Border Force

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

STATEMENT OF REQUIREMENTS

HMC PROTECTOR - CAPABILITY UPLIFT

March 2020

C17920

CONTENTS

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 B & C
Defect Rectification	Work undertaken to resolve any kind of defect identified and listed in the work package.
Dry Dock Period	The period when a vessel is locked into a dry dock or secure on a slipway.
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.
SOLAS	International Convention for the Safety of Life at Sea (SOLAS), 1974
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 of time.
Work in Wake	Work involved due to preparation and re-instatement after the repairs/maintenance works are done and to be included in duration and pricewise in the Quotation.
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 HMC Protector is a 47.5 metre Telka Class vessel built in 1993 for the Finish Border Guard. The vessel does not have a Load Line Certificate; however, the Authority wishes to follow Maritime and Coastguard Agency (MCA) guidance on SOLAS compliance wherever possible.

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 UK and international 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 contraband 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 Cleaning, Inspection and repainting of underwater areas and fittings.
2.1.2 Maintenance of ship's equipment.
2.1.3 Installation of wet room into ship's hold.

3.0 Location

3.1 Due to the operating area of the vessels, the package is to be undertaken in the geographic area on the South and East Coasts of England between Great Yarmouth and Falmouth.

4.0 Constraints

4.1 All work carried out must be compliant to all applicable regulations and in accordance with best industry standards and Maritime and Coastguard Agency (MCA) regulations.

4.2 All new parts and equipment fitted should be supportable for a period of five years following installation.

4.3 All new equipment shall be provided with relevant operator & maintenance documentation, and any applicable certification in accordance with maritime law and UK flag state regulations.

4.4 The crew of HMC Protector will remain onboard during the period the vessel is afloat.

4.5 The dry-docking arrangement must allow sufficient clearance to lower the Azimuth drive which extends 1 metre below keel datum.

3: PROVISION OF SERVICES

5.0 General Requirements

5.1 The supplier is to confirm in writing, alongside their quote, what dates HMC Protector can be berthed ready for works to commence and the date Protector will be returned to service.

5.2 The supplier is to confirm, in writing, alongside their quote that all works stated in this Statement of Requirements can be complete by 21st April 2020.

5.3 All work, including launching and trials, is to be completed between 27th March 2020 and 21th April 2020. BF expect the work will last no more than 14 calendar days.

5.4 The Authority will be engaging with OEM manufacturers, under a separate commercial arrangement, to undertake specific tasks on the installed machinery. The Supplier is to afford access as required and assist with various tasks as instructed by the Border Force Overseeing Officer (BFOO) to complete this specific work. Payment for these tasks will be covered under the Emergent Work process.

5.5 The Supplier is to confirm they will provide support to external contractors Border Force has engaged to complete main engine and generator works. This will be the provision of manual labour, cranage, tools, removal and disposal of parts if required.

5.6 The Supplier will appoint and name a dedicated Project Manager, as a single point of contact, for the duration of this Project.

5.7 The Authority will delegate a BFOO for the duration of this contract, who shall be entitled to inspect any work or to have it inspected by his duly authorised representative.

5.8 During the Dry-Docking Period HMC Protector will be formally handed over to the Supplier using the formal Handover Document at Annex D. Thereafter, the Supplier will be formally approached for consent in respect of any Authority activity or the activity of any Authority designated / arranged third-party Contractor onboard. Once floated, the Authority shall carry out a series of basin trials. On successful completion, the Authority will complete the Handover Document and formally return the vessel to the Authority.

5.9 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 (both .docx or .xlsx), for approval by the Authority, once agreed by the Authority this will form the final CDP to be followed.

5.10 The Supplier is to provide Highlight Reports within twenty-four hours of all identified or predicted deviations from the CDP.

5.11 During the contract period, the BFOO shall, during normal working hours, have access to all premises of the yard or its suppliers where any parts are being manufactured, repaired or serviced.

5.12 During the contract period, the Supplier shall provide reasonable office accommodation for use by the Authority, to include printing facilities.

5.13 All tasks shall be completed by suitably qualified and experienced personnel (SQEP) in relation to the equipment being worked upon.

5.14 The Supplier will be expected to clean the working area, removing and disposing of those component parts that have been replaced and all waste created during this project in addition to returning the vessel to its original state of cleanliness on handover.

5.15 All minor consumable fixings, sealants etc required to rectify defects are to be provided by the Supplier.

5.16 On completion of all work and prior to hand-back, the vessel shall be cleaned to a standard that will enable immediate operation use once the vessel has been returned to the Authority. BFOO to inspect prior to handover.

5.17 A secure alongside berth is to be provided for the period before and after Dry Docking.

5.18 Provision of 400V 50HZ 125A 3 pH electrical supply for the duration of the LSA period, payment of electrical supply to be via the Emergent Work process with meter readings before and after to support costs.

NB: 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 in the event that any of the supplied or repaired parts develop 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 Following launching, the Authority will conduct a series of Basin Trials to verify the seaworthiness of the vessel. Following these trials, the Authority will complete and sign the Seaworthiness Certificate at Annex F.

7.2 Any Supplier trials required shall prove that work executed by the Supplier 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.

8.0 Documentation

8.1 The Supplier shall supply an Anti-fouling Certificate to show compliance with The Merchant Shipping (Anti-Fouling Systems) Regulations 2009, as described in the Maritime and Coastguard Agency Marine Guidance Notice (MGN 398 (M+F). An electronic copy shall be forwarded by e-mail to the Authority in an accessible Microsoft Word format.

http://www.legislation.gov.uk/uksi/2009/2796/contents/made

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 to the vessel before departure and electronically emailed to the Authority.

8.4 Certifications are required in the following format:

8.4.1 Two sets of hard copies
8.4.2 One set of electronic copy with index

NB: Although these sets of certifications are to be presented at the Acceptance Meeting, to minimise 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 as at Annex G, signed by the Authority.

9.2 The Acceptance document will be issued after:

9.2.2 Delivery of Certificates of Conformity for all new equipment fitted.

9.2.2 Delivery of all documentation and certificates as specified in part 8 of this Statement of Requirements.

9.2.3 Outstanding actions listed at wash-up meeting

10.0 Charges and Payment

10.1 On completion of all work 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 the total amount.

10.2 All travel and subsistence costs related to defect repairs shall be recharged at the Home Office reimbursable T&S rates as stipulated in Annex H.

11.0 Emergent Work

11.1 All Emergent Work is to be submitted on the attached form under Annex I, 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, or similar format form 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.

ANNEX A – Docking Specification

1.0 DOCKING

1.1 Prior to docking and after re-launch the Cutter is to be berthed on a secure berth: preferably non-tidal with good access (vertical ladders are in general considered as un-acceptable). It is to be provided with a shore power supply a referenced in 5.18, the cost of which shall be borne by the Supplier until the day following acceptance. This berth shall have a maintained minimum depth of 4 metres.

1.2 The Cutter is to be slipped, dry-docked or lifted via a ship lift. These are to be approved by BFOO.

1.3 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).

1.4 The Cutter is then to be moved into a secure environmental conditioned of either temporary or permanent facility covered facility and provision of above 5C above dew point where the painting and out of water maintenance work is to be carried out. Outside slipway facility will be considered.

1.5 When clean and dry, the Supplier and BFOO are to carry out a full visual inspection of the underwater areas and topsides, photographing and identifying any paint film damage, indentations or shell plate cracking. On completion a report is to be issued by the contractor and duly witnessed by the Border Force Overseeing Officer.

1.6 A full survey of existing antifouling paint condition and adhesion to the rudders, appendages, sea inlet, bow thruster, is to be carried out by the International Paint Representative and duly witnessed by the Border Force Overseeing Officer (see 4.5).

1.7 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 D Launching Certificate.

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

2.0 GRATINGS

2.1 Remove, thoroughly clean and inspect the gratings to the following sea-chests: -

2.1.1 Port & Starboard Engine Room; and
2.1.2 Port and Starboard keel aft (Fire Monitor direct suction)

2.2 Thoroughly clean and inspect the internal structure of the sea chests

2.3 Inspect Port and Starboard sea chest isolating butterfly valves and report to BFOO.

2.4 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.

2.5 Re-install grating: inclusive of wire locking the fixings and present the re-installed grating to the BFOO prior to launch.

2.6 Bow thruster. Lower azimuth pod for cleaning, inspection and painting as 4.1. 4.2 and 4.5

2.7 Measure Port and Starboard Shaft bearings on A + P brackets.

2.8 Remove Grey water discharge shipside valve and service.

3.0 HULL ANODES AND SEA CHESTS

3.1 Remove and replace all 27 Sacrificial Anodes: with like for like model anodes. Anodes will be BF supply.

3.2 After completion of anti-fouling painting re-install 27 new anodes with new rubber backing sheets.

3.3 On completion of installation, carry out continuity tests between hull and anodes.

4.0 PAINTING OF HULL

4.1 Outer Bottom and boot-top comprising an area of 544 m2 is to be cleaned, prepared and coated as follows: -

4.1.1 To be cleaned by HP water jetting to remove all marine growth
4.1.2 To additionally be cleaned by solvent in way of oil, grease and soot contamination build-ups at the waterline, max. 25 m2;

4.2 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).

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

4.4 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).

5.0 BERTHING

5.1 Provide Berthing for HMC Protector for the full work period to include the Dry dock period.

6.0 The Authority will be engaging with OEM manufactures, under a separate contract, to undertake specific maintenance tasks on the installed machinery. The Supplier is to afford access as required and assist with various tasks as instructed by the BFOO to complete this specific work.

7.0 Propeller Shaft seals. Replace Port and Starboard Propeller shaft seals. (WARTSILA Part Numbers. PSE 240 C) Replacement parts include seal, faces, bellows and bladder. Upon fitting test correct alignment of seal and pressure test. All parts to be BF supply.

8.0 Remove and clean Alpha Laval heat exchangers P&S Main engine fuel coolers x 2. Serial number (Alpha Laval EP7647 V4 08966). Reassemble with replacement seals. BF to witness pressure test and report findings.

9.0 Overhaul IMO Fuel transfer pumps. Carry out insulation testing to motor and report findings. Pumps x 2 type ACE 038N3 NVBP. Assembly T4B 0110 10018 STD. Order no. 4019830

10.0 Overhaul Shipside Valves.
- 10.1 Grey water tank LV13 shipside overboard discharge
- 10.2 Engine room Bilge/ballast shipside overboard SDNR valves V407 + V304.

11.0 External high-pressure clean Port and Starboard Sea Chest x 2 butterfly valves. Inspect and report condition to BFOO. Replacement valves will be BF supply if required.

12.0 External high-pressure clean one spring loaded overboard discharge valve. Open valve from inside engine room, inspect and clean.

13.0 Replace (BF supply) overboard manifold butterfly valves (V276 + V2247).

14.0 Replace (BF supply) CPP S/W cooling return (SNDR V249 + V297).

15.0 Inspect and refurbish as necessary P&S Main engine emergency direct bilge valves (SDNR).

16.0 Border Force will subcontract Marine & Industrial Transmissions to test and calibrate Danfoss pressure switches on Moventas Gearboxes M1VAC-728 +PC400 STB and M1VAC-728/2 PORT.

Contact: Mike Henderson
Marine & Industrial Transmissions.
Queenborough Shipyard.
South St.
Queenborough.
ME115EE.
Telephone: 01795 580808

17.0 Open grey water tank (LV13 15m³); clean, inspect and report findings to BF.

18.0 Access sludge and bilge tanks (JT04 1.43m³ & PV05 1.59m³) clean, inspect and report findings to BF.

19.0 Remove No2 shaft/CPP S/W cooling pump and replace with new BF supplied pump.

NB: This may involve some modification to pipework to facilitate changes to pump connections. This may involve cutting the existing pipe and rewelding the flange at an alternative angle.

20.0 Refurbish corroded Stern door hinges x 4. Support weight of door using lifting pads. Remove stainless steel pins. Remove corrosion from hinge and repaint using paint specification at Annex L. Lubricate pins and replace.

21.0 Remove shipside valve SNDR V417 and refurbish. Remove and dispose 3 metres redundant pipework. Refit V417 and connect hydrant valve (supplied) 1 metre above V417. (Parts required, Flange connections to v417 and hydrant, 90-degree bend, one metre galvanised pipework and securing bracket for vertical pipework.

22.0 Replace both shaft bearings on one of the ships generator alternators – Sisu Valmet 612 generator with Stamford 170KVA 400 volt 245 Amp 1500 RPM 3 phase 4 pole 50 Hz Class F

22.1 Work will involve the splitting of the prime mover from the alternator.
22.2 Removal of the alternator from the engine room.
22.3 Replacing bearings
22.4 Cleaned
22.5 Windings Varnished
22.6 Painting
22.7 Testing of alternator
22.8 Replacement in reverse process and testing.

NB: The above work is not fully prescriptive – BF will consider changes to the scope following advice from a specialist alternator/windings company, if appropriate, and quote accordingly.

23.0 Replace 12 x rubber vibration bushes on Generator to Alternator coupling (BF Supply).

24.0 Replace 48 No UPS batteries to ships main UPS. Batteries are BF supply – Panasonic LC-R127R2PG1 12V 7.2Ah F6.35 – Warning: batteries are wired in series and parallel with high DC voltages present, the Supplier must ensure they are properly isolated before commencing work. The Supplier will dispose of all old batteries in a recognised environmentally friendly process.

25.0 Install bespoke fibreglass wet room in ship's hold.

25.1 Foot print of approximately 1700mm x 2400mm with a maximum height of 2050mm.
25.2 Water tight door.
25.3 2 divided shower cubicles with thermostatic mixer rails.
25.4 Hand washbasin (if possible but not essential)
25.5 Lighting – 230V
25.6 Ventilation (extractor) into ships existing extractor system.
25.7 The following services would come from the compartment below via approved through deck connections. Steel 5mm deck.

25.7.1 Hot water – 4 to 5 bar pressure
25.7.2 Cold potable water – 4 to 5 bar pressure
25.7.3 230V via distribution board.

25.8 The grey water from the wet room would be gravity fed into the ships grey water system.
25.9 The supplier must secure the wet room in the mission space via welded fixings to the deck and existing deck head in an approved manner.

25.10 The construction must be fully insulated, and appropriate fire-resistant materials used in its construction to classification society standards

25.11 The construction must be fully weighed for stability purposes.

26.0 Painting; as necessary and after authorisation from the BOO up to a maximum of 40hrs

Annex B: General Arrangements

See separate documents for the General Arrangements

Annex C: Vessel Details

HMC Protector - Telka Class	
Length o. a	49.70m
Breadth o. a	7.50m
Depth mid	3.90m
Summer Draught	-
Displacement	-
Deadweight	-
Gross Tonnage	-
Built to Lloyds	-

Annex D: Handover Certificate

Name of vessel ……	Border Force

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 Capability Uplift (C17920).

Immediately upon signing this Handover Certificate by the Supplier, the responsibility and safe custody of HMC Protector 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 Protector 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 E: Launching Certificate

Statement of Condition by the Docking Supplier

Border Force

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 have 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:

……

For and on Behalf of the Supplier:

……

Position in the Suppliers' Company:

……

Print Name:

……

Date:	**Launch Date:**
……	……

Annex F: Seaworthiness Certificate

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

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 (e.g. 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 G: Acceptance Certificate

Acceptance Certificate	Border Force

PART I: to be completed by Supplier

Vessel Name:	**HMC Protector**

HMC Protector having completed its…… to the satisfaction of the Authority and having successfully completed all trials and provided all documentation required under the Authority's Contract No C17920 is, this day, offered for acceptance by the Border Force.

Signed:	**For and on Behalf of the Supplier**
……	……
Print Name	
……	**Date:** ……

PART II: to be completed by The Authority

By Vessel Commander:

I attended basin and sea trials of HMC Protector 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 Protector having completed its……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:** ……

PART III: 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 H: 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 I: Emergent Work Proforma

Emergent Work (EW) Proforma

Border Force

EMERGENT WORK NO: C17920/				
Description				
Signed, BFOO: ……		……		
PART I: By Supplier				
The above item is accepted as a genuine Emergent work item.				
Our Firm Price is* Our Realistic Estimate is*		£		
Price Breakdown	Labour		Hrs X	Per/hour
	Materials			
	Sub-contract		Profit @ %	
Signed:		Position: ……... ……..		
TIME PENALTY (if any) ..... The completion date of the contract* will/will not be affected by this item.				
PART II: By Border Force Overseeing Officer				
It is agreed that this is a genuine emergent work item and authority is given for the work to be undertaken.				
The Above Firm Price/Realistic Estimate* of £			ACCEPTED	REJECTED
Signed: ……			Date:	

*- Delete as required

All interactions pertaining to Emergent Work are to be carried out strictly in accordance with Section 11, Sub-sections 11.1-11.3.

Annex J: Emergent Work Spreadsheet

HMC PROTECTOR

Border Force

Supplier:		**RUNNING TOTAL**	£0.00
Contract Number:	**C17920**	**EMERGENT WORK DETAILS**	
Supplier:		**LABOUR**	£0.00
MTL Project Lead:	**Mr P Lebbon**	**SUB-CONTRACT? % PROFIT**	£0.00
BFOO:	**Mr P Lebbon**	**MATERIALS INC? % PROFIT**	£0.00

EMERGENT WORK NUMBER	JOB DESCRIPTION	LABOUR COST	SUB-CONT COST	MATERIAL COST	TOTAL COST	% COMP
C17920/EM001						
C17920/EM002						
C17920/EM003						
C17920/EM004						
C17920/EM005						
C17920/EM006						
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	Totals					

Annex K: Docking Plan

Please see attached document

Annex L: International Paint Specification – Telka Class

Please see attached document