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PROVISION OF FALKLAND ISLANDS MARINE SERVICES (FIMS) 2021

STATEMENT OF TECHNICAL REQUIREMENT

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Contents

A. Vessel(s) General Characteristics	1
B. Vessel(s) Crew	5
C. Coastal Supply	9
D. Harbour Support	13
E. General Support.	16
APPENDICES	19
APPENDIX 1: BFSAI MOORINGS AND NAVIGATIONAL MARKERS.....	19
List of FI Navigational Markers	19
Mooring Diagram: Mare Harbour Navigation Mooring (Nautilus-2200)	20
APPENDIX 2: AREAS OF OPERATION	22
APPENDIX 3: PERFORMANCE INDICATORS.....	23
APPENDIX 4: GLOSSARY OF TERMS	25
APPENDIX 5: GLOSSARY OF ABBREVIATIONS	26

The scope of the overall chartered shipping requirement for support vessels includes the following core capabilities/tasks, although the Vessel(s) may be required to undertake additional tasks as directed. In the event that there is any conflict between any of the requirements or additional information set out in this Annex C and the Terms and Conditions of Supplytime 2017 Charter Party, the provisions of said Charter Party shall take precedence to the extent of such conflict but no further.

A. Vessel(s) General Characteristics

The Vessel(s) shall meet the following requirements:

No.	ITEM	REQUIREMENT	INFORMATION
1	Vessel Type	(1) 2 Shallow Draft Anchor Handling Tugs (AHT) each having a bollard pull of greater than 45 tonnes must be provided. Each AHT must be capable of independently undertaking harbour tug duties as detailed in this Statement of Technical Requirements (SOTR). (2) In addition to the two AHTs, an additional vessel or barge is to be provided that can operate independently or be operated using one of the provided AHTs. This vessel must be able to undertake the coastal supply, heavy mooring tasks, heavy lifting and other general duties detailed in this SOTR that cannot be undertaken by the AHTs. (3) All vessels or agreed substitute vessels must be provided at East Cove Port (ECP) on the start date of the charter party.	(1) The vessels will normally be stationed at East Cove Port (ECP) in the Falkland Islands (FI). A map is provided in Appendix 2 of this document. (2) Harbour tug duties include push/pull ops, personnel transfer (including Pilots), line towing, assisting in ship movements with the ability to manoeuvre current and future vessels and the provision of passive escort. (3) Coastal supply and general duties will include the carriage of military and civilian cargo and fuel to remote coastal locations, outlying islands and military outstations around the FI.
2	Nationality	(1) The vessels and the providing shipping company including owner / operators / managers are to be United Kingdom (UK), Crown Dependency, British Overseas Territory or European Union (EU) flagged and based. (2) The vessels Flag State must be a country identified as being on the Paris MoU White List for current Flag performance.	(1) The Red Ensign Group (REG) of British shipping registers are operated by the UK, the Crown Dependencies (Isle of Man, Guernsey and Jersey) and UK Overseas Territories (Anguilla, Bermuda, British Virgin Islands; Cayman Islands, Falkland Islands, Gibraltar; Montserrat, St Helena, Turks & Caicos Islands) (2) The Paris MoU current Flag Performance list is available at: https://www.parismou.org/detentions-banning/white-grey-and-black-list
3	Classification	(1) The vessels shall be appropriately classed by a Classification Society belonging to the International Association of Classification Society (IACS) and is recognised as having a high level of organisational performance by the Paris MoU on Port State Controls. (2) The vessels must be appropriately classed to be able to operate in FI waters.	(1) Paris MoU Organisational performance list can be downloaded from: https://www.parismou.org/inspections-risk/ship-risk-profile/ros-meeting-low-risk-criteria

OFFICIAL
Version 2.0

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4	Condition	<p>(1) The vessels shall be in a good structural condition, free from corrosion and with intact paint coatings.</p> <p>(2) Machinery, deck machinery, cranes and main engines must be fully operational, reliable and of a proven design.</p> <p>(3) The vessels and their accommodation must be suitable for operations in FI Waters.</p> <p>(4) The vessels must have suitable adequate fendering for task being undertaken which is in a good condition.</p> <p>(5) Vessel accommodation and messing facilities must be clean and fit for purpose (South Atlantic climate).</p> <p>(6) Vessels are to maintain all Flag State and Classification Society certification in date for the duration of the contract.</p>	<p>(1) Classification certification to be made available to the Authority upon request.</p>
5	Cargo Capacity	<p>The vessel or a combination of vessels shall have the capacity to carry the following:</p> <p>(a) break bulk cargo transported in bags, boxes, crates, drums and barrels including dangerous goods</p> <p>or</p> <p>(b) 20ft International Standards Organisation (ISO) containers - minimum of 8 up to a maximum of 12 standard ISO containers (6.6m x 2.8m x 3.0m) with Reefer points or</p> <p>(c) Workboats or RHIBs including Pacific 24 RHIBs (7.8m x 2.6m, 2.5 tonne.</p> <p>(d) 1 Landing Craft (LCVP) up to 15.7m length x 4.3m Wide and 24 tonnes (fully loaded).</p> <p>(d) Vehicles including Land Rovers or equivalent, BV206, Tankers and 4 tonne Trucks. Load and discharge may be by crane or Ro-Ro ramp.</p> <p>(e) up to 11 passengers.</p> <p>(f) The capability to carry and sustain at least a section of troops (approx. 6) with 50 kg of personal equipment each within 3 Nautical Miles of East Cove area.</p>	<p>(1) At least one vessel must be available to carry out Harbour Tug duties while the vessel or combination of vessels must fulfil the cargo capacity requirement.</p> <p>(2) Reefer points for 20ft and 10ft containers would be an advantage.</p> <p>(3) It is desirable that one of the vessels can transport and sustain a platoon of troops (up to 30) for a period not exceeding 72 hours within the FI Coastal area. The accommodation provided must be suitable, have toilet facilities and heating. The platoon will be self-sustaining and embark with sufficient pack lunches and bottled water for the duration of the voyage.</p> <p>(4) Vessels will be required to carry a combination of the cargos listed in the requirement.</p>

OFFICIAL
Version 2.0

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6	Lifting Capability	<p>To support the cargo requirements all vessels must be able to manoeuvre an ISO-type container up to 8 tonnes in weight, on deck in readiness for lifting by helicopter. One of the vessels shall be capable of:</p> <p>(a) lifting at least 12 tonnes at 17.5m outreach.</p> <p>(b) launching and recovering a Vahana Combat Support Boats (10.2 tonnes) and be able to transport on deck a maximum of 2 support boats (11.04m length Overall (LOA) and Beam 3.28m).</p> <p>(c) Make deliveries/collections to/from locations without proximity to a suitable jetty.</p> <p>(d) To support the maintenance of the SPM Buoy, one of the vessels should be capable of lifting the 42 tonne SPM buoy Hull 3m above the waterline, onto main jetty or its Ro-Ro ramp.</p>	<p>(1) 12 tonnes lift at a 17.5m outreach could be provided by either a tandem lift of 2 cranes having suitable capacity or a single lift by a 280 MT Hydraulic Crane.</p> <p>(2) Lifting of the SPM Buoy onto a modified trailer situated on end of the Ro-Ro Jetty at ECP has been previously achieved using a demountable A-Frame fitted onto the bow of a barge.</p>
7	Draught	All vessels shall have an operating loaded draught of not more than 3.3m.	
8	Service Speed	Service speed of at least 10 kts.	
9	Manoeuvrability	The 2 harbour tugs shall have a high level of manoeuvrability with at least twin independent propulsion systems.	
10	Maintenance	As per Supplytime 2017 Charter Party, Part 2, Subclause 13(c).	
11	Navigational and communications	The vessels' navigational and communications equipment shall meet the latest International Maritime Organisation (IMO) and Classification Society requirements for operating in the South Atlantic. All such equipment is to be maintained at operational readiness and be fully certified to meet IMO, Flag State and Classification Society requirements.	
12	Winches, Deck Equipment and Lifting Gear	<p>(1) All winches, deck machinery, lifting gear and associated equipment shall be maintained and certified to meet Flag State and Classification Society legislation.</p> <p>(2) The Register of Lifting Appliances and all associated certification must be available for inspection by the Charterer's representatives when requested.</p>	Load measuring on winches and windlasses are also desirable.
13	Provision of Wires	<p>(1) The Vessel Owners shall provide all the necessary wires, shackles, hawsers required for the conduct of tasks outlined in this document.</p> <p>(2) Provide all the necessary wires, buoys, sinkers and anchors to 4 point moor the vessel to be used support diving operations. All wires used for these moorings are to be replaced within 12 months of first use.</p>	

OFFICIAL
Version 2.0

No.	ITEM	REQUIREMENT	INFORMATION
14	Provision of Towing Hawser	<p>(1) The Vessel Owners shall provide:</p> <p style="padding-left: 40px;">(a) Towing hawsers for connecting to any vessel to be towed or assisted into port.</p> <p style="padding-left: 40px;">(b) A nylon towing pennant or similar means of shock absorption for ocean towing operations.</p> <p>(2) The towing arrangement shall be fitted with an arrangement to allow the tow to be disconnected rapidly and safely in the event of danger.</p>	
15	Provision and Storage of Spares and Equipment	The Vessel Owner shall provide sufficient containerised spares and equipment to ensure the vessels remain serviceable condition.	<p>(1) Due to the protracted supply route and limited infrastructure in the Falkland Islands an enhanced level of spares and equipment will be required to be provided with the vessel(s).</p> <p>(2) Containers can be stored within ECP for the storage of spares and equipment.</p>
16	Owners Safety Management System (SMS) and Quality Assurance	<p>(1) The Vessel Owner shall operate a ISM compliant Safety Management System (SMS) for their operations that has been approved by an International Association of Classification Societies (IACS) Classification Society.</p> <p>(2) The Vessel Owner shall operate a recognised system for Quality Assurance and hold a compliance Certificate accredited by an IACS Classification Society.</p>	
17	Vessel Safety Management	The vessels shall operate a compliant SMS and hold a compliance Certificate accredited by an IACS Classification Society.	
18	Communication	<p>(1) Manned vessels shall have an internet connection which provides for the reliable receipt and sending of emails within the FI coastal area. Wi-Fi access to this internet is to be provided to the Authority and their representatives when on board these vessels.</p> <p>(2) Each vessel is to have a mobile phone connected to the local telephone provider.</p>	

B. Vessel(s) Crew

The Vessel(s) Crew and the manning shall meet the following requirements:

No.	ITEM	REQUIREMENT	INFORMATION
1	Crew Nationality	(1) Master and Officers are to be UK or EU Nationals. (2) The officer manning arrangement must comply with UK SI 1995 No 1427 Merchant Shipping (The Merchant Shipping (Officer Nationality) Regulations 1995) Section 3, where the user requires additionally that ALL officers adhere to this section of the regulation. (3) All members of the vessels' crew must not be nationals of countries listed in the Airbridge Joint Policy Statement as being prohibited from using the FI Airbridge. This list of prohibited countries shown in the information column will be subject to change throughout the term of the contract. (4) All crew must be able to pass a Criminal Reference Check, Counter Terrorist Check (CTC) and meet a Baseline Personnel Security Standard (BPSS) or Royal Navy (RN) equivalent security or clearance check.	(1) [redacted] (2) Baseline Personnel Security Standard (BPSS) is used to identify illegal workers, identify fraud and protect UK national security. (3) Counter Terrorist Check (CTC) is required for personnel having access to information or material assessed to be of value to terrorists or having unescorted access to establishments assessed to be at risk from terrorist attack.
2	Language	The masters and key personnel of the vessels crew shall be fluent both in spoken and written English.	
3	Manning	(1) The vessels shall be adequately manned with a suitably experienced and fully qualified crew. (2) As far as is reasonably practicable the Vessel Owner must ensure that continuity in the provision of key members of the vessels crew is maintained throughout the term of the charter. (3) All crew are to hold an ENG1 medical certificate or equivalent.	Relevant certificates and log books are to be made available for inspection by the Charterer's representatives when requested.

OFFICIAL
Version 2.0

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4	Flights	<p>As per Supplytime 2017 Charter Party, Part 2, Clause 52.</p> <p>(1) – The Contractor is to comply with the luggage allowance for the Airbridge i.e. a maximum of 27 kg for deployments under 4-months and 55kg for deployment over 4-months duration.</p> <p>(2) - Rotation of crew must accommodate COVID-19 or other Airbridge restrictions and delays due to uncontrollable events. Contingency must be provided in the case that crews have travel/isolation restrictions are imposed.</p> <p>(3) - COVID-19 has reduced Airbridge flight availability for crew changes to one flight every two weeks. To meet the requirement to isolate for 14 days, block vessel crew changes are required. Vessel crew will isolate together on-board one of the vessels. Both vessels cannot be self-isolating at the same time.</p>	<p>(1) There is a weekly flight from Punta Arenas in Chile operated by LAN every Saturday and a flight operated by LATAM has been operating between MPA and Sao Paulo Brazil on Wednesdays. Seats on this service cannot be provided by the Authority but may be utilised at company's own expense.</p> <p>(2) Companies are encouraged to request Airbridge flights as infrequently as possible.</p> <p>(3) The Airbridge Flight schedule is subject to cancellation, delays and diversion. The availability of Airbridge seats is subject to military prioritisation which may be result in seats on some flights being unavailable. The Authority will not be held liable for the delay, unavailability and/or cancellations of MOD provided chartered flights.</p>
5	Training	<p>(1) The crew are to be appropriately trained to meet all routine and reasonable emergency tasks.</p> <p>(2) The crew will undertake local Oil Spill Response (OSR) training provided by MOD provided trainers using the local OSR equipment.</p> <p>(3) A record of training and qualification is to be maintained and available for inspection/assurance/audit on request.</p>	<p>(1) Relevant records of continuation training (such as fire, evacuation or man overboard drills) are to be maintained and be made available for the Charterer's representative when requested</p>

OFFICIAL
Version 2.0

No.	ITEM	REQUIREMENT	INFORMATION
6	Meetings	<p>(1) The Master and key personnel shall liaise with and attend meetings with British Forces South Atlantic Islands (BFSAI) military and civilian staff at ECP.</p> <p>(2) The Ship Owner and/or their representative must:</p> <p>(i) Travel to and attend vessel charter and operations meeting in the FI at ECP which will be held with BFSAI military and civilian staff.</p> <p>(ii) Attend and take part in Commercial and Vessel Charter Meetings at Abbey Wood, Bristol as required by the Authority. When requested by the Authority, the contractor shall report on Performance Indicators (Appendix 3).</p> <p>(iii) Provide a SQEP point of contact for enquiries regarding the contracted services which provides a response to an urgent enquiry within 1 hour during normal business hours and within 6 hours of the enquiry being made outside these hours.</p> <p>(iv) Take part in telephone or video conferencing meetings as required by the Authority.</p>	<p>(1) Meetings at ECP are be attended by the vessels Master and required key personnel include but are not limited to port scheduling, planning and safety meetings.</p> <p>(2) Vessel charter and operations meeting are normally held annually at MPC. Airbridge flights and MPC accommodation can be provided on request for personnel attending ECP Meetings. The accommodation provided at MPC is not to the normal standards expected in the UK.</p> <p>(3) A charter review meeting will be held at Abbey Wood, Bristol between the Authority and the Ship Owner and/or their representative(s) every 12 months. Whilst this provides the normal frequency and forum for face to face discussion, meetings will also be held at Abbey Wood, Bristol just after contract award, prior to contract expiry and in exceptional circumstances to resolve urgent emergent issues where remote conferencing is deemed to be unsuitable.</p> <p>(4) The Performance Indicators (see Appendix 3) will be used to monitor contractor performance and shall be used as a review tool at the annual charter review meetings. The contractor will be required to monitor their performance using the Performance Indicators and report them to the Authority when requested.</p> <p>(5) Queries for the SQEP point of contact will include technical and operational matters related to the Charter Party and will be requested by the Charterers or authorised demander. Tasks the nominated SQEP point of contact may be required to undertake include procurement and shipping of component parts, dealing with equipment failures, recommending corrective action and providing advice on charter related matters.</p>

OFFICIAL
Version 2.0

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7	Transport	Suitable motor transport in the FI shall be provided by the Vessel Owners for the vessels crew.	A 4x4 Vehicle will be required for crew transport, welfare, purchase of stores (from Port Stanley) and the movement of equipment.
8	Security	<p>(1) The vessel crew and visiting personnel shall have the required security clearance and hold the appropriate contractors' security pass before travelling. Personnel working in the Mount Pleasant Complex (MPC) must obtain a MPC ZUB (non-military personnel) pass after arrival on the base.</p> <p>(2) All crew shall hold a valid passport for the duration of their intended stay (at least 6 months validity) and if required have the appropriate work permit.</p> <p>(3) Non qualifying EU personnel shall have a valid UK Visa to allow transfer within the UK to access FI Airbridge flights from and to RAF Brize Norton.</p>	<p>(1) Crew provided must have passed a Criminal Reference Check, Counter Terrorist Check (CTC) and meet a Baseline Personnel Security Standard (BPSS) or provide evidence of SC/DV clearance.</p> <p>(2) Baseline Personnel Security Standard (BPSS) is used to identify illegal workers, identify fraud and protect UK national security. BPSS lasts 3 years.</p> <p>(2) Counter Terrorist Check (CTC) is required for personnel having access to information or material assessed to be of value to terrorists or having unescorted access to establishments assessed to be at risk from terrorist attack.</p> <p>(3) The MPC ZUB (non-military personnel) Pass can be obtained on arrival at the MPC Base pass office although all checks and application forms must be completed by personnel before arrival. This is to include completion of:</p> <p>(a) Pass application form.</p> <p>(b) Official Secrets Act Form.</p> <p>(c) BPSS form or provide a copy of an SC/DV clearance (BPSS last 3 yrs).</p> <p>(d) A Criminal Background Check, Copy of Passport a copy of Work Permit or FI Residency/Status stamp will also be required. Information regarding this can be obtained by email from BFSAI-JSPSU-Passes@mod.uk.</p>

C. Coastal Supply

The Vessel(s) provided to undertake Coastal Supply shall meet the following requirements:

No.	ITEM	REQUIREMENT	INFORMATION
1	Fuel Provision/Transfer	<p>(1) One of the vessels must be capable of holding a minimum of 300m³ of F76 cargo fuel (DIESO FP 66°C) and undertake the transfer of petroleum products from the vessel tanks to other vessels, or, units ashore and must be capable of:</p> <p>(a) Carrying and discharging 54m³ of AVTUR (Turbine Fuel, Kerosene Type, in stainless steel Glycol tanks as deck cargo - all necessary lashings and securing materiel to be supplied by Vessel Owner).</p> <p>(b) Providing bunkers to vessels including RN Warships.</p> <p>(c) Packed Fuel Capacity – Vessel shall be able to transport up to 4m³ of Petroleum, Oil and Lubricants (POL) products comprising: CIVGAS (petrol) (FP 30°C) in jerry cans, KEROSENE (FP 38°C) in 205 litre drums.</p> <p>(2) The tank(s) provided for 300m³ of F76 cargo fuel must be provided by a single vessel and must be designated as cargo tank(s). It must not be a tank used for the normal storage of vessel bunkers.</p> <p>(3) Discharging DIESO(F76) and AVTUR (F35) product at a rate of a minimum of 30m³ per hour through a 2.5 or 3 inch diameter hose of at least 240m length at sea level. The fuel transfer system must have provision for samples to be taken and must comply with current legislation.</p> <p>(4) The vessel is to provide a workboat capable of handling flexible fuel lines (100mm diameter) between ship and shore to enable fuel transfer operations to take place between the vessel and shore installations. (two lines in parallel, maximum length 800m). The locations involve rocky beach landings and craft construction should take this into account.</p>	<p>(1) Fuel, Naval, Distillate, NATO Code F76 is the grade of Marine Diesel used by vessels by the military in the FI.</p> <p>(2) AVTUR is an Aviation Turbine Fuel, Kerosene Type Jet A-1 and has the NATO Code F35.</p> <p>(3) Winter mix DIESO (10% Avtur (F35) and 90% Diesel (F76)) is required to be carried as cargo in the winter months.</p>

OFFICIAL
Version 2.0

No.	ITEM	REQUIREMENT	INFORMATION
2	Provision of all Equipment to Refuel Remote Sites	<p>(1) The vessel shall provide separate fuel transfer systems capable of transferring AVTUR and DIESEL from the vessels tanks and deck cargo tanks for the refuelling of outstation locations. This is to include:</p> <ul style="list-style-type: none"> (a) Tanks, pipelines, pumps and marine hoses which will be cleaned by the Vessel without external assistance. (b) Deployment and recovery equipment. (c) Equipment and hoses designed to minimise the risk of Oil Spills and include a dry break (marine breakaway coupling). (d) The ability to deploy and recover the marine hoses by the ship's crew without external assistance. (e) The provision of a system to clear fuel from marine hoses after use using compressed air and/or foam pig after fuel transfers have been completed. (f) Adequate spares and redundancy including at least one spare marine hose. <p>(2) The vessel shall supply and maintain two hydraulic/pneumatic driven Reelers (Diesel and Avtur) complete with braking system to fit a standard 10' ISO container or 20' ISO footprint. Associated power pack with 2 x 240m long 2.5 or 3 inch diameter Armoured Marine hoses to also be supplied. The hoses are to be fitted with a dry break coupling and have an Avery Hardoll fitting installed for connection to the shoreside pipeline manifold. Sufficient spares are to be provided to ensure reliable operation of this equipment. This is to include the provision of 1 complete 240m long hose to be held as a spare.</p>	<p>(1) The vessel will be responsible for maintaining all relevant test and maintenance certificates for the fuel transfer systems.</p> <p>(2) The current hoses used are 4 x 60m lengths of F10 Troon Oil Suction and Delivery Hose. The discharge end connection has a 3" National Pipe Thread (NPT) male threaded fitting and the inner reel having an American National Standards Institute (ANSI) 150 3" flange attachment. A configuration using similar 2.5" hoses and couplings would be acceptable. Each Fuel Hose is to be fitted with a 2.5" Avery Hardoll Fuel Coupling CCMY-6253N and a dry break (breakaway) coupling. Consideration should be given to making the hose buoyant by fitting Hose Floats.</p> <p>(3) A system of providing fuel to the outstations which can be deployed on the provided harbour tugs in addition to/or using the reeler system would also be desirable.</p>
3	Helicopter Transfers	Enabling cargo to be uplifted from the vessel's deck by military and commercial helicopters including but not limited to Chinook/Merlin/Sikorsky S61/AW189.	
4	Delivering/Collecting Cargo	Delivering/collecting cargo including to/from isolated locations, including those without proximity to jetty access.	<p>(1) The expected area of operations is, but not limited to the following areas:</p> <p style="text-align: center;">[redacted]</p>
5	Support to Military Exercises	Participates in BFSAI military exercises and shipboard training exercises.	

OFFICIAL
Version 2.0

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6	Operating in South Atlantic	Vessels shall be able to undertake harbour tug duties, towing and pilotage tasks, transit between ports and undertake coastal resupply in Force 7 weather conditions and wave heights up to 3 metres. Vessels shall have the means of providing adequate weather protection for cargo stowed on deck.	(1) Average wind speeds in the FI are 31 – 38 MPH.
7	Radius of operation	Vessels shall have a radius of operation sufficient to enable the vessels to ship cargo to and from and be maintained in South America.	
8	Provision for carriage	Manned vessels must be able to carry 11 additional personnel within the East Cove/ Mare Harbour/Choiseul Sound areas, within the statutory Life Saving Apparatus (LSA) capacity of the vessel as and when required. (Essential for the Mare Harbour Area, desirable for Falkland Island Waters).	(1) A crew cabin placed on the deck of one of the manned Vessels for the carriage of more than 11 persons would be acceptable method of carriage providing compliance with statutory requirements is satisfied. (2) It is desirable that manned vessels can carry 11 additional personnel within the FI Waters within the LSA capacity of the vessel. A crew cabin placed on the aft deck is acceptable.
9	Transportation of Vehicles and Plant	Undertakes the transportation of cargo including: (a) Trailers/combinations up to 18.3m long. (b) Lorries / tankers (20000 ltr). (c) Road Grading Plant.	Deployable ramps for vehicles to drive on/off are desirable.

OFFICIAL
Version 2.0

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10	Miscellaneous Duties	<p>(1) In accordance with Charter Party terms, the vessel Owner must not unreasonably refuse to allow the vessels to undertake tasks and activities for other persons or companies as required by the Authority.</p> <p>(2) Undertake miscellaneous duties within the capability of the vessel.</p>	<p>(1) To safeguard the provision of the chartered vessels to support ECP maritime activities the release of the vessels to undertake tasks for the Falkland Island Government (FIG) and local civilian authorities is tightly controlled. The tasking, subletting, assigning or loaning of the vessels to undertake such activities has historically only been undertaken when there has been an identified risk to life or the environment. Vessels may be tasked by BFSAI HQ to provide assistance to the civil authorities, persons or companies during a SOLAS, emergency towing, firefighting or a similar event occurring within the FI area.</p> <p>(2) Whilst no agreement currently exists, a future Memorandum of Understanding (MOU) may provide for the limited usage of the vessels by FIG.</p> <p>(3) There is a future aspiration for ECP to become a commercially operated port. Local liaison and port management responsible for day to day tasking of the vessels may therefore transfer to personnel from a company contracted by the MOD.</p>

D. Harbour Support

The Vessels supplied to provide Harbour Support shall meet the following requirements:

No.	ITEM	REQUIREMENT	INFORMATION
1	Berthing	<p>(1) Undertake tug duties, including push/pull ops, line towing, assisting in ship movements with the ability to manoeuvre current and future vessels and the provision of passive escort. The Tug must be able to assist all RN, Royal Fleet Auxiliary (RFA), British Antarctic Survey (BAS) and MOD, or Falkland Island Government (FIG)/Government of South Georgia & the South Sandwich Islands (GSGSSI) vessels to berth/un-berth from Main and West jetties and the Ro-Ro berth at ECP and assist when these vessels berth at Stanley. The vessel(s) must be capable of assisting vessels, up to 35,000 tonnes deadweight to berth and be able to assist ship movements in strong winds up to 35 kts abeam.</p> <p>(2) Able to undertake cold moves of vessels between berths, under Pilot control</p> <p>(3) Fitted with suitable bow and side fenders for pushing thin hulled warships as appropriate. The pusher bow and side fendering must be of a suitable design.</p>	<p>(1) Jetty Fenders are manufactured to BSI standard BS ISO 17357-1-2014. BS 6349-4:2014 details the code of practice for the design of fendering systems.</p>
2	Assistance to Vessels using the Single Point Mooring (SPM)	<p>(1) Assisting tankers and ships to berth and discharge/uplift fuel to/from the SPM and undertake SPM cleaning/maintenance above the waterline</p> <p>(2) Assembly, installation and removal of the SPM hawser and pick up chain.</p> <p>(3) Operating valves on the SPM during the receipt and discharge of bulk petroleum products.</p> <p>(4) Cleaning of the SPM and spare SPM (if not ashore) is to be undertaken a minimum of once per 14 days. During the Rock Shag nesting season cleaning is to be undertaken at least once per 7 days. The SPM requires additional cleaning before refuelling operations occur to allow for safe access and egress of personnel operating valves on the turntable. High pressure water cleaners are not to be used on sensitive equipment such as the SPM Buoy's navigation lights.</p>	<p>(1) Regular cleaning controls are required as the SPM Buoy is home and a nesting area for sea birds (Rock Shags) which are responsible for a large quantities of guano/debris being deposited.</p> <p>(2) Buoy normally cleaned using FiFi pump monitors and sea water via a fire hose.</p>
3	Assistance to contractors	<p>(1) Provide assistance to contractors undertaking SPM Buoy and turntable repairs including dismantling, assembly and maintenance.</p> <p>(2) The vessels provided must have crane(s) capable of lifting the dismantled components of the SPM and have the reach to land or lift the turntable and Multi Product Distribution Unit (MPDU) onto or from main jetty.</p>	<p>The components to be dismantled and transferred between the floating SPM buoy and main jetty have the following weights:</p> <p>Buoy (clean) – approx. 42 tonnes</p> <p>Turntable (clean) – approx. 22 tonnes</p> <p>Multi product distribution unit –approx. 11 tonnes</p>

OFFICIAL
Version 2.0

No.	ITEM	REQUIREMENT	INFORMATION
4	Pilotage	<p>(1) Both harbour tugs shall be able to act as the pilot boat for all vessels requiring Pilotage.</p> <p>(2) The harbour tugs SMS must include valid risk assessments and method statements for the transfer of Pilots at sea, to meet IMO and International Marine Pilot's Association (IMPA) guidelines and best practice. This documentation must be regularly updated and available for inspection on by the Charterer's representative.</p> <p>(3) As requested by the Authority the harbour tugs are to provide:</p> <p style="padding-left: 40px;">(a) A platform for the local Pilots to undertake day and night-time navigation training as part of their Continued Professional Development (CPD).</p> <p style="padding-left: 40px;">(b) Vessel familiarisation to eligible seafarers undertaking the harbour Pilot exemption certificate. This will include the provision of an opportunity to operate one of the tugs in clear water.</p>	<p>(1) Pilotage is mandatory at ECP for Vessels not having a Pilotage Exemption Certificate (PEC).</p> <p>(2) Harbour tug familiarisation provides visiting vessels Masters and Chief Officers gaining their pilotage exemption an opportunity to acquaint themselves with the handling characteristics and limitation of the tugs.</p>
5	Firefighting	At least one of the vessels provided shall be responsible for the provision of the harbour firefighting capability and shall have a minimum of two remotely operated firefighting monitors with a minimum capacity of 400m ³ per hour each.	
6	MARPOL Support	<p>(1) The vessels will provide platforms for the deployment of MOD supplied oil pollution equipment and undertaking oil pollution prevention and Oil Spill Recovery duties and training.</p> <p>(2) When tasked Oil Spill Equipment stored at ECP is to be loaded onto the vessels and deployed within two hours of a requirements within the East Cove or Mare Harbour area.</p> <p>(3) The vessels shall have a suitable deck area accommodate MOD supplied reception facilities for recovered oils.</p>	<p>(1) Whilst primarily providing platforms for recovery of oil at ECP the vessels may be required to assist the FI Government/commercial shipping should a major oil pollution incident occur in FI waters.</p> <p>(2) Vessel crews will receive periodic Oil Spill Response equipment familiarisation and training from MOD contracted specialists at ECP.</p> <p>(3) All vessels provided must carry adequate Oil Spill Recovery equipment including sorbents and booms to deal with on board accidental releases of fuel in accordance with statutory requirements.</p>

OFFICIAL
Version 2.0

No.	ITEM	REQUIREMENT	INFORMATION
7	Search and Rescue & Helicopter training	At least one of the provided vessels shall be of a suitable design and type to be able to provide a platform Search and Rescue (SAR) & Helicopter training and be capable of supporting SAR and Helicopter activities.	The vessel may be utilised by military or civilian helicopters in exercising man-overboard/ air sea rescue procedures and being used as a platform for deck winching drills within the harbour area or adjacent inshore waters.
8	Salvage & Towage	When required by the Authority the provided vessels shall undertake ocean-going towing and salvage.	(1) Any requirement by the Authority for a provided vessel to undertake Salvage and Towing tasks will be made based on the vessels capabilities and the ability of the vessel and crew to safely undertake the task. (2) Ideally the vessels towing winch and associated winches should be fitted with load measuring and monitoring systems to enable cable tension to be monitored from the wheelhouse during operations.
9	General Harbour Duties	(1) Providing vessel support in harbour for stores and equipment, including container and skip movement to/from ships, and liberty boat service covering the SPM, ECP and vessels anchored or waiting in the Choiseul Sound roads. (2) The general duties expected of the vessel include, but are not limited to: (a) Providing liberty runs for ships crews, carrying mail and ships stores. (b) Movement of paint cats and Yokohama fenders within the harbour. (c) Capable of self-lifting ISO containers, Glycols and waste skips onto deck subject to a weight limitation of 8 tonne. (d) The provision of a crewed, certified tender/workboat which can carry at least 4 people. (e) Moving and securing Fenders. (f) Assisting Contractors undertaking Fender Repairs.	A covered workboat is desirable.

E. General Support.

The Vessels supplied to provide General Support shall meet the following requirements:

No.	ITEM	REQUIREMENT	INFORMATION
1	Diving operations and SPM Maintenance	<p>(1) Providing a suitable work platform and mooring system to support International Maritime Contractors Association (IMCA) compliant commercial diving operations, SPM maintenance and subsea pipeline inspections in accordance with Charterer's instructions.</p> <p>(2) The vessel will be required to carry all supporting diving equipment, workshop, compressors and diving decompression chamber on deck for the operation. The deck of at least one vessel must accommodate the installation and holding down of a diver Launch and Recover System (LARS). It must accommodate the minimum of the following Health and Safety Executive (HSE) offshore dive equipment:</p> <ul style="list-style-type: none"> (a) Divers Decompression Chamber and Dive Control Container (20'ISO) (b) Divers Workshop Container (10ft ISO) (c) Diving Compressor Container (10ft ISO) (d) 4 x Air Quads (e) Launch and Recovery System (Divers A-frame) (f) Dive Ladder (g) Workshops Container (20ft ISO) <p>(3) The primary and secondary power supply for diving can be provided by separate Deck Mounted Portable Alternators. They must be able to provide 400V/440V, 50/60Hz and 125A (Peak). They must be fitted with a, 5P outlet connection.</p> <p>(4) A continuous primary power supply to the dive equipment must be provided during diving operations (400/440V, 50/60 Hz, 3 Phase able to accommodate motor starting loads of 90A). A secondary power supply independent of the primary supply is to be provided of a similar capacity.</p> <p>(5) The vessel shall be equipped with a tender/workboat which can be used by the dive team as a means of recovering an unconscious diver.</p> <p>(6) The vessel is to be able to moor to the SPM using a 4-point mooring system. This mooring must be capable of safely securing the vessel during diving and ensure that the vessel can be secured onto the SPM during down time.</p>	<p>(1) A safe mooring configuration is required to secure the vessel providing the platform for Commercial Diving to the SPM Buoy. The configuration for this mooring that is currently used secures a 30m long barge, bow end onto the SPM. A fender is provided between the bow of the barge and the SPM and a gangway between the bow of the vessel and the SPM to provide safe access and egress onto the Buoy. 4 x 100m long 28mm steel wires (Tensile Grade 1960N/mm²) are connected to winches at the 4 corners of the vessel. These are used to moor the barge to 2 points on the SPM (lifting lugs) and the temporary moorings. 2 x 4 tonne clump weights are used to anchor the Temporary Moorings which can be provided by the MOD for this task. The clump weights (anchors can be used) are connected by swamp wires to swamp barrels to allow for installation and recovery of the mooring.</p> <p>(2) The provided configuration of mooring used for SPM maintenance or other diving tasks, must have the strength to provide for a safety factor of 3 in 40 Knots of wind for the vessels using the mooring and must allow for safe diving operations in 35 Knots of wind. A second vessel is currently used to transport, accommodate and provide meals for the dive team. It secures alongside the Barge. A gangway is provided between this vessel and the barge for safe access and egress.</p>

OFFICIAL
Version 2.0

		<p>(7) The vessel must provide a heated compartment or space which can be used by Divers for changing and refuge in case of bad weather.</p> <p>(8) Safe means of access (suitable gangways) are to be provided between vessels used for the SPM maintenance and for access and egress onto the SPM Buoy.</p> <p>(9) Vessel crew to undertake the regular cleaning of Guano and removal of nest material from the SPM.</p> <p>(10) A watch is to be maintained during SPM maintenance and Diving operations which is to include a look out for large marine mammals such as leopard seals.</p> <p>(10) A hard wired or other means of communication which is acceptable to the charterers diving sub contracted divers must be provided between the bridge of the vessel and dive Control.</p> <p>(11) The vessel must have a dive ladder suitable for commercial diving which when installed provides for the safe access and egress of divers. The freeboard distance must be no more than 3m.</p> <p>(12) Vessels shall have: sufficient space to hold Surface Supplied Diving Equipment (commercial diving); ability to moor on a 4-point mooring system; supply power to divers as stated; tender/workboat suitable for casualty recovery; temperature controlled compartment for divers in case of poor weather conditions; safe gangways for traversing between vessels and the SPM; hard wire communications between bridge and dive controls and suitable water ingress/egress for the divers.</p>	
2	Meals and accommodation for embarked additional personnel	<p>(1) The vessel(s) must be able to accommodate and provide seated hot meals and drinks for at least 11 embarked personnel in addition to the ship's crew.</p> <p>(2) Provide meals and accommodation for a minimum of 2 BFSAI Staff.</p>	<p>(1) The provision of meals and accommodation for up to 2 BFSAI Staff can be a requirement for some re-supply tasks.</p> <p>(2) Each Meal can be provided in 2 or more sittings to accommodate embarked personnel.</p>
3	Navigation Buoy/Mooring Maintenance	<p>(1) Navigation buoy/mooring maintenance: Undertake the maintenance, repair and general refurbishment (including touch up painting) of mooring and navigation buoys and their mooring systems including the maintenance of mooring equipment stored ashore in accordance with Charterer's instructions.</p> <p>(2) The vessel deck machinery shall include a stern roller and must be capable of safely raising, tensioning and installing moorings constructed from up to 102mm Open Ended Link (OEL) chain cable (123mm diameter).</p> <p>(3) The vessel Master and crew must be Mooring Suitably Qualified and Experienced Personnel (SQEP) and be able to safely undertake:</p>	<p>(1) The vessel will be required to undertake the inspection and installation of the SPM Moorings which is constructed from 48mm chain cable.</p> <p>(2) A list of BFSAI moorings and navigation markers is provided in Appendix 1 of this document, along with technical details for the Mare Harbour Navigation Mooring (Nautilus-2200) and the SPM.</p>

OFFICIAL
Version 2.0

		<p>(a) The full raising and partial raising of moorings for inspection;</p> <p>(b) The raising, installation and tensioning of the SPM mooring;</p> <p>(c) The cleaning, Inspection and measurement of mooring components;</p> <p>(d) The identification and replacement of defective and worn components;</p> <p>(e) Complete mooring maintenance forms (D233A, B and C) and records, update drawings and make recommendations;</p> <p>(f) Receipt mooring spares, complete inventories and provide the Authority with a list of mooring spares requirements.</p> <p>(4) When requested by the Authority, purchase spares and equipment to support activities within the scope of the contract.</p>	
4	Bunkering	<p>(1) Provide bunkering support for ships at ECP</p> <p>(2) Be able to refuel from the SPM</p> <p>(3) Be able to undertake the ship to ship transfer bunkers to HM Ships, BAS vessels, National Oceanographic Centre (NOC) vessels, FIG and South Georgia government owned vessels other MOD chartered commercial vessels, or other vessels as approved and requested by the ECP authority</p> <p>(4) Undertake the transfer of fuel from ships tanks to visiting vessels.</p> <p>(5) Vessel(s) must have sufficient capacity to be able to transfer up to 130m3 of Diesel fuel to another vessel</p>	<p>(1) The bunkering from the ships tanks is undertaken alongside or when the Vessels are at anchor in either Mare Harbour or East Cove.</p> <p>(2) Flow meters are also desirable.</p>
5	Supply of potable water	Supply potable water to visiting ships at ECP	

APPENDICES

APPENDIX 1: BFSAI MOORINGS AND NAVIGATIONAL MARKERS

List of FI Navigational Markers

Nav Marker	Type	Marking	Location	Flash	Chart Datum	Riser
Antelope	06' Buoy	Antelope Wreck	51° 33.24S 059° 03.75W	Non	22.4m	44.5m
Bravo	SB-285P Sentinel	Choiseul Sound Shoal	51° 56.09S 058° 27.93W	Q (6)+ LFI.15s	15.8m	27.5m
Charlie	Sealite Nautilus	Pandora Point	51° 55.47S 058° 28.44W	Fl.R.5s	10m	27.5m
Delta	Sealite Nautilus	Whaler Reef	51° 55.05S 058° 28.83W	Fl.G.5s	8.2m	27.5m
Echo	Sealite Nautilus	Hecate Channel	51° 54.33S 058° 28.31W	Fl.R.2s	8.5m	27.5m
Foxtrot	Sealite Nautilus	Hecate Channel	51° 54.28S 058° 28.02W	Fl.G.2s	8.2m	27.5m
Golf	Sealite Nautilus	Johnson Island Shoal	51° 54.47S 058° 29.77W	Fl.G.5s	12m	27.5m
Hotel	Sealite Nautilus	Mare Harbour Shoal	51° 53.95S 058° 30.29W	VQFI(6)+LFI 10s	7m	27.5m
Mike	Nav Cat (M)	Hecate Channel	51° 54.40S 058° 27.80W	Fl.R.5s	9.5m	27.5m
November	Nav Cat	East Cove	51° 54.24S 058° 27.32W	Fl.G.15s	9.8m	27.5m
Papa	Nav Cat (S)	Hecate Channel	51° 54.30S 058° 27.67W	Fl.G.5s	8.2m	27.5m
SPM	CALM	Mare Harbour SPM	51° 54.12S 058° 30.12W	Fl.Y.2s 5M	14.6m	4 x 206m
ECPC	Class 5 - Special	Spare SPM Mooring				

Mooring Diagram: Mare Harbour Navigation Mooring (Nautilus-2200)

MARE HARBOUR
Navigation Buoy Charlie
Sealite Nautilus-2200 Ocean Buoy

Position

Chart: 2506

Chart Datum: WGS 84

Charted Depth: 10m

Latitude: 51° 55.47s

Longitude: 058⁰ 28.44w

MHHW: 1.8m

MLLW: 0.2m

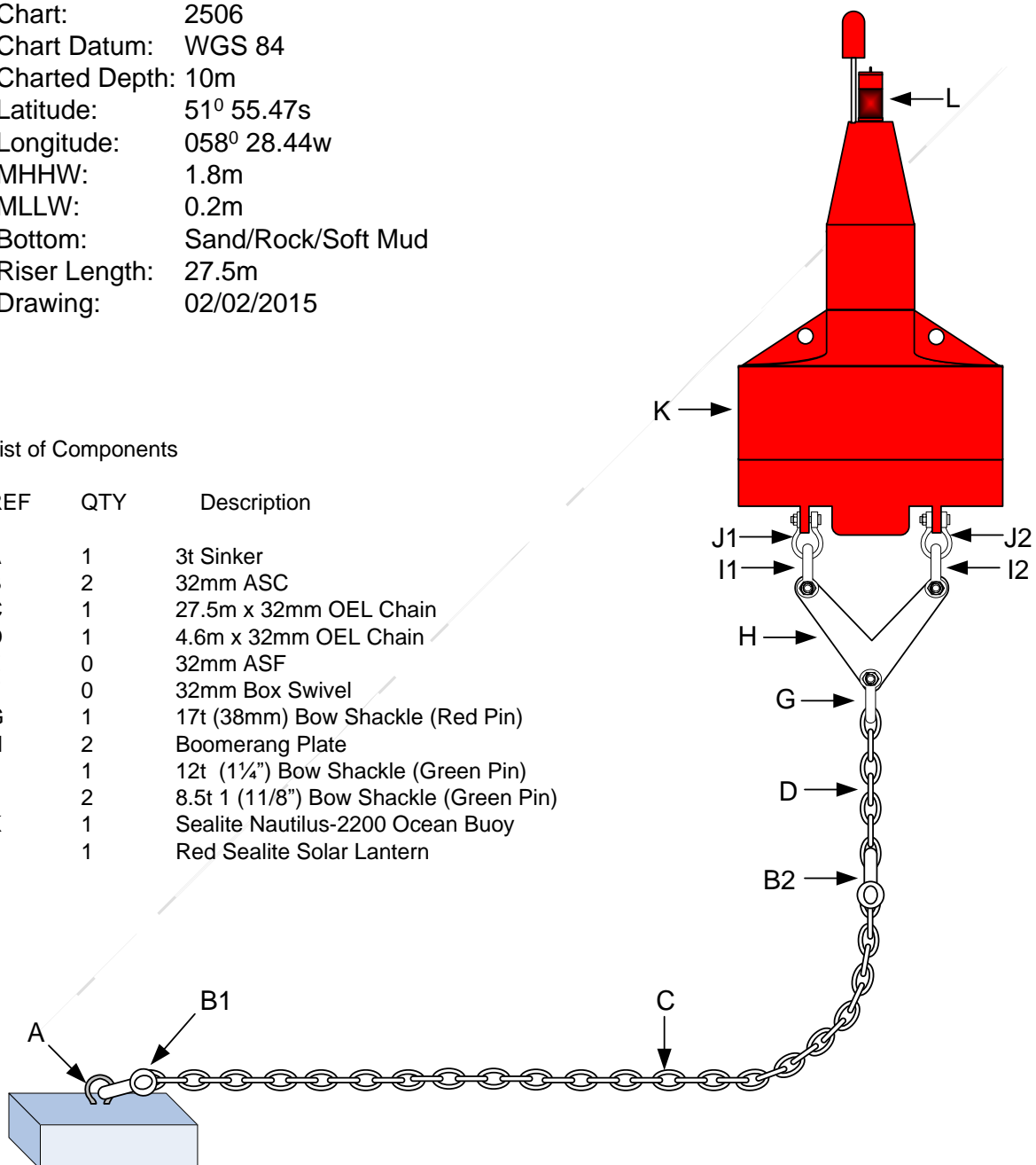
Bottom: Sand/Rock/Soft Mud

Riser Length: 27.5m

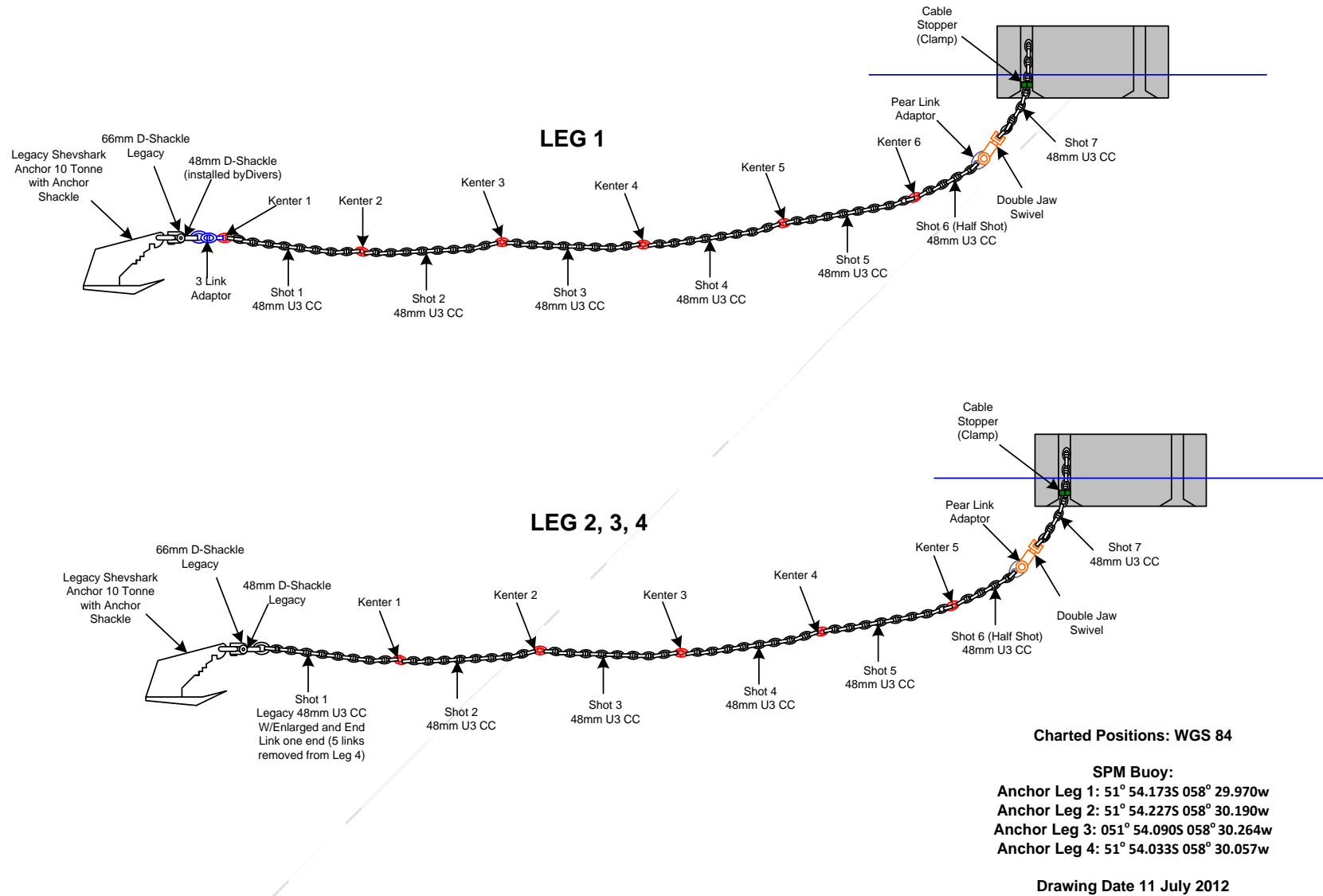
Drawing: 02/02/2015

List of Components

REF	QTY	Description
A	1	3t Sinker
B	2	32mm ASC
C	1	27.5m x 32mm OEL Chain
D	1	4.6m x 32mm OEL Chain
E	0	32mm ASF
F	0	32mm Box Swivel
G	1	17t (38mm) Bow Shackle (Red Pin)
H	2	Boomerang Plate
I	1	12t (1¼") Bow Shackle (Green Pin)
J	2	8.5t 1 (11/8") Bow Shackle (Green Pin)
K	1	Sealite Nautilus-2200 Ocean Buoy
L	1	Red Sealite Solar Lantern



Mooring Diagram: SPM Moorings Arrangement



APPENDIX 2: AREAS OF OPERATION

The main areas of operations is, but not limited to the following areas:

[redacted]

APPENDIX 3: PERFORMANCE INDICATORS

Performance Indicators will be used as a tool to monitor and review contractor performance at annual Authority-Contractor meetings.

SPI	PI	PI Value Formula*	PI MinReq	PI MeanReq	PI Target	PI
SPI: FIMS Reporting	KPI-FIMS001 - Failure to report breach of PI	A	1	0	0	A: Number of unreported PI incidents or breach in reporting
SPI001: Environmental Performance	KPI028: Releases of substances	A+B	1	0	0	A: Number of releases of substances to the environment
	KPI007: Contained spills	A	3	2	0	B: Number of oil spills A: Number of contained spills of liquid per vessel
SPI002: Health and Safety	KPI013: Fire and Explosions	A+B	1	0	0	A: Number of fire incidents B: Number of explosion incidents
	KPI017: Lost Time Injury Frequency	A+B+C+D/E	2	1	0	A: Number of fatalities due to work injuries
						B: Number of lost workday cases
						C: Number of permanent total disabilities (PTD)
						D: Number of permanent partial disabilities
						E: Number of Manned Vessels
SPI003: Crew Management	KPI008: Crew disciplinary frequency	A+B+C+D	1	0	0	A: Number of health and safety related deficiencies
						B: Number of recorded external inspections
						A: Number of charges of criminal offences
						B: Number of cases where drugs or alcohol is abused
	KPI022: Officer retention rate	100%-A-(B+C)/D*100%	62.5	75	85	C: Number of MPC Base or Airbridge Security Breaches
						D: Number of MPC Base or Airbridge Disciplinary Breaches
						A: Number of officer changes or terminations from whatever cause
						B: Number of unavoidable officer terminations

OFFICIAL
Version 2.0

						C: Number of beneficial officer terminations
						D: Number of officers employed
SPI005: Operational Performance	KPI004: Cargo related incidents	A	2	1	0	A: Number of cargo related incidents (damage or loss above £10,000)
	KPI010: Drydocking planning performance	$(B-A)/A*100\%$	20	15	10	A: Agreed drydocking duration
						B: Actual drydocking duration
	KPI020: Navigational incidents	A+B+C	2	1	0	A: Number of collisions
						B: Number of groundings
						C: Damage to another vessel or infrastructure
	KPI032: Ship availability	$((24*365-B)-A/24*365-B)*100\%$	95	97	100	A: Actual unavailability
	KPI-FIMS002: Utilisation of Airbridge	$B/A*100\%$	110	105	100	B: Planned unavailability
						A: Number of Flights agreed per year
SPI007: Technical Performance	KPI-FIMS003: Cleaning SPM Buoys	A	2	1	0	B: Number of Flights Used
	KPI-FIMS004: Mooring Maintenance	A+B+C	2	1	0	A: Number of times SPMs not cleaned adequately or as scheduled
						A: Number of Moorings Overdue Maintenance
						B: Number of failures to submit or complete D233A Mooring maintenance Form
SPI007: Technical Performance	KPI033: Inspection deficiencies	A+B/C	4	2	0	C: Number of maintenance related Mooring failures
						A: Number of Observations during Charterer Vessel Inspection
						B: Number of conditions of class
SPI008: Security	KPI-FIMS005: Security	A+B	1	0	0	C: Number of Charterer Vessel Inspections
						A: Number of failures of critical equipment and systems
						A: Unauthorised release of information or media
						B: Breach of Security requirements

APPENDIX 4: GLOSSARY OF TERMS

{Owned and operated Ministry of Defence maritime platforms}	Including but not limited to Royal Navy warships, RFA warships, submarines, wrecks, fixed platforms and shore-side infrastructure
{Permanent Joint Operating Base (PJOB)}	PJOB is an Operating Area (OA) which due to specific operational circumstances, defined by the Authority and in which a UK operational commander plans and conducts military Operations or Exercises to accomplish a specific mission in a Joint Operations Areas (JOA) or Single Service Operational Areas (SSOA)
{British Forces South Atlantic Islands (BFSAI)}	British Forces South Atlantic Islands (BFSAI) consists of Joint Forces based at Mount Pleasant Airfield, and various remote stations, as a visible demonstration of the United Kingdom's sovereignty over the Falkland Islands. They also maintain a periodic presence in South Georgia and South Sandwich Islands
{Falkland Island Government (FIG)}	Government in the Falkland Islands is provided by an elected Legislative Assembly which is empowered to pass legislation for the peace, order and good governance of the Falkland Islands, subject to the approval of Her Majesty the Queen, acting through her Secretary of State for Foreign Affairs. An Executive Council chaired by the Governor is responsible for the formulation of strategy and policy
{Baltic and International Maritime Council (BIMCO)}	BIMCO is the largest of the international shipping associations representing shipowners. The BIMCO SUPPLYTIME is the standard form of charter party for offshore vessels
{International Association of Classification Societies (IACS)}	IACS is a technically based non-governmental organization that currently consists of twelve member marine classification societies. More than 90% of the world's cargo-carrying ships' tonnage is covered by the classification standards set by member societies of IACS
{Flag State}	The flag state of a merchant vessel is the jurisdiction under whose laws the vessel is registered or licensed and is deemed the nationality of the vessel. The flag state has the authority and responsibility to enforce regulations over vessels registered under its flag, including those relating to inspection, certification, and issuance of safety and pollution prevention documents
{The Common Marine Inspection Document (eCMID)}	eCMID is a standard format for the inspection and auditing of offshore vessels. Its use helps promote safety and efficiency and can help reduce the number of repeat inspections on individual vessels by providing a consistent, transferrable format which meets vessel operator and client requirements alike
{MARPOL}	The International Convention for the Prevention of Pollution from Ships (MARPOL) is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes
{Bunkering}	Bunkering is the supplying of fuel for use by ships, and includes the shipboard logistics of loading fuel and distributing it among available bunker fuel tanks

APPENDIX 5: GLOSSARY OF ABBREVIATIONS

AHT	Anchor Handling Tugs
ANSI	American National Standards Institute
AVTUR	Aviation Turbine Fuel (NATO ID: F35)
BAS	British Atlantic Survey
BFSAI	British Forces South Atlantic Islands
BIMCO	Baltic and International Maritime Council
BPSS	Baseline Personnel Security Standard
CBFSAI	Commander of British Forces South Atlantic Islands
CSB	Combat Support Boats
CTC	Counter Terrorism Check
DIESO	Diesel Oil (NATO ID: F76)
ECP	East Cove Port
EU	European Union
FI	Falkland Islands
FIG	Falkland Island Government
FIMS	Falkland Islands Marine Services
FIPV	Falkland Islands Patrol Vessel
FIRS	Falkland Islands Resupply Service
FOST	Flag Officer Sea Training
GSGSSI	Government of South Georgia & the South Sandwich Islands
HM	Her Majesties
HSE	Health & Safety Executive
IACS	International Association of Classification Societies
IMCA	International Marine Contractors Association
IMO	International Maritime Organisation
IMPA	International Marine Pilots Association
ISM	International Safety Management
ISO	International Standards Organisation
JOA	Joint Operating Area
JSP	Joint Services Publication
LARS	Launch and Recover System
LSA	Life Saving Apparatus
MARPOL	Marine Pollution
MCA	Maritime and Coastguard Agency
MHNP	Mare Harbour Naval Port
MoD	Ministry of Defence
MPC	Military Personnel Centre
MPDU	Multi Product Distribution Unit
NPT	National Pipe Thread
OEL	Open End Link
OSR	Oil Spill Response
PEC	Pilotage Exemption Certificate
PPE	Personal Protective Equipment
PSD	Petroleum Storage Depot
RAF	Royal Air Force
RFA	Royal Fleet Auxiliary
RN	Royal Navy

Ro-Ro	Roll-on/Roll-off
SALMO	Salvage & Mooring Operations
SAR	Search and Rescue
SMS	Safety Management System
SOTR	Statement of Technical Requirement
SPM	Single Point Mooring
SQEP	Suitably Qualified and Experienced Personnel
UK	United Kingdom