specifications.
- 16.3 A report to submitted to the BFOO upon completion.

NB: the above inspection should be done in prior to the gearbox alignment checks also specified in this SoR.

17.0 PORT & STARBOARD MAIN ENGINE AIR CHARGE HEAT EXCHANGERS:

NB: To be carried out by an approved Caterpillar Service Agent.

- 17.1 To be removed from the engines for chemical and mechanical cleaning.
- 17.2 After cleaning the tube stacks of the charge air heat exchangers are to be thoroughly inspected.
- 17.3 Re-assembled using new joints/gaskets etc.
- 17.4 Once re-assembled, both heat exchangers are to be pressure tested to the manufacturer's recommendations.
- 17.5 Re-fitted to the engines using new gaskets and seals.
- 17.6 Port & Starboard main engine freshwater heat exchangers:
- 17.7 To be drained of CAT ELC coolant and FW cooling system isolated from heat exchangers.
- 17.8 To be removed from the engines for chemical and mechanical cleaning.
- 17.9 After cleaning the tube stacks of the charge air heat exchangers are to be thoroughly inspected.
- 17.10 Re-assembled using new joints/gaskets etc.
- 17.11 Once re-assembled, both heat exchangers are to be pressure tested to the manufacturer's recommendations.
- 17.12 Re-fitted to the engines using new gaskets and seals.

18.0 PORT & STARBOARD MAIN ENGINE GEARBOX BLOKSMA P13 HEAT EXCHANGERS

- 18.1 Drain down the system, remove the Gearbox Coolers and dispatched to the manufactures service agent.
- 18.2 Bloksma agent for service inspection as follows: -
 - 18.2.1 Open and remove heat exchanger tube stacks.
 - 18.2.2 Digitally photograph the condition of the lower end of the tube stack when it is removed

- 18.2.3 Remove and inspect all soft iron anodes BF supply if required.
- 18.2.4 Thoroughly clean and inspect the cooler bodies and tube stacks (inclusive of pickling)
- 18.2.5 Present the cleaned tube stacks to the BF Overseeing Officer prior to their re-installation onto the Gearbox Cooler bodies.
- 18.2.6 Replace the cooler end cap seals and dividers
- 18.2.7 Re-assemble the Coolers using all new gaskets and seals and pressure test to manufacturers requirements.

18.3 Complete service report and issue to the Border Force Overseeing Officer

18.4 Re-install on Gearboxes.

19.0 PORT & STARBOARD PROPELLER SHAFTS AND BEARINGS:

NB: This work is to be overseen, by the relevant Wartsila and Kongsberg service engineers at the Suppliers cost in conjunction with the Suppliers engineering staff;

- a) Forward and Aft Liners and Lip seals are Border Force supply,
- b) The supplied Liners will be supplied in bar stock dimensions. The Supplier will have to machine the internal liner dimensions to suit the supplied propeller shaft diameter on the supplied drawings
- c) Wartsila Service agent to advise on Liner internal machining diameter, once the propeller shaft has been removed and shaft diameter measured where the liner is sighted on the propeller shaft
- d) All Tooling/Tools/Oils required to complete are to be provide by the Supplier
- e) Commissioning of the system

19.1 Drain down the lubricating oil (MHP153) (200 liters approx.) into clean drums.

19.2 Remove the stern tube bearing access covers and rope guards

19.3 Take poker gauge clearance readings between the propeller shaft and the bearing.

19.4 Report readings to the Border Force Overseeing Officer.

19.5 Disconnect both port and Stbd propeller shafts from the Gearbox SKF Coupling and withdrawn the propeller shafts.

19.6 Carry out measurements of the propeller shaft journals and stern tube bearings

19.7 Replace the stainless-steel aft propeller shaft liners and all three lip seals in the housing after machining the supplied liners internal dimensions to the propeller shaft diameter.

19.8 Replace the cast iron forward propeller shaft liners and both lip seals in the forward housing

19.9 Replace the forward seal housing O rings

- 19.10 Rebuild both seal assemblies
- 19.11 Refit the propeller shafts and seal assemblies in accordance with manufacturer's instructions and tolerances, pay attention to retain the concentricity of the liner to the propeller shaft and propeller. Border Force Overseeing officer to witness the concentricity check
- 19.12 Refit the SKF couplings
- 19.13 Fill the aft seal with lube oil
- 19.14 Refit propeller shafts bearing housing covers and rope guards
- 19.15 Refill the stern tubes with lube oil and purge the hydraulic system
- 19.16 Carry out ashore commissioning trials

20.0 STABILISERS NAIAD DYNAMICS SERIES 200

NB: Stabiliser spare parts are Border Force supply;

a) These tasks are to be overseen by a Naiad Dynamics service engineer or approved agent in conjunction with the Suppliers engineering staff to complete the majority of removal/rebuild.

- 20.1 Remove and clean the Port and Stbd Stabiliser stocks and fins.
- 20.2 Inspect the fins, Stocks, Bearings and Seals
- 20.3 Measure fin stock bearing clearance and check bearings for wear.
- 20.4 Renew the thrust bearings and mechanical seals
- 20.5 Overhaul the Unloader Manifold Block Assemblies
- 20.6 Overhaul the Port and Stbd Top Plate Assemblies.
- 20.7 Replace all flexible hydraulic hoses, ensuring a Tar date is recorded on each hose
- 20.8 Carry out a flow pressure test on the Stabiliser hydraulic pressure pump
- 20.9 Carry out 5-year pressure test on the system accumulator, upon completion of test, refill with nitrogen gas
- 20.10 Remove for Overhaul the 4 Off Port and Stbd side hydraulic actuators and dispatch to Messrs. Naiad Dynamics for overhaul and refit upon completion of overhaul.
- 20.11 Pass records and report all defects found, with work recommendations, to the Border Force Overseeing Officer.

- 20.12 On completion of all agreed work, re-install the Stabiliser fins, set to work and function test to the satisfaction of the Border Force Overseeing Officer.

21.0 PROPELLERS ROLLS ROYCE CPP

NB: These tasks are to be completed in conjunction section 18 Propeller shafts

Propeller hubs spares are to be Border Force supply

Propeller shafts may have to be transported to the nearest Kongsberg Service Agent for this work to be completed. All transport costs associated with this delivery and collection on a suitable transport facility is to be at the Suppliers cost

- 21.1 Whilst the propeller shafts are removed from the vessel, the propeller hub section and blades are to be stripped down into their component parts for:
- 20.1.1 Survey
 - 20.1.2 Inspection
 - 20.1.3 Wear down measurements
 - 20.1.4 Replacement of O rings and seals
 - 20.1.5 Fixing bolts
- 21.2 Of all sliding shoes, quadrants, wear faces and housings etc. are within design specification tolerance
- 21.3 Report findings to the Border Force Overseeing Officer
- 21.4 Rebuild the propeller hubs and blades using new seals, retaining bolts, sealant and O Rings, finally refit to the propeller shaft flange
- 21.5 Refill the propeller hub with hydraulic oil
- 21.6 Clean both Port and Starboard propeller blades with "Scotch bride" or equivalent.
- 21.7 Present the cleaned propellers to the Border Force Overseeing Officer for approval.

22.0 RUDDER STOCKS

NB: Spares are Border Force supply

- 22.1 Remove and clean the port and starboard rudders.
- 22.2 Inspect the rudder blades, rudder stocks, bearings and seals for damage and wear.
- 22.3 Measure rudder upper and lower bearing and journal clearance.
- 22.4 Pressure test both rudder blades to 1.5 psig
- 22.5 Pass records and report all defects found, with work recommendations, to the Border Force Overseeing Officer.
- 22.6 Replace the upper bearings
- 22.7 Renew 2 off Walkers Endless shaft seals on each rudder – part no. ERKS 130-160 x 13R.

22.8 Renew thrust bearings – part no. AKN 21320CAN/E4

22.9 On completion of all agreed work, re-install the rudders and function test to the satisfaction of the Border Force Overseeing Officer.

23.0 BOWTHRUSTER PROMAC TYPE FP7--580

NB: This task is to be completed by an approved Promac Service Agent.

23.1 Whilst the Cutter is out of the water, the following maintenance and checks are to be carried out on the Bow Thruster:

- 23.1.1 Check the piping and couplings for leakage.
- 23.1.2 Remove the propeller, clean and check balance.
- 23.1.3 Replace the Bow thruster propeller shaft seal.
- 23.1.4 Re-fit propeller.
- 23.1.5 Re-charge with new oil (Border Force to supply).

23.2 Present the re-installed propeller to the Border Force Overseeing Officer before replacing protective grills on the Bow thruster tunnel.

24.0 MAIN ENGINE EXHAUST SPRAY RINGS

24.1 Before commencing removals, to provide a '**before**' reference and to pre-emptively identify any serious alignment defects, inspect the spray ring gap as follows:

- 24.1.1 The spray ring gap is to be measured with metric feeler gauges with the results presented graphically when viewed from outboard; and
- 24.1.2 The radial alignment of the top-hat section within the spray ring housing is to be measured with the results also being presented on the same graphical report.

24.2 On each Main Engine exhaust system dismantle as follows: -

- 24.2.1 Remove lagging to provide access to the flanges of the bellows and the forward and after flanges of the exhaust elbow.
- 24.2.2 Remove bellows and temporarily tally to identify side removed from;
- 24.2.3 Remove elbow to provide access to the top-hat insert flange
- 24.2.4 Mark the alignment of the top-hat inserts within the top hat housing, remove the top hat insert and temporarily tally to identify side removed from.
- 24.2.5 Digitally photograph condition of above items as they are removed.
Clean & inspect bellows and top hat insert, clean & inspect top hat housing in way of the top hat insert.

NB To avoid damaging the surface of the bellows, no abrasive cloth (emery paper etc.,) is to be used and only non-metallic or soft metal tools and wire brushes (Copper or brass) are to be used.

Report any defects to the Border Force Overseeing Officer so that he has an opportunity to view.

- 24.3 Inspect and digitally photograph the internals of the silencer for excess corrosion of the perforated liner and any evidence of salt accretion build-up. Remove the silencer drain valves and as possible ensure that the drain has not become blocked internally.
- 24.4 Refit the top-hat insert ensuring that it is in its original aligned position (as marked), refitting the elbow to the top hat housing flange to clamp the top hat insert into position.

NB: When re-assembling uses all new joints.

- 24.5 Before proceeding any further, to provide an 'after' reference and to pre-emptively identify any serious alignment defects that have arisen, inspect the spray ring gap as at section 1 a.) & b.) above. Present these findings to the Border Force Overseeing Officer to accept or require further alignment adjustments.

NB Spray ring gap ideal measurements / tolerances are as follows:

- a. Longitudinally, ideally the gap should be 2.5mm. Tolerance + or – 0.9mm, notwithstanding this the total gap area should not be less than 80% or exceed 120% of the designed gap area.
 - b. Radially, ideally it should align. Tolerances: the top hat insert may be 1.5mm radially smaller than the top hat housing at any point in its circumference, it may also be up to 1mm radially larger than the top hat housing for up to 25% of the circumference: except in the lower after quadrant where at maximum this may only be 0.5mm and this is only allowable when the gap is 2.5mm or less.
- 24.6 On completion of re-installation of bellows and before lagging is replaced, present work content to the Border Force Overseeing Officer for his acceptance of the achieved spray ring gap alignment.

Provide formal report including before and after readings and e-copies of pre-cleaning photographs.

25.0 BILGE SUCTION STRUM BOXES

- 25.1 Inspect and clean the listed Bilge Suction strum boxes;
- 25.1.1 1x 1 frame aft of the fwd. engine room bulkhead.
 - 25.1.2 2x 3 frames aft of the fwd. engine room bulkhead
- 25.2 Pass inspection report to the Border Force Overseeing Officer

26.0 PORT AND STBD MAIN ENGINE ALPHA LAVAL M4 FUEL COOLERS

- 26.1 Remove both Alfa Laval main engine fuel plate coolers.
- 26.2 Carry out a full overhaul of both coolers including new plates
- 26.3 On completion of overhaul carry out a pressure test and issue test certificate.
- 26.4 Re-install with new joints etc and function test to the satisfaction of the Border Force Overseeing Officer

27.0 WESTFALIA OTC 2 FUEL PURIFIER

NB: This service is to be completed by a Westfalia Service Engineer

27.1 5-year full service, to include, but not limited to

27.1.1 Renew the drive belt

27.1.2 Carry out lube oil change (Oil is to be Supplier supply)

27.1.3 Replace grooved ball bearings Items 30 & 40 in the manual

27.1.4 Renew the gasket 10, see fig 10

27.1.5 Renew the sealing ring, see fig 50

27.1.6 Renew rubber-metal cushion 50, see fig 50

27.1.7 Function test the satisfaction of the Border Force Overseeing Officer

28.0 CALORIFIER PRESSURE RELIEF VALVES

28.1 Renew the 2 pressure relief valves (1 on each calorifier).

29.0 PORT AND STBD GENERATOR ALFA LAVAL M3 FUEL OIL COOLERS

29.1 Remove both Alfa Laval main engine fuel plate coolers.

29.2 Carry out a full overhaul of both coolers including new plates

29.3 On completion of overhaul carry out a pressure test and issue test certificate.

29.4 Re-install with new joints etc and function test to the satisfaction of the Border Force Overseeing Officer

30.0 SUPER CHLORINATION OF THE DOMESTIC FRESH WATER SYSTEM

NB: Failure will require re-super-chlorination and test until acceptable test standards are achieved.

30.1 Super chlorinate the Fresh Water Holding Tank.

30.2 Press up the holding tank with treated super chlorination mixture

30.3 Run water through ALL taps, hoses and shower heads: ensuring the super-chlorination concentrate levels are monitored and maintained.

30.4 De-chlorinate the freshwater tank: run through ALL taps, hoses and shower heads.

30.5 Drain down the system & the holding tank.

30.6 Re-fill up Fresh Water tank, take water samples of the onboard system and shoreside

30.7 Submit samples for analysis of potability and legionary's disease

30.8 Provide a certificate of potability and no legionary present upon completion of satisfactory tests

31.0 OVERHAUL LISTED VENTILATION FANS

31.1 The following ventilation fans are to be overhauled

31.1.1 2x Engine Room ventilation

31.1.2 1x Galley Extraction

31.1.3 Off Shower/Laundry

31.2 Disconnect the listed fan motors and transport to a suitable shore-side workshop.

31.3 Protect exposed cables from damage/ingress of moisture.

31.4 Carry out overhaul of the motors in accordance with the manufacturer's recommendations.

31.5 Clean and re-preserve all 4 fans.

31.6 Whilst galley fan is removed from vessel the ductwork is to be de-greased and cleaned

31.7 On completion of the overhaul, reinstall the motors and carry out earth bonding, continuity insulation tests.

32.0 ENGINE WASTE HEAT ACCUMULATOR

32.1 Drain down system and remove accumulator.

32.2 Clean and pressure test the accumulator.

32.3 Pressure Test Tally the accumulator and supply a certificate.

32.4 Renew the pressure relief valve.

32.5 Reinstall the accumulator and refill the system with antifreeze and pressurise to 1.8 bar.

33.0 MAIN AND EMERGENCY 12 VOLT BATTERIES

33.1 The following 12-volt battery sets are to be:

33.1.1 Port and Stbd Engine Room

33.1.2 Port side Weather deck (Emergency Set)

33.2 Clean the Battery Sets and inspect for damage, corrosion and electrolyte leaks.

33.3 Carry out capacity discharge test on each 12-volt battery

33.4 Clean connectors / terminals and coat with no-oxide grease (petroleum jelly).

33.5 On completion of all approved work, ensure the Battery is fully charged and restored to the normal operational state.

33.6 Pass inspect and test results to the Border Force Overseeing Officer

34.0 ANCHOR CABLE

- 34.1 The anchor cable is to be removed from the Cutter
- 34.2 Thoroughly clean the cable Survey and measure the cable stud links against a Lloyds cable specification and report details to the Border Force Overseeing Officer
- 34.3 Reapply cable chain length markings, by paint and cable tie methods
- 34.4 Oil the cable with preserving oil, suitable for environmentally immersion in salt water
- 34.5 Re-stow the cable in the chain locker with rope tie and lock onto the anchor

35.0 MOB DAVIT LOAD OVERHAUL & LOAD TEST SEC MS2-7-40 ALUMINIUM

NB: This service is to be carried out by a SEC or Ned-Deck of Shat Harding approved service agent, using approved supplied spares, the load testing is to be completed during the Basin Trial programme.

This task should be completed whilst the vessel is in the water and not in the drydock.

- 35.1 Cray out full overhaul of the Mob Davit in accordance with manufacture's and extant MCA/SOLAS lifting regulations
- 35.2 Renew the wire rope falls using anti-twist wire
- 35.3 Preserve the davit in accordance with the vessel's paint specification
- 35.4 Renew the gearbox lubricating oil charge
- 35.5 Overhaul the electric winch motor
- 35.6 Upon completion carry out both;
 - 35.6.1 Static load test to 1150 kgs
 - 35.6.2 Dynamic load test to 750 kgs
- 35.7 To the satisfaction of the Border Force Overseeing Officer

36.0 GANGWAY BROW HARBINGER

- 36.1 Remove the gangway brow from the Cutter
- 36.2 Carry out full survey of the gangway condition
- 36.3 Carry out load deflection test to the indicated SWL
- 36.4 Replace the gangway
- 36.5 To the satisfaction of the Border Force Overseeing Officer

Annex B: Vessel System Upgrades

1. The Stabiliser electronic control system will be upgraded by the Messrs. Naiad Controls under a separate contract by the Authority and Messrs. Naiad Controls, the Supplier is to all afford all access required to complete this system upgrade and complete requisite work instructions as directed by the Border Force Overseeing Officer. This work will be costed under the existing Emergent Work Procedure
2. The CCP electronic control system will be upgraded by the Messrs. Kongsberg Marine under a separate contract by the Authority and Messrs. Kongsberg Marine, the Supplier is to all afford all access required to complete this system upgrade and complete requisite work instructions as directed by the Border Force Overseeing Officer. This work will be costed under the existing Emergent Work Procedure

Annex C: Vessel Drawings

See separate documents for:

1. General Arrangements
2. Docking plans.
3. Propeller Shaft

Annex D: Vessel Details

Length O.A:	42.80m
Breadth O.A:	6.95m
Depth mid:	3.77m
Summer Draught:	2.15m (to base)
Displacement:	251.1 tons
Deadweight:	69.3 tons
Gross Tonnage:	235 tons
Built to Lloyds:	100A1 SCC

Annex E: Handover Document

Name of vessel

This Handover to Supplier Certificate is to be duly signed by a representative of the Authority and the Supplier upon the commencement of the contract for Planned Maintenance & LSA

Immediately upon signing this Handover Certificate by the Supplier, the responsibility and safe custody of HMC Searcher is accepted by the Supplier and the responsibility and safe custody will thereafter remain at all times with the Supplier until completion of the contract and an Acceptance Certificate duly signed by the Authority and the Supplier representative.

Statement of Condition by the Authority

HMC Searcher is in a safe and stable condition. All systems have been shut down, (except those as listed below, commensurate with the systems as required by the Supplier).

Tank Contents				
Fuel		litres		
Fresh water		litres		
Black Water Tank		litres		
Systems Still Operational				

Signed: For and on Behalf of the Supplier	Signed: For and on Behalf of the Authority
Name:	Name:
Position / Capacity:	Position / Capacity

Annex F: Launching Certificate

Statement of Condition by the Docking Supplier

HMC has now completed all underwater work and is in a fit state to be re-launched and we confirm that: -

1. All inlet and outlet valves below the waterline have been closed
2. All stern gear and steering gear has been correctly re-installed with all locking procedures verified.
3. All anodes have been verified as to their security of fixing and installation.
4. All underwater survey and inspection reports have been completed.
5. All anodes have had a continuity check, to ensure correct contact with the hull
6. Docking Supplier's personnel are to be available onboard to check and rectify any water ingress or egress.

Note: The launching will be stopped upon discovery of water ingress from a source which cannot be rectified whilst afloat and re-launching shall be halted or abandoned until rectified to the satisfaction of the Overseeing Officer has been achieved.

7. The UK Border Force: M&AO Overseeing Officer has conducted a joint pre-launch inspection with the Docking Supplier's representative

Signed.....

Position in the Suppliers' Company.....

Print Name **Date**.....

Launch Date.....

Annex G: Seaworthiness Certificate

We are about to move **HMC** for the programme of sea trials / passage **attached**.

We certify that **HMC** is in all respects, fit to undertake the sea trials / passage and in particular, that: -

- a.) The: -
- Hull structure;
 - Internal water-tight sub-division;
 - Arrangements for exclusion of water from the interior (eg doors hatches, shaft glands, valves, etc);
 - Plumbing, flooding and draining arrangements;
 - Main and auxiliary machinery;
 - Electrical supply and distribution arrangements;
 - Steering gear;
 - Anchor and cable arrangements;
 - Navigation and communication arrangements;
 - Lighting, ventilation, accommodation and messing arrangements;
 - Fire-detection and fire-fighting arrangements;
 - Life-saving appliances and associated equipment;
 - Guards on moving machinery and other precautions for protection of personnel; and
 - All machinery controls of the Cutter are in a sufficient and satisfactory state of completion and that all specified tests, trials and inspection have so far as is practicable: without the Cutter being under way, been satisfactorily completed.
- b.) The stability of the Vessel is, and will, throughout the trials/passage be maintained to a normal condition.
- c.) All seamanlike precautions for the seaworthiness and safety of the Vessel have been taken and will be maintained during the trials / passage.

The Master for this sea trial / passage will be:

This SUPPLIERS CERTIFICATE OF SEAWORTHINESS has been submitted by: -	
Signed: 	For & On Behalf of Messrs.
Name: 	
Position: 	

Annex H: Acceptance Document

PART 1: to be completed by Supplier

Vessel Name:
HMC Searcher

HMC Searcher having completed its Planned Maintenance & LSA
by..... to the satisfaction of the Authority and having successfully
completed all trials and provided all documentation required under the Authority's Contract No.....is
this day offered for acceptance by the Border Force.

Signed: **For and on Behalf of the Supplier**

• **Print Name**

• **Date:**

PART 2: to be completed by The Authority

By Vessel Commander:

I attended basin and sea trials of HMC Searcher and have satisfied myself that all systems, machinery and
equipment are working satisfactorily. I have inspected the Cutter and consider she is in a condition suitable
for return to operational service. Outstanding items are noted as attached.

Signed: **Print Name / Post**

By Border Force Overseeing Officer:

HMC Searcher having completed its Planned Maintenance & LSA to the satisfaction of the Authority and
having completed all trials and documentation required under the Contract is hereby accepted at
hours.

Signed: **Border Force Overseeing Officer**
Print Name: **Date:**

Last Emergent Work Authorisation Issued was:

EM

Outstanding Items

Any outstanding items are to be noted, appended to this form and signed by both the Supplier and the
Authority. Dates when these outstanding items are to be "completed by" are to be agreed and shown.

Distribution

Original - Retained by the Supplier
Copies to - Border Force Overseeing Officer; and
Cutter Chief Engineer (for Ships Book).

Annex I: Reimbursable Expenses

The Supplier may claim the following Reimbursable Expenses at the rates set out below:

1. Travel

Standard rate of allowance for private cars

Initial 10,000 miles	40p per mile
Additional miles over the initial 10,000	25p per mile
Public transport rate	23.8p per mile

2. Hotel rates

London	£125 per night
All other locations other than London	£90 per night

Annex J: Paint Specification

Please see attached paint specification

Annex K: Lube Oil Specification

Please see attached Lube oil specification

Annex L: Emergent Work Form & Running Total Spread Sheet

Please see attached forms to this SoR

Annex M: Basin Trial Programme

Please see the attached forms to this SoR

Annex N: Sea Trial Programme

Please see the attached forms to this SoR