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**Maintenance & Repair of Counter Seaborne Intruder Device (CSID) at HMNB Clyde**

**Statement of Requirements**

**February 2020**

Table of Contents

[1.1. Document Information 3](#_Toc21525766)

[1.2. Document History 3](#_Toc21525767)

[2 Introduction 4](#_Toc21525768)

[2.1. Purpose of Statement of Requirement 4](#_Toc21525769)

[2.2. Objectives 4](#_Toc21525770)

[2.3. Methodology 4](#_Toc21525771)

[2.4. Contractor Responsibility 4](#_Toc21525772)

[2.5. Contact Point 6](#_Toc21525773)

[3 Scope Definition 7](#_Toc21525774)

[3.1. Extent of Works 7](#_Toc21525775)

[4 Tender Pricing 13](#_Toc21525776)

[5 Programme of Works 13](#_Toc21525777)

[6 Working Restrictions 14](#_Toc21525778)

[7 Handover 14](#_Toc21525779)

[8 Related legislation / regulations 14](#_Toc21525780)

[Appendix 1 - CSID Arrangements. 15](#_Toc21525781)

[Table 1 – Security Barrier Details 15](#_Toc21525782)

[Chart 1 - BA Chart 2000 Extract - Showing CSID Details 16](#_Toc21525783)

[Appendix 2 - CSID Inspection Report – 17597-REP-001. 17](#_Toc21525784)

[Appendix 3 - CSID Underwater Survey Report (SALMO) 18](#_Toc21525785)

[Appendix 4 - List of Spares to be Held by Contractor 21](#_Toc21525786)

[Appendix 5 – Task Authorisation Form (TAF) 22](#_Toc21525787)

# 

# Table of Contents

## 1.1. Document Information

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| --- | --- |
|  | Information |
| Document Owner | *Ronald Don* |
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## 1.2. Document History

|  |  |  |
| --- | --- | --- |
| Version | Issue Date | Changes |
| DRAFT | *02/07/2019* | Original DRAFT |
| DRAFT | 04/07/2019 | Amendments from S/Holder meeting 02/07/19 |
| DRAFT | 30/07/2019 | Amendments from SALMO to Extent of works |
| V1 | 30/07/2019 | Amendments from SALMO to Extent of works |
| V2 | 19/08/2019 | Addition of TAF & Spares List – Gen formatting |
| V3 | 09/10/2019 | Changes to spares costs, minor corrections |
| V4 | 05/02/2020 | Inspection Report Updated |
|  |  |  |

# Introduction

## 2.1. Purpose of Statement of Requirement

This document is the Statement of Requirement for the provision of maintenance on the Counter Seaborne Intruder Device (CSID), often referred to as the CSID Boom. This scope is intended to cover required maintenance of the CSID at HMNB Clyde for the next 3-5 years. The contract will be reviewed after the initial 3-year period based on standard of output and ongoing requirement. Contract award is expected to be cMay 2020.

## 2.2. Objectives

The objective of this project is to select a supplier who provides a value for money, fully technically compliant, safe and sustainable solution for the provision of maintenance of the CSID, to ensure through life availability and support continued safe operation of the CSID.

## 2.3. Methodology

The currently agreed, standard Ministry of Defence (MoD) Contract is to be used.

The contractor is expected to utilise industry standard quality assurance techniques to ISO 9001 throughout the contract.

## 2.4. Contractor Responsibility

2.4.1 The contractor is solely responsible for ensuring that any goods or services supplied meet with all current Legal and Health & Safety Standards. In addition, the contractor must ensure that they operate within any locally imposed Health & Safety guidelines.

2.4.2 The contractor must fully comply with HMNB Clyde Health & Safety Rules and control procedures for contractors and the requirements of the Environmental Management System.

2.4.3 The contractor will be responsible for preparing Risk Assessments, Method Statements and environmental considerations for undertaking all works on site. Such documents should be submitted to the Approving Authority Senior Infrastructure Service Manager 1 (AA SISM1) for review prior to work commencing.

2.4.4 The contractor shall supply all personal protective equipment and other safety equipment necessary to complete the works safely.

2.4.5 Security is paramount at HMNB Clyde and all contractors require to be vetted before entry to the establishment can be granted. All contractors are also required to carry a form of photographic identification at all times.

2.4.6 Employees and contractors working in HMNB Clyde potentially have access to a range of sensitive assets (personnel, physical or information) at risk from a wide range of threats. These threats may be related to terrorism, espionage, sabotage or serious organised crime, but vulnerabilities may also arise from disaffected persons who could seek to exploit improperly, damage or compromise the assets to which they have access.

2.4.7 The purpose of personnel security controls, such as national security vetting, is to confirm the identity of employees and contractors and provide a level of assurance as to their trustworthiness, integrity and reliability. Whilst personnel security controls cannot provide guarantees, they are sensible precautions that allow the identity of individuals to be properly established. Contractors are strongly encouraged to undertake their own pre-employment screening to sift out persons of security concern before they commence the formal clearance process

2.4.8 The first stage in the security vetting process is the Baseline Personnel Security Standard ((BPSS) check which comprises verification of the following 4 main elements:

* Identity (including referee checks)
* Employment History (past 3 years)
* Nationality and Immigration Status
* Criminal Record (unspent convictions only)

For the purposes of this contract all contractor staff must be UK nationals. Once the BPSS has been satisfactorily completed the National Security Vetting process will be initiated.

2.4.9 There are 3 levels of National Security Vetting clearance: Counter Terrorist Check (CTC), Security Check (SC) and Developed Vetting (DV). Each is configured to provide an appropriate level of assurance in respect to the impact and damage an individual could cause based on the level of access they have.

2.4.10 All contractor staff who will be carrying out work on-site at HMNB Clyde must have obtained a National Security Vetting clearance at Security Check (SC) level prior to commencing work on the contract. This will involve checks against the following:

* Departmental Records
* Criminal Records (spent and unspent convictions)
* Security Service Records
* Credit Reference Agency Check
* Medical Records Check

2.4.11 Full details of the security vetting process can be found in the **HMNB Clyde Contractor & Visitor Security Policy Document** (Issue 2 – Nov 2018). A soft copy has been provided as part of the ITT pack.

## 2.5. Contact Point

During the tender process all enquiries shall be addressed to:

Name: Susan McGowan

Job Title: Clyde Commercial Manager (CCM2)

Address: Room 316, Lomond Building

HMNB Clyde, Faslane

Helensburgh

G84 8HL

Email: [susan.mcgowan288@mod.gov.uk](mailto:susan.mcgowan288@mod.gov.uk)

# Scope Definition

## 3.1. Extent of Works

3.1.1 This section highlights the deliverables that the contractor shall complete over the course of the contract.

3.1.1a Included at Appendix 1 are the CSID Arrangements, showing description and position of parts.

* + 1. A survey on system condition and technical specification was carried out in October 2019 and a copy of the Report is attached as Appendix 2 (IKM Inspection Report – 17597-REP-001 v1 dated Nov 2019).
    2. An underwater survey was carried out in 2019 and the results are attached at Appendix 3.

3.1.4 The deliverables from Item 2 below are linked to information derived from past operational and user feedback on the CSID material state and the above-mentioned inspection survey report. These deliverables are guidelines and it is a requirement of the Tender that the contractor shall provide a full Maintenance Schedule, detailing their recommendation of maintenance tasks to be carried out and frequency, as per Item 1, as part of their tender submission.

|  |  |  |  |
| --- | --- | --- | --- |
| Item | Description | Deliverable | Stakeholder Responsibility |
| 1 | Maintenance Schedule | * Provision of a full Maintenance Schedule, detailing recommendations of maintenance tasks to be carried out and frequency. The end goal of such being to bring all sections of wear on the CSID to within the limits stated in the IKM 2019 Inspection Report (at Appendix 2) and maintaining the operational condition of the CSID within its wear limits and operational design parameters throughout the period of the maintenance contract. This work should be planned with the most urgent (highly worn/defective) items corrected first. * Carry out washing of the topside of the boom with sea water to remove any guano and/or other matter from all surfaces. This task shall be carried out in September of each year. | Contractor |
| 2 | General Maintenance and Repair to be Carried Out by Contractor as Directed by The Authority | * Replace CSID above surface shackles and master-links as directed and detailed by the Authority, by carrying out following tasks: * Remove worn shackles (4 in No) and master-links (2 in No). * Replace connecting shackles (4 in No) and master-links (2 in No). * Measure, record and photograph wear on Dunlop Fender/Mooring Buoy shackle webbing plates. Section details to be clearly identified in all photographs. * All replaced items to be suitably greased at points of interaction and especially on threaded/split pins areas. * Work actions and observations to be reported back to the Authority in writing by no later than 10 working days after task completion. | Contractor |
| 3 | Remove/Replace Mooring Buoy at 10a Super Mooring Leg | * Provide all necessary personnel and equipment to disconnect and dismantle Mooring Buoy at Section 10a to facilitate the required works (see Appendix 2 for detail). * Provide a replacement mooring buoy at Section 10a that is suitable and sufficient to support the mooring chain and CSID until such time as the Mooring Buoy is refurbished/replaced. * Provide all necessary vehicles and equipment to enable transportation between Clyde and the repair facility for refurbishment of Mooring Buoy as required by condition. | Contractor |
| 4 | Removal of Mooring Buoys and/or Dunlop Fenders as Condition Dictates | * Provide all necessary personnel and equipment to disconnect and dismantle the CSID sections to facilitate the required works. * Provide & install a replacement. * Provide all necessary vehicles and equipment to enable transportation between Clyde and the repair facility for refurbishment of mooring equipment/fenders as required by condition. * Several Dunlop Fenders currently show signs of slow puncture. A rolling programme of overhaul shall be completed within the first 12months of the contract. The first fender to be repaired is currently remote from the CSID and situated at the South Basin entrance (Queens Harbour Master (QHM) Pier). | Contractor |
| 5 | CSID System Equipment Condition Report | * Provide a condition report to the Authority of mooring equipment condition and recommended repair scope. * Condition report to have cost comparisons with repair or replace options. | Contractor |
| 6 | Replace CSID Gate Strops | * Carry out maintenance as below:   + Replace all CSID Gate Strops every 6 months or earlier as wear dictates.   + Gate Strops to be supplied by the Contractor who shall hold a minimum of 4 in No spare at all times.   + Gate Strops must meet the following specification: * 22mm SK99 grommets with a poly web sleeve * 14.00m EWL * 52.80t MBL * C26.00t SWL | Contractor |
| 7 | Facilitate Inspection of CSID | * Provide suitable vessels for CSID inspection by Stakeholders as directed by the Authority. Minimum 7 working days’ notice shall be given unless otherwise agreed in writing by both parties. | Contractor |
| 8 | CSID Dunlop Fender Pressure Check | * All Dunlop fenders to be visually/physically checked for pressure on a monthly basis. * All Dunlop fenders to be manually checked for pressure (to 1PSI) every 4 months with logs of pressures and forecast of possible fender repair requirements submitted to the Authority. * Inflate Dunlop fenders as required should deflation below 1 PSI occur, written report to be made to the Authority detailing actions within 10 working days of task completion. | Contractor |
| 9 | Maintenance of Gate Mooring Buoys, Hook Swivels and Hinge Swivels | * All Gate Mooring Buoy swivels on the CSID are in poor condition. Some are believed to be welded in position or to have seized. * Contractor to assess the condition of swivels and free up where possible with the buoy in position. * Should this not be possible, the contractor is to raise a work plan that would allow all required buoys to be removed from position and overhauled. * As the CSID must remain operational at all times, the work plan must be made in conjunction with QHM and SISM1 to ensure minimum disruption is caused whilst achieving buoy return to service in a suitable operating condition within the planned and approved timescales. | Contractor |
| 10 | Independent Annual Inspection | * An annual inspection of the CSID by an independent 3rd party shall be facilitated by the maintenance contractor. This shall include raising of all mooring buoys to allow sub-surface buoy connection shackle(s) to be inspected and measured. The inspection shall be commissioned and directed by the Authority. All safety and working practices to facilitate the inspection shall remain the responsibility of the maintenance contractor whilst on water. | Contractor and Authority |
| 11 | Identification of Mooring Defects | * Should a major mooring defect be identified during the maintenance contract which would pose a risk to the operational capability of the CSID the maintenance contractor shall provide a vessel and crew to undertake the raising/ partial raising, inspection and the replacement of the defective CSID Mooring components. All work requirements and cost shall have been agreed in writing with the Authority prior to work commencement. | Contractor |
| 12 | Test and Commissioning | * The Contractor will provide copies of testing and commissioning certificates for new/repaired CSID components to the Authority as and when these actions are undertaken. * All testing and commissioning is to be witnessed/signed off by the contractor, with prior approval for the work having been signed off by the Authority. | Contractor |
| 13 | Documentation | * Copies of all documentation (test certificates, as built drawings, O&M Manuals, sales invoices, condition reports, component technical specification, etc) in relation to CSID are to be provided to the Authority. At the expiry/termination of the maintenance contract all documentation held by the maintenance contractor regarding the CSID is to be returned to the Authority within 7 working days. | Contractor |
| 14 | Personnel | * All personnel involved in CSID maintenance are to be suitably qualified and experienced (SQEP) in the role they are to be involved in. Evidence to support this requirement ie certification, CVs will be required by the Authority and should be provided with tender submissions. * A significant amount of lifting operations in addition to burning/cutting/welding of CSID shackles can be expected over the maintenance period. * As the CSID is classed as a restricted area within the Naval Base, only personnel who meet the National Security Vetting requirements (as detailed at 2.4.5 – 2.4.11) are to be involved in on-site CSID maintenance. | Contractor |
| 15 | Waste | * All waste and spoils arising from this project shall be disposed of in line with current legislation and Base policy contained within the HMNB Clyde Contractors Code of Practice. | Contractor |
| 16 | CSID Spares | * A list of spares held and required should be presented to the Authority every 4 months with an annual summary being presented on the anniversary of the contract start date. * The contractor should be aware that many CSID components can only be purchased via a non-competitive procurement route with lead times of up to 18 weeks. This should be planned for when forecasting maintenance schedules. * Should improved, or replacement, CSID components be identified during the maintenance contract on grounds of quality/cost/obsolescence, the Authority must be informed of, and approve, the design change in advance of any new components being purchased and/or fitted. * All CSID spares held by the contractor will remain the property of the Authority at all times and are to be returned to the Authority no later than 14 days post expiry/termination of the contract. | Contractor / Authority |
| 17 | Report | * All routine reports as required by the Authority are to be supplied within agreed timescale. For ad-hoc reports, where no timescale is agreed, these reports shall be supplied to the Authority no later than 10 working days post task completion. | Contractor |
| 18 | Call Outs | * A contractor point of contact will be required 24 hours per day, 7 days per week, 365 days per year to act as the First Level response contact to provide telephone support. This will allow any CSID issues to be communicated between the Authority and contractor and resolved where possible. * Second Level response time for the contractor to carry out an initial site visit, provide a report and recommendations and, if possible, “make good” reported issues from the Authority shall be within 48 hours of the initial contact call. * Call outs from the Authority can only be made by Duty Naval Base Officer (DNBO), Control Engineer (CE), QHM duty staff or Assistant Head Infrastructure Management (AHIM) duty staff. |  |
| 19 | Contact Details | * Authority contact details are as follows:   Tel: 01436 674321  Normal Working Hours  Commercial Manager – Ext 7040  Duty QHM staff – Ext 3555  AHIM Duty Staff – Ext 8517  Outside Normal Working Hours  Duty Naval Base Officer – Ext 4005  Control Engineer – Ext 7005 |  |

# Tender Pricing

# 

The contractor shall cost the requirement, as per Para 3.1 – Extent of Works - above by providing the following:

* 1. A firm price for the routine maintenance tasks for the period 1 June 2020 to 31 March 2023 together with firm prices for a further 2 x 1-year options to extend (1 Apr 2023 – 31 Mar 2024 and 1 Apr 2024 – 31 Mar 2025).
  2. Routine tasks - Day/rate prices for vessels fully manned and operational, sufficient for the task, including all consumables, ie cutting discs, welding rods, plant hire etc.
  3. 48hr call out - Day/rate prices for vessels fully manned and operational, sufficient for the task, including all consumables, ie cutting discs, welding rods, plant hire etc.
  4. All CSID spares shall be sourced and procured by the contractor. Funding will be provided by the Authority and any spares held by the contractor shall remain the property of the Authority at all times. The Authority will provide a list of initial spares that the contractor shall be required to hold. (Attached at Appendix 4)

A Task Authorisation Form, a template for which shall be provided by the Authority, must be completed by the contractor and submitted to SISM1for approval prior to the purchase of any spares and no less than one month in advance of the required date. Spares shall include, but not be limited to, Gate Strops, Shackles, Master-links, Mooring Buoys, Dunlop Fenders and Mooring Chain. (See form at Appendix 5)

4.4 All routine works will be reviewed and agreed one month in advance through submission of a forecast task list (including costings) from the contractor to the Authority.

# Programme of Works

* 1. Contractor to present a detailed programme plan for the works prior to any work starting.

5.2 The plan for each maintenance evolution is to include an expected total cost and duration. This is to be presented to the Authority a minimum of one month in advance.

5.3 The Works Programme must contain the following:

* Details of the work task actions.
* Risk Assessments & Method Statements.
* Logic linking the tasks.
* Manhours against the tasks.
* Resource/vessels used per task.
* Cost for resource/vessels.
* Spares/equipment required for tasks.
* Cost of spares/equipment.

5.4 No work will be authorised to be carried out until the Authority has reviewed these documents and issued formal approval to proceed.

# Working Restrictions

6.1 All work is to be carried out in line with current legislation and Base policy contained within the HMNB Clyde Contractors Code of Practice.

6.2 There will be no provision made by the Authority for the provision of services to the contractor. This includes, but is not limited to, berthing of vessels, accommodation, welfare facilities, storage, cranage or utilities (power, water, etc).

# Handover

All documentation obtained and/or produced by the contractor in respect of CSID maintenance shall be handed over to the Authority no later than 10 working days following completion of the task.

# Related legislation / regulations

* *Health and Safety at Work Act 1974*
* *COSHH Regulations 2002 (as amended)*
* *Management of Health & Safety at Work Regulations 1999*
* *Pressure Equipment Regulations 1999*
* *Pressure Systems Safety Regulations 2000*
* *Working at height 2005*
* *Hot Work*
* *Environmental Protection Act 1990*
* *Waste (Scotland) Regulations 2005*
* *Environmental Act 1995*
* *Environmental Protection Regulations 1991*
* *JSP 375 Volume 3,*
* *Disposal Services Authority (DSA) Declaration Form Annex J*
* *HMNB Clyde Contractors Code of Practice*
* *Clyde Contractor Security Policy*

The above list is not to be considered as exhaustive and the contractor is to ensure compliance with the latest versions of all related legislation, regulation and local policy/procedure.

# Appendix 1 - CSID Arrangements.

**Positioning** - The barrier is located at the following positions and has lights marking the positions and displaying the associated characteristics:

|  |  |  |
| --- | --- | --- |
| **Description**  **(a)** | **Position**  **(b)** | **Characteristics**  **(c)** |
| **Maintenance Gate by Berth 7** | **56o 03.603’N      004o 49.225’W** | **Fl Y 2s** |
| **East Gate** | **56o 03.565’N      004o 49.365’W** | **VQG** |
| **Hinge Centre** | **56o 03.620’N      004o 49.468’W** | **Q (2) Bu 4s** |
| **West Gate** | **56o 03.697’N      004o 49.573’W** | **VQR** |
| **South West Corner** | **56o 03.768’N      004o 49.685’W** | **Fl Y 2s** |
| **Rowmore Point** | **56o 04.080’N      004o 49.610’W** | **NA** |
|  | | |
| **West Gate Tie Back.** | **56o 03.687’N    004o 49.626’W** | **Fl Y 5s** |
| **East Gate Tie Back** | **56o 03.497’N    004o 49.626’W** | **Fl Y 5s** |

Table 1 – Security Barrier Details

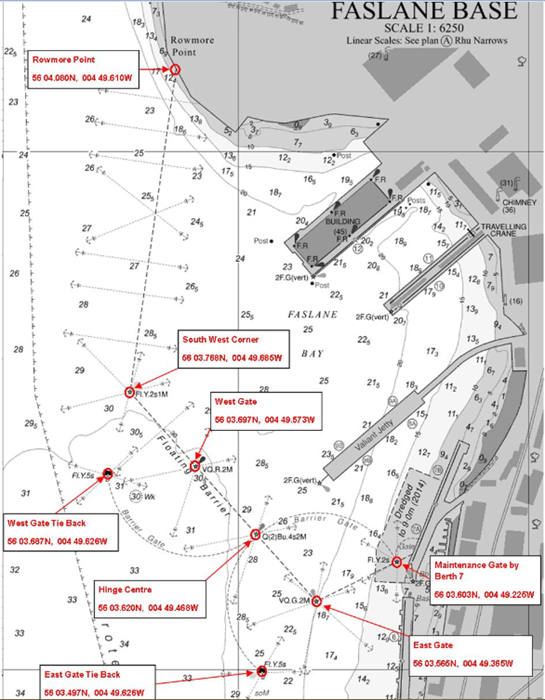
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Chart 1 - BA Chart 2000 Extract - Showing CSID Details

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# Appendix 2 - CSID Inspection Report – 17597-REP-001 dated November 2019.

# Appendix 3 - CSID Underwater Survey Report (SALMO)

(Page 1 of 3)

**FASLANE BARRIER DIVE SURVEY**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| BUOY NUMBER | No OF CHAINS | No 0F SHACKLES | SHACKLE % LOSS | LINK % LOSS | PIN/NUT % LOSS | DESCRIPTION |
| MS1 | 1 | 1 | 20-30 | 10 | 10 | SHACKLE DAMAGED |
| AB2 | 2 | 1 | 20 | 20 | 10 | STRUCTURE GOOD |
| MS3 | 1 | 1 | 30 | 20 | 10 WELDED | STRUCTURE GOOD |
| AB4 | 2 | 1 | 50 | 10 | 50 | STRUCTURE GOOD, PAD DAMAGED |
| MS5 | 1 | 1 | 30 | 10 | 10 WELDED | STRUCTURE GOOD |
| AB7 | 1 | 1 | 35-40 | 40 | 10 | PITTING AND WEAR ON PAD EYE |
| MS8 | 1 | 1 | 40 | 20 | 20 | STUB HEAVY PITTING |
| MS9 | 1 | 1 | 40 | 40 | 20 | STUB HEAVY PITTING |
| AB10 POINT 1 WEST | 1 | 2 | 10 | 20 | 10 WELDED | SPLIT PIN CUT, WEAR ON PAD EYE HOLE |
| AB10 POINT 2 SOUTH | 1 | 1 | 10 | 60 | 10 WELDED | PAD EYE GOOD |
| AB10 POINT 3 EAST | 2 | 2 | 10 | 10 | SPLIT PIN IN | PAD EYE GOOD |
| AB10 POINT 4 NORTH | 1 | 1 | 10 | 50 | 10 WELDED | PAD EYE 15% LOSS |
| MS11 | 1 | 1 | 55 | 20 | NO SPLIT PIN | WEAR AT PAD EYE  STUB GOOD |
| MS12 | 1 | 1 | 45 | 40 | WELDED NO SPLIT PIN | PAD EYE/STUB GOOD |
| AB13 | 2 | 1 | 40 | 20 | NUT LOOSE | CHAINS TIGHT |
| MS14 | 1 | 1 | 40 | 40 | OK | STUB GOOD |
| AB16 | 2 | 1 | 40 | 40 | OK | STUB GOOD |
| MS17 | 1 | 1 | 50 | 50 | OK | PITTED AND CORRODED ON PAD EYE/STUB |
| MS18 | 1 | 1 | 40 | 40 | OK  WELDED | WEAR ON PAD EYE HOLE 20MM LEFT |
| AB19 | 1 | 1 | 40 | 40 | OK  WELDED (CRACKED) | STUB OK, PAD EYE HEAVY CORROSION. |
| MS20 | 1 | 1 | 30 | 30 | OK WELDED  SPLIT PIN CORRODED | PAD EYE/STUB OK |
| MS21 | 1 | 1 | 20 | 30 | WELDED | PAD EYE/STUB OK |
| AB22 | 6 | 4 | 10 | 30 | ALL PINS WELDED | BOTH PAD EYES GOOD |

Appendix 3 - CSID Underwater Survey Report (SALMO) (Page 2 of 3)

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| BUOY NUMBER | No OF CHAINS | No 0F SHACKLES | SHACKLE % LOSS | LINK % LOSS | PIN/NUT % LOSS | DESCRIPTION |
| MS 23.1 | 1 | 1 | 30 | 15 | WELDED | PAD EYE/STUB GOOD |
| MS 23.2 | 1 | 1 | 50 | 10 | WELDED | PAD EYE/STUB GOOD |
| AB23 NO 1 | 1 | 1 | 20 | 15 | WELDED | PAD EYE/STUB GOOD |
| AB23 NO 2 | 1 | 1 | 20 | 10 | WELDED | PAD EYE/STUB GOOD |
| MS 24.1 | 1 | 1 | 20 | 35 | WELDED | PAD EYE 20% WEAR |
| MS 24.2 | 1 | 1 | 30 | 40-50 | NO SPLIT PIN | PAD EYE/STUB GOOD |
| AB24 NO 1 | 2 | 1 | 5 | 5 | WELDED | PAD EYE/STUB GOOD |
| AB24 NO 2 | 2 | 1 | 10 | 10 | WELDED | PAD EYE/STUB GOOD |
| AB24 NO 3 | 1 | 1 | 5 | 50 | WELDED | PAD EYE/STUB GOOD |
| AB24 NO 4 | 1 | 1 | 10 | 10 | WELDED | PAD EYE/STUB GOOD |
| AB25 NO 1 | 1 | 1 | 20 | 20 | WELDED | D SHACKLE/PAD EYE/ STUB GOOD |
| AB25 N0 2 | 1 | 1 | 20 | 30 | WELDED | PAD EYE/STUB GOOD |
| AB25 NO 3 | 1 | 1 | 20 | 20 | WELDED | D SHACKLE/PAD EYE/ STUB GOOD |
| AB25 NO 4 | 1 | 1 | 20 | 20 | WELDED | PAD EYE/STUB GOOD |

**EAST GATE HINGE**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| BUOY NUMBER | No OF CHAINS | No 0F SHACKLES | SHACKLE % LOSS | LINK % LOSS | PIN/NUT % LOSS | DESCRIPTION |
| EAST GATE 1 | 2 | 1 | 20 | 20 | WELDED | HEAVY CORROSION 30- 40% ON PAD EYE |
| 2 | 1 | 1 | 20 | 20 | WELDED | HEAVY CORROSION 30-40% |
| 3 | 2 | 1 | 20 | 20 | WELDED | HEAVY CORROSION 30-40% |
| 4 | 1 | 1 | 20 | 20 | WELDED | HEAVY CORROSION 30-40% |

Appendix 3 - CSID Underwater Survey Report (SALMO) (Page 3 of 3)

**EAST TIE BACK**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| BUOY NUMBER | No OF CHAINS | No 0F SHACKLES | SHACKLE % LOSS | LINK % LOSS | PIN/NUT % LOSS | DESCRIPTION |
| EAST TIE BACK 1 | 1 | 1 | 5 | 5 | WELDED | PAD EYE/STUB GOOD |
| 2 | 1 | 1 | 5 | 5 | WELDED | PAD EYE/STUB GOOD |
| 3 | 1 | 1 | 5 | 5 | WELDED | PAD EYE/STUB GOOD |
| 4 | 1 | 1 | 5 | 5 | WELDED | PAD EYE/STUB GOOD |

**SOUTH GATE**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| BUOY NUMBER | No OF CHAINS | No 0F SHACKLES | SHACKLE % LOSS | LINK % LOSS | PIN/NUT % LOSS | DESCRIPTION |
| 1 | 1 | 1 | 20 | 20 | WELDED | PAD EYE/STUB GOOD |
| 2 | 1 | 1 | 20 | 20 | WELDED | PAD EYE/STUB GOOD |
| 3 | 1 | 1 | 20 | 20 | WELDED | PAD EYE/STUB GOOD |
| 4 | 1 | 1 | 20 | 20 | WELDED | PAD EYE/STUB GOOD |

**WEST GATE TIE BACK**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| BUOY NUMBER | No OF CHAINS | No 0F SHACKLES | SHACKLE % LOSS | LINK % LOSS | PIN/NUT % LOSS | DESCRIPTION |
| 1 | 1 | 1 | 20 | 40 | WELDED | STUB GOOD |
| 2 | 1 | 1 | 20 | 40 | NOT WELDED | NUT LOOSE  STUB GOOD |
| 3 | 1 | 1 | 20 | 40 | WELDED | STUB GOOD |
| 4 | EMPTY | EMPTY |  |  |  |  |

**Note**: Pad eye number one has a strop connecting two chains going to sea bed.

Attachment: CSID Boom DWG Detail 1.pdf gives a graphical representation of all buoys, fenders, connections, etc.

# Appendix 4 - List of Spares to be Held by Contractor

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| CSID Boom - Spares Requirement |  |  |  |  |
| Description | No. | Cost Estimate - Ea. | Cost Estimate - Total | Supplier |
| Gate Dunlop Barrier (All components assembled, inc carcass) | 1 | 43,170.00 | 43,170 | Dunlop GRG Ltd |
| Standard Dunlop Fender (All components assembled) | 1 | 40,550.00 | 40,550 | Dunlop GRG Ltd |
| 10.6Te (3Te) Intermediate Type 2 Buoy – 4 tonne | 1 | 20,000.00 | 20,000 | Trelleborg CRP Ltd |
| 12Te (3Te) Intermediate Type 1 Buoy – 6 tonne | 1 | 20,800.00 | 20,800 | Trelleborg CRP Ltd |
| 20Te (15Te) Intermediate Buoy – 12 tonne | 1 | 22,800.00 | 22,800 | Trelleborg CRP Ltd |
| 12Te Green Pin Bow Shackles | 4 | 24.68 | 98.72 | Multiple agents |
| 25Te Green Pin Master Links | 8 | 58.58 | 468.64 | Multiple agents |
| 25Te Green Pin Bow Shackles | 8 | 61.74 | 493.92 | Multiple agents |
| 35Te Green Pin Bow Shackles | 2 | 82.05 | 164.1 | Multiple agents |
| Gate Closure Strops - 22MM SK99 GREY 1.4M GROMMETS | 4 | 195.00 | 780 | Multiple agents |
| TOTAL |  |  | 149325.38 | Ex Del & VAT |

# Appendix 5 – Task Authorisation Form (TAF)

**Tasking Authorisation Form**

(Official-Sensitive-Commercial when Pricing Information Included)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Part A – Task Specification | | | | | |
| A1. Task | Details of Tasking | | | | |
| Task No: |  | Issue No: |  | Date: |  |
| Start Date: |  | Required Completion Date: | | |  |
| Task Specification |  | | | | |

|  |  |  |  |
| --- | --- | --- | --- |
| Part B – Pricing (to be completed by Supplier) | | | |
| B1. Costs (£) | Price for Task | | |
| Description | Rate | Hours | Total (£ ex VAT) |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Sub-Contract  (If applicable show price breakdown) |  | |  |
| Travel & Subsistence  (If applicable show price breakdown) |  | |  |
| Total Firm Price | | Total (£ ex VAT) |  |
| Signed: Title: Date: | | | |

|  |
| --- |
| Page 1 of 2 |

(Official-Sensitive-Commercial when Pricing Information Included)

|  |  |  |  |
| --- | --- | --- | --- |
| Part C – Approval / Cancellation (to be completed by MoD) | | | |
| C1. Acceptance of Price | To be completed by the MoD Project Officer | | |
| It is confirmed that the task specification at Part A is agreed and the price quoted at Part B to undertake the work detailed in Part A is considered fair and reasonable. | | | |
| Signed: | | Title: | Date: |

|  |  |  |  |
| --- | --- | --- | --- |
| C2. MoD Budget Holder | To be completed by the MoD Budget Holder, if applicable | | |
| The costs detailed at Part B are approved. | | | |
| Signed: | | Title: | Date: |

|  |  |  |  |
| --- | --- | --- | --- |
| C3. Task Authorisation | To be completed by the MoD Commercial Officer | | |
| Approval is given for work under this task, as stated at Part A, to commence.  The Firm Price quotation of £                      (excl VAT) is accepted. | | | |
| Signed: | | Title: | Date: |

|  |  |  |  |
| --- | --- | --- | --- |
| Part D – Task Closure | | | |
| D1. Task Closure | To be completed by MOD Project Officer. | | |
| Completion Agreed and Payment Authorised by: | | | |
| Signed: | | Title: | Date: |

|  |
| --- |
| Page 2 of 2 |