



Border Force

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

STATEMENT OF REQUIREMENTS

**CPV ACTIVE - MAINTENANCE AND SAFETY
EQUIPMENT RECERTIFICATION**

13th June 2022

C23012



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<https://www.gov.uk/government/publications/government-security-classifications>



Definitions

Phrase	Definition
Acceptance	The Authority will formally complete Acceptance of the Vessel at the Project Completion Meeting by the issue of an Acceptance certificate to the Supplier, which will be duly signed by the BFOO on behalf of the Authority, when all specified items of the requirement or authorised EW tasks have been completed satisfactorily.
After-Service	A single phone number of the Supplier giving access to a technical point of contact able to give user friendly assistance to Authority staff experiencing technical complications with any part or operation of the CPVs.
Alongside Berth	A suitable quay/berth with at least year-round 1m depth below Low Water Spring Tides (LWS) complete with safe access by gangway.
Authority	Border Force (BF)
BFOO	Border Force Overseeing Officer
Bidder	A commercial entity or organisation, capable of delivering against this specification of requirements, that has made a formal offer to the Authority to undertake opportunity C23012.
Cardinal Date Plan (CDP)	A plan provided by the Supplier mapping out the significant dates for a project
CPV	CPV Active
Defect Rectification	Work undertaken to resolve any defect identified and listed in the work package at Annex D.
Emergent work (EW)	Any additional work that emerges from the specified Planned Maintenance, which is notified to the Supplier in this Statement of Requirements. Any repairs which are required as a direct result of defects/damage found during this package of works. A Formal Emergent Work individual item Proforma issued by the Authority and found at Annex G to be duly completed by the Supplier, is to be issued to the BFOO for every item of EW. The BFOO is the only Authority officer able to authorise Emergent Work.
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.
Lloyd's 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 CPV, so it is unable to safely perform its duties rendering the vessel inoperable or unseaworthy.
MCA	Maritime and Coastguard Agency
Minor Defect	Any defect or fault which reduces the performance of the CPV while allowing it to safely perform its duties and remain seaworthy.



Phrase	Definition
Original Equipment Manufacturer (OEM)	The original manufacturer of a piece of equipment.
Project Progress Meeting (PPM)	A formal Progress Meeting to be conducted between the BFOO and the PM on every Monday and Thursday for the duration of the contract at a time to be agreed as part of contract mobilisation and following award.
Project Completion	Formal notification by the BFOO, on behalf of the Authority, to the Supplier that the project is completed to a satisfactory standard. The Supplier will be issued a Project Completion confirmation. Failure, by the Supplier, to complete all specified items and authorised EW tasks may result in a delay in the issuing of the Project Completion confirmation and a delay in payment for services rendered.
Project Conclusion Meeting (PCM)	The mandated project close-down meeting between Supplier and BFOO.
Project Initiation Meeting (PIM)	The mandated, initial, meeting between Supplier and BFOO.
Planned Maintenance	The package of works as detailed in the Specification of Requirements.
Project Manager (PM)	A member of the Supplier's staff who is responsible for the overall planning and execution of a project. PM to be available via phone or email during the lifetime of the contract.
Progress Report	A formal report that is emailed to the BFOO, either on request or as scheduled, 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 operate under.
Slipway/Dry Dock	A Slipway or Dry Dock of suitable size, complete with dock blocks in accordance with a MTLU supplied docking plan and to the satisfaction of the Border Force Overseeing Officer complete with safe permanent means of access to the Vessel.
SQEP	Suitably qualified and experienced Personnel.
Statement of Requirement	Statement of Requirements means a statement issued by the Authority detailing its services requirement.
Supplier	A capable commercial entity or organisation that is selected by the Authority to deliver the services as specified in this specification of requirements.
Vessel	CPV Active
Warranty	A guarantee, issued to the Authority by the Supplier, promising to repair or replace an item or rectify a service level, if necessary, and within a specified period.
WHO	World Health Organisation



Phrase	Definition
Working Location	The area in which the CPV is operational
Work in Way	This is additional work that occurs before the repairs/maintenance works are started.
Work in Wake	This is additional work that occurs after the repairs/maintenance works are completed.
SOP 08	Certificate breakdown of all works completed during the maintenance package

Part 1: General

1.0 Background

- 1.1 The Authority currently operates a fleet of eleven sea going patrol craft operating in both UK National and International waters. This consists of five Cutters and six Coastal Patrol Vessels (CPV).
- 1.2 The six CPVs are equipped and certified to comply with Maritime Coastguard Agency (MCA) MGN 280 (M) Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards, Category 2, for service in waters up to 60 nautical miles from a safe haven.
- 1.3 The primary roles of the CPVs are: -
- 1.3.1 To provide a mobile, flexible, seaborne force capable of maintaining an effective deterrent against illegal immigration, smuggling and other breaches of the law administered by Border Force both within and outside the territorial waters of the UK in support of the UK's national security strategy;
 - 1.3.2 To increase maritime intelligence, undertake surveillance and improve international liaison in combating illegal immigration, the smuggling of drugs and movement of instruments of terrorism by sea;
 - 1.3.3 To intercept suspect vessels in territorial and international waters; and
 - 1.3.4 To provide mutual assistance to 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.
- 1.5 The CPVs were originally built by Delta MP as Autonomous Rescue & Recovery Craft ("ARRC"), for use as Search & Rescue (SAR) assets for operation in the North Sea and were recommissioned by Border Force in 2017/18.



- 1.6 The CPVs are built from a Fibre Reinforced Plastic (FRP) sandwich construction with hybrid buoyant foam / air filled Collar and an enclosed wheelhouse and mission space.

Part 2: Insurance

2.0 Insurance

- 2.1 The Supplier is to provide written confirmation and self-certify whether you already have, or can commit to obtain, prior to the commencement of the contract, the levels of insurance cover indicated below:
- 2.1.1 minimum Employer's (Compulsory) Liability Insurance = £5,000,000.00
 - 2.1.2 Public Liability Insurance = £1,000,000.00
 - 2.1.3 Professional Indemnity Insurance = £1,000,000.00
- 2.2 The limit of liability, as expressed in § 2.1, is to be for every accident or series of accidents arising from the same event.
- 2.3 The Suppliers insurance policy is to cover all employees of the Supplier or any entities sub-contracted by the Supplier, or by the Authority, during the life of this contract and in the undertaking of this requirement.
- 2.4 The insurance certificate is to be submitted to the Authority in .pdf format after contract award.

Part 3: Objectives, Location and Constraints

3.0 Objectives

- 3.1 The objective of this specification is to provide the requirements for;
- 3.1.1 the maintenance of equipment and machinery;
 - 3.1.2 the recertification of all safety equipment;
 - 3.1.3 the rectification of specified defects;
 - 3.1.4 conduct modifications to the fabric of the vessel as authorised by the BFOO; and
 - 3.1.5 offer the bidder the ability to provide the Authority with costs for services provided.

4.0 Location

- 4.1 Due to the operational Working Location of the CPV this requirement is to be undertaken inside the following geographical parameters.



4.1.1 On the west coast of the United Kingdom between the port of Penzance in the South West and the Mull of Kintyre, including the river Clyde, in Scotland.

5.0 Constraints

- 5.1 The start date for this requirement is to be no earlier than; **Monday 13th June 2022** and to be completed no later than **Friday 24th June 2022**.
- 5.2 All work must be completed in accordance with this Specification of Requirements and must be compliant to all applicable industry standards or Flag State regulations and in accordance with all applicable laws.
- 5.3 The Supplier is to ensure that all new parts and equipment fitted are to be supportable for a period of five years following installation and provide evidence to the BFOO of this at the PCM.
- 5.4 All new equipment shall be provided with relevant operator and maintenance documentation, and any applicable certification. If applicable, these items are to be presented to the BFOO at the PCM.
- 5.5 For the purposes of this requirement, the working day is to be no less than any eight (8) hour period between 07:00am and 18:00pm.
- 5.6 For the purposes of this requirement, the working week is taken as meaning Monday to Friday and consists of five (5) working days.
- 5.7 All specified work contained in Annex's A, B, C and D should be completed within a two-week period from vessel arrival.
- 5.8 The supplier needs to have the facility to take the vessel off Border Force and for it to be housed in a weatherproof building throughout the full period it is out of the water during the Maintenance and Safety Equipment Recertification period. This shall include any works completed on sponson work if required.

Part 4: Provision of Services

6.0 General Provision

- 6.1 The Authority will appoint a BFOO for the duration of this requirement who shall be entitled to inspect any work, or to have it inspected by their duly authorised representative, at any point during the lifetime of this contract.
- 6.2 The Supplier must afford access, as required, and assist with, various tasks as instructed by the BFOO to complete specific work as agreed by the Authority under separate contractual arrangements with OEMs.

For clarity, the OEMs include, but are not limited to:



- 6.2.1 Hamilton Jet Engineer – Mr Duncan Lewis (commissioning Jets at sea trial)
- 6.2.2 Finning – Mr Steve Rainford (if required)
- 6.2.3 YDSA Class 2 survey and certification - Mr Stephen Robert (if required)
- 6.2.4 Compass Adjuster – BF to arrange (during sea trial)
- 6.3 The Supplier shall submit a draft CDP (in days) covering the completion of all planned work as part of the formal quotation for this work package. Once agreed by the Authority this will form the final CDP to be followed during the lifetime of the contract.
- 6.4 During the contract period, the BFOO and Authority appointed contractors shall, during normal working hours, be afforded access to all premises of the yard or its suppliers where any parts are being fitted, removed, manufactured, repaired, or serviced.
- 6.5 The Supplier is to ensure that all tasks are completed by suitably qualified and experienced personnel (SQEP) in relation to the equipment being worked upon. The Supplier may be asked to prove the qualifications of any employees or contractors by the BFOO at any time.
- 6.6 All bunk space soft furnishings, including mattresses are to be removed to a secure clean environment for the duration of this requirement, or covered to adequately protect them from becoming soiled in any way. The Supplier is responsible for returning any soft furnishings, including mattresses, that become soiled to a clean and usable state or to replace any such items like for like.
- 6.7 A clean, secure, and environmentally controlled storage facility of at least 30m³ is to be provided for the crew to stow onboard domestic equipment and ancillary items.
- 6.8 The vessel will be formally handed over into the custody of the Supplier in accordance with the Handover Certificate (Annex I) for completion of this docking specification.
- 6.9 By accepting the vessel into their custody, the Supplier understands and acknowledges that they are liable to all risks associated, whether known, unknown, identified, or implied, with the removal of a water-borne vessel from the water.
- 6.10 Prior to the re-floating of the vessel, the Supplier will issue a suitability to re-float certificate to the BFOO indicating the vessel is in a fit, suitable, and watertight state to be re-floated. The BFOO will endorse the certificate once the Supplier has evidenced the vessel is fit for re-floating.

7.0 Project Management

- 7.1 As part of the CDP the Supplier must schedule and attend a Project Initial Meeting (PIM) with the BFOO prior to any works being undertaken on the vessel.
- 7.2 During the meeting, the BFOO and the Supplier will confirm the following.
 - 7.2.1 the Emergent Work process.
 - 7.2.2 berthing arrangements.



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- 7.2.3 any Health and Safety arrangements pertinent to the Supplier's premises including the Suppliers Covid health protection measures.
 - 7.2.4 Border Force crew accommodation arrangements.
 - 7.2.5 any OEM manufacturers that are expected to work on the vessel during the Supplier's CDP period; and
 - 7.2.6 The proposed date of the PCM.
 - 7.3 During the course of the CDP, the Supplier is to provide a report to the BFOO within twenty-four hours of the identification of any deviation from the submitted CDP. Any cost implications are to be negotiated and agreed in accordance with the EW process following authorisation from the BFOO.
 - 7.4 The Supplier must schedule and attend a weekly Project Progress Meeting (PPM) with the BFOO. This meeting is required to be minuted and will be in addition to the brief daily meetings. The PPM agenda must include;
 - 7.4.1 a briefing on project progress on a task-by-task level;
 - 7.4.2 all approved EW and costs;
 - 7.4.3 all rejected EW and costs;
 - 7.4.3 any sub-contractors' issues, both from the Supplier and the Authority; and
 - 7.4.4 any Technical issues.
 - 7.5 As part of the CDP the Supplier must schedule and attend a Project Conclusion Meeting (PCM) and confirm the following.
 - 7.5.1 all specified work items contained in A,B,C & D, in addition to all authorised EW tasks, have been completed to the satisfaction of the BFOO.
 - 7.5.2 any variations to the specified requirements, as agreed by the BFOO, during the Supplier's CDP period, have been agreed in accordance with § 7.3.
 - 7.5.3 all Emergent Work Individual Item Proformas have been signed and agreed by the BFOO and the Supplier in accordance with § 9.0; and
 - 7.5.4 the Supplier agrees to supply the BFOO with SOP 08; and
 - 7.5.5 the Supplier and the BFOO agree a project total cost.
 - 7.6 Following the PCM and to the satisfaction of the BFOO, formal notification of Completion will be given to the Supplier and a Project Completion Certificate issued in accordance with § 12.0.



8.0 Warranty

- 8.1 The Supplier shall provide an After-Service for reporting faults and obtaining technical advice, during the hours of 08:00 and 16:30, Monday to Friday.
- 8.2 Response times for the service outlined in § 8.1 shall allow for all faults to be logged, given a reference number and Rectification Plan agreed between all parties within a maximum of two (2) working days of the fault being logged.
- 8.3 The Supplier shall provide warranty repairs in the event that any of the supplied or repaired parts develops a fault during the parts warranty period as detailed in § 8.6 and § 8.7.
- 8.4 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 the Vessel is accepted back into the custody of the Authority.
- 8.5 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 the Vessel is accepted back in to the custody of the Authority.
- 8.6 In the event that a Warranty Major Defect is notified to the Supplier that will render the CPV non-operational. The Supplier shall provide services to ensure the CPV is restored to full working condition within two (2) working days, calculated from the date and time on which the Authority agrees the Supplier personnel can gain access to the CPV. 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 potential failure.
- 8.7 In the event that a Warranty Minor Defect is notified to the Supplier, other than those that will render the CPV non-operational, the Supplier shall provide services to ensure the CPV is restored to full working condition within a maximum of ten working days, calculated from the date and time on which the Authority agrees the Supplier personnel can gain access to the CPV. 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 potential failure.

Part 5: Emergent Work

9.0 Emergent Work

- 9.1 The Supplier is to ensure that all EW is authorised by the BFOO prior to commencement of that agreed work task.
- 9.2 The Supplier is to inform the BFOO if any of the Suppliers employees or contractors have been approached by any other member of the Authority's staff or a member of the crew to undertake not specified in this Requirement or authorised as an EW task.



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- 9.3 The Supplier is to confirm at the PIM that they understand the operational Vessel commander, or any vessel crewmember, are unable to commission or authorise work tasks.
- 9.4 All identified EW proposals are to be submitted to the BFOO on the attached Emergent Work Individual Item Proforma (Annex G) prior to the commencement of any work for authorisation by the BFOO.
- 9.5 The Supplier must ensure any additional costs or time delays that may impact on the overall project cost or timeline are articulated to the BFOO with the EW proposal as defined in § 9.4.
- 9.6 The BFOO will authorise the Emergent Work on behalf of the Authority, deemed appropriate by the BFOO, and provide formal acknowledgement of acceptance of the proposal including costs and completion timeframe to the Supplier.
- 9.7 Any proposals or work that has been undertaken by the Supplier, or a sub-contractor of the Supplier, and that are found to have not been authorised by the BFOO in accordance with § 9.0, upon final invoice submission, will be strictly at the expense of the Supplier and will not be remunerated by the Authority.
- 9.8 The BFOO and the Supplier are to record the cumulative Emergent Work costs on the attached spreadsheet (Annex H), or in a similar format, which will be cross checked and analysed at the Weekly progress meeting.
- 9.9 The supplier will email all authorised Emergent Works Individual Item proformas along with the overall Emergent Work Item Record Spreadsheet to the BFOO one working day prior to PCM.
- 9.10 The Supplier must, therefore, liaise with the BFOO for every item of EW that requires consideration before the Supplier commences work.

Part 6: Trials, Certification and Acceptance

10.0 Trials

- 10.1 On completion of all work and once the Supplier has satisfied themselves that the CPV is seaworthy, the seaworthiness will be demonstrated to the Authority who will provide an Acceptance Certificate (Annex J) and confirm the hand back of the CPV into the Authority's custody and responsibility. Where propulsion work has been undertaken, this shall include propulsion and manoeuvring trials measured against original trials data for comparison and include OEM service engineer alongside the supplier's own mechanical and electrical service engineers
- 10.2 Any trials required shall be to prove that the executed work has been carried out satisfactorily and that the various systems can be checked and confirmed as fully and effectively re-commissioned. Other than fuel, all costs related to the operations of test and trials will be the responsibility of the Supplier.



- 10.3 Where the Authority have engaged separate OEM(s), under § 6.2, these service engineer costs for attendance at Basin Trials will be funded by the Authority.
- 10.4 Because of the specialist nature of the vessel, the Authority will provide a minimum of five (5) crew members familiar with the navigational, controls and engineering systems of the CPV during the Sea trials.

11.0 Certification and Survey Reports

- 11.1 All certification and survey reports required for regulatory compliance, or requested by the Authority, shall be supplied in hard copy enclosed in clear plastic envelopes within a four-ring ring binder, complete with index. An electronic copy of all certificates and survey reports shall also be forwarded by e-mail to the Authority in an accessible Microsoft Office format.
- 11.2 All certificates and reports, specified as required, are to be provided before acceptance.

12.0 Project Completion

- 12.1 Once approved by the BFOO, formal notification of Project Completion will be given to the Supplier by the Authority through the issuing of a Project Completion Certificate (Annex K).
- 12.2 The Project Completion Certificate will only be issued to the Supplier after:
- 12.2.1 successful completion of all specified items as stated in this requirement.
 - 12.2.2 the Supplier has formally presented all certificates to the BFOO during the PCM in accordance with § 11; and
 - 12.2.3 upon successful completion of any applicable trials required in response to the work undertaken.
- 12.3 The issuing of a Project Completion Certificate to the Supplier by the Authority, or by a duly authorised representative of the Authority, does in no way effect the warranty requirements as specified in this requirement nor the statutory rights of the Authority.

Part 7: Charges and Payment

13.0 Charges and Payment

- 13.1 All invoices are to be submitted in GBP.
- 13.2 All invoice correspondence is to be as per instructions on the Authority-issued PO document only.
- 13.3 The Supplier will receive one (1) Purchase Order (PO) number for this requirement. It may be amended by the Authority, from time to time.



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- 13.4 Upon issue of a PO by the Authority, and following approval from the BFOO, the Supplier can submit an invoice(s) to the email address provided in accordance with the line-items on the PO document ensuring that all mandatory data is on the Invoice.
- 13.5 The Supplier is to acknowledge that all travel and subsistence costs related to warranty defect repairs shall be recharged at the Home Office reimbursable travel and subsistence rates as stipulated in Annex L. Any additional costs outside those stated in Annex L are strictly at the expense of the Supplier.
- 13.7 The Supplier is to ensure that every item of specified work has been completed in line with this Specification of Requirements or they have a formal acknowledgement from the BFOO allowing for non-completion.
- 13.8 The Supplier is to ensure that all EW tasks are approved by the BFOO, serialised appropriately, and signed off and recorded in the EW spreadsheet (Annex H).
- 13.9 Failure, by the Supplier, to include EW that is compliant with the instructions set out at § 9.0, will result in the Authority being unable to accept those services for remuneration. If non-compliant tasks, either specified or emergent, are invoiced for payment, these costs will be rejected by the Authority and they will be at the expense of the Supplier.
- 13.10 The Authority reserves the right to withhold payment from the Supplier, in part or in full, should any, specified or otherwise, condition as expressed in this Specification of Requirements, not be successfully met by the Supplier to the satisfaction of the BFOO.



Annex A: General Requirements of Work

Please complete *C23012 - CPV Active - MSER - Bidding Tool - v1.0* excel workbook.



Annex B: Inspection, Testing and Certification of Safety Equipment

Please complete *C23012 - CPV Active - MSER - Bidding Tool - v1.0* excel workbook.



Annex C: Vessel Maintenance Tasks

Please complete *C23012 - CPV Active - MSER - Bidding Tool - v1.0* excel workbook.



Annex D: Modifications and Defect Rectification

Please complete *C23012 - CPV Active - MSER - Bidding Tool - v1.0* excel workbook.



Annex D continued: Modifications and Defect Rectification (Reference Pictures)

DEFECT 1 – Pictures added. Anti-slip deck surface showing signs of poor coverage. Replace and painted with full deck spec – to be supplied by shipyard. Full deck to be painted including aft hatches. Please ensure areas not being painted are covered or taped.



DEFECT 2 – Pictures not added. Sponson work required on minor repairs around the sponsons. Sponsons showing minor abrasions and scuffs needing attention / repair. Price for 25 hours work in addition to Annex C 2.0. Repair what is possible providing that all work has been completed to the satisfaction of the BFOO. Any additional repairs needed outside of this must be reported to the BFOO for further approval. Areas of the sponson needing non-slip pads applied in particular, please consult with BFOO.



MODIFICATION 3 – Picture added. Anchor securing arrangement requires modification. Two cleats removed ensuring smooth surface with base plate. Base plate to be polished/cleaned once finished – see picture. One U bolt fitted in replacement as the fixing point for the bottle screw / claw. This is to be fitted through the base plate and deck and load tested to 250kg. Devils claw to be sand blasted and painted. All anchor recovery system to be tested and certified as per Annex C 7.0.

To be fabricated (as per "Final result" picture in Annex D of the SOR) with 2x100x120x10 stainless steel plates and drilled to suit the new U bolt at the correct angle. This is to then be fitted with Sikaflex to seal the deck.



Current arrangement on CPV Active. Picture before modification made.



Final result - once modification made.



DEFECT 4 – Picture added. Hull work required on minor repairs showing minor abrasions and scuffs needing attention. Price for 4 hours work in addition to Annex C 1.0. Repair what is possible providing that all work has been completed to the satisfaction of the BFOO. Paint to be supplied by BF.



DEFECT 5 - Pictures added. Engine Room Cable Conduits / covers missing / corroded around engine room - missing covers need replacing or alternative to be provided. Please





quote for 10 hours initial investigation and repair. Parts and replacements to be provided by the shipyard and should be presented as emergent work.

DEFECT 6 – Picture added. Port side alternator belt tightening bolt. Requires cleaning up, bolt removing, replacing, and lubricating and operating correctly to the satisfaction of the BFOO.



DEFECT 7 – Electrical. Redundant cables & wiring. Some incorrectly terminated redundant cables identified onboard. Areas: Engine Room incorrectly terminated redundant cables. These must be correctly terminated/labelled and removed. On removal existing cabling must be put back and made good with necessary cable ties. Quote for 30 hours work providing evidence to BFOO (inc pictures) during and on completion. Included in the hours quoted please include:

- a) The wiring for the bilge alarm (engine room). Run a fresh cable from the ER lobby and join it to a new cable run from the forepeak via the engine room. Please see guidance from BFOO if required.

DEFECT 8 – All C18 fuel hoses to be inspected for defects. All shoulder joints to be inspected and taped with non-spray tape to the satisfaction of the BFOO.

MODIFICATION 9 – All hydraulic hoses to be replaced on both Hamilton Jet engines. This includes six hoses per engine. All hoses will be provided by BF along with relevant hose register. Quote for 4 hours work to replace and complete the work.



DEFECT 10 – Pictures added. Rear door defected and requires realigning to the frame. Damage caused due to door lug rubbing (picture included). Door to be removed and defect to be rectified. Defected parts to be sourced by the shipyard. Price for 10 hours work which includes initial investigation. Any additional repairs needed outside of this must be reported to the BFOO for further approval.



REPLACEMENT 11 – Jet hydraulic oils pack (port and starboard) – removal of existing parts replaced by newly fabricated including coolant replacement. Parts provided by BF. Please quote for 6 hours work to complete.



Annex E: General Arrangements



CPV - GENERAL
ARRANGEMENT.pdf



Annex F: Vessel Details

 Border Force	Name	MMSI	Callsign
	CPV EAGLE	235118128	2JQP8
	CPV NIMROD	235118129	2JQP9
	CPV ALERT	235118131	2JQQ2
	CPV ACTIVE	235118132	2JQQ3
	CPV HUNTER	235118133	2JQQ4
	CPV SPEEDWELL	235118134	2JQQ5
Length overall (LOA)	18.80 m including the Collar, waterjet and its guard		
Length Rigid Hull	16.75 m		
Length waterline (LWL)	15.49 m		
Beam Overall	5.60 m		
Beam Moulded Hull	5.22 m		
Draught aft full load	0.96 m		
Ht Overall USK to mast	7.42 m (approx.)		
Displacement	c31.1 tonne		
Construction	FRP (fibre reinforced plastic)		
Main Engines	Twin Caterpillar C18 Marine diesel engines rated output 876 bhp / 644 kW @ 2,200 rpm each. (Total 1,752 bhp / 1,288 kW) Emergency rating 1,000 bhp (747 kW) @ 2,300 rpm		
Gearbox	ZF 550 reduction ratio 1.5:1		
Propulsion	Twin Hamilton HM 521A Waterjets		
Speeds	28 knots Cruising 34 knots emergency sprint speed in suitable seas		
Manoeuvrability	Manoeuvrability at all speeds is good		
Range / Endurance	(See Section 11: Fuel, Speed, Range.)		
Fuel	Design fuel load 3,424 litres. Max Fuel capacity 3,750 litres.		
Fuel Consumption	At Max rated power 195.6 litres / hour		
Fresh water	270 litres		
Black Water	71 litres		
Accommodation	4 berths FOC		
Domestic Arrgts	Small Galley, Combined shower and heads (Wheelhouse deck IOC Main Deck FOC)		
Crew Seating	5 Wheelhouse seats		
Mission Space	IOC. An open compartment accessed from the main deck level provides non-formatted mission space to accommodate up to 23 persons in addition to the crew. FOC separate compartment containing 4 x Bunk accommodation in Fwd. section of mission space.		



Annex G: Emergent Work Individual Item Proforma

Emergent Work (EW) Individual Item Proforma		 Border Force
EMERGENT WORK ITEM No: C23012/		
Description		
Signed, BFOO:		Date:
PART I: By Supplier		
The above item is accepted as a genuine Emergent work item.		
Our Firm Price is*	£	
Our Realistic Estimate is*		
Signed:	Position:	
	Dated:	
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:	
Notes:		
*- Delete as required		
All interactions pertaining to Emergent Work are to be carried out strictly in accordance with § 9.0.		



Statement of Requirements
The Authority: Border Force Maritime
Contract Reference: C23012

Annex H: Emergent Work item Record Spreadsheet

[illegible]



Annex I: Handover Certificate

CPV ACTIVE



Border Force

This Handover Certificate is to be duly signed by a representative of the Authority and the Supplier for the aforementioned vessel at commencement of the Maintenance and Safety Equipment Recertification Period.

Immediately upon signing this Handover Certificate, the Supplier accepts responsibility for the safe custody of CPV ACTIVE until they are issued with an Authority-signed Acceptance Certificate.

Statement of Condition issued by (BFOO):

CPV ACTIVE 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:

Signed:

For and on Behalf of the Supplier:

For and on Behalf of the Authority:

Name:

Name:

Position / Capacity:

Position / Capacity



Annex J: Acceptance Certificate

Acceptance Certificate



Border Force

PART I: to be completed by Supplier

CPV ACTIVE

CPV ACTIVE has completed her Planned and agreed Emergent Work tasks associated with contract **C23012** to the satisfaction of the BFOO and is in a seaworthy condition ready to undertake sea trials, and, is this day offered for acceptance by Border Force.

Signed:

For and on Behalf of the Supplier:

Print Name:

Date:

PART II: to be completed by The Authority

I Attended the acceptance of CPV ACTIVE and have satisfied myself that all systems, machinery, and equipment are working satisfactorily. I have inspected the CPV and consider she is in a condition suitable for return to the Authority and is hereby accepted.

By Vessel Commander:

Signed:

Print Name / Post:

By Border Force Overseeing Officer:

Signed:

Border Force Overseeing Officer

Print Name:

Date:

PART III: Notes

Distribution

Original - Retained by the Supplier
Copies to - Border Force Overseeing Officer



Annex K: Project Completion Certificate

Project Completion Certificate



Border Force

PART I: to be completed by Supplier

CPV ACTIVE

CPV ACTIVE, having completed contract **C23012** to the satisfaction of the Authority and having successfully completed any applicable trials and provided all documentation required under this requirement, Contract Number **C23012** is this day offered as completed to 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 the Project Completion Meeting of CPV ACTIVE and have satisfied myself that all systems, machinery, and equipment are working satisfactorily. I have inspected the CPV and consider she is in a condition suitable for return to operational service.

Signed:

Print Name / Post:

By Border Force Overseeing Officer:

CPV ACTIVE having completed contract C to the satisfaction of the Authority and having completed all appropriate trials and received all documentation required under the Contract is hereby accepted at..... hours.

Signed:

Border Force Overseeing Officer

Print Name:

Date:

PART III: Warranty

The issuing of a Project Completion Certificate to the Supplier by the Authority, or a duly authorised representative of the Authority, does in no way effect the warranty requirements as specified in this requirement nor the statutory rights of the Authority

Distribution

Original - Retained by the Supplier
Copies to - Border Force Overseeing Officer



Annex L: 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	45p 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 M: Carbon Centre Disc Assembly & Operation M034-0003-EN



Carbon Centre Disc
Assembly & Operation



Annex N: Jet Anodes 521



521 Anodes
Standard.PNG



Annex O: CPV Anodes, Cathode Protection and Bonding



CPV Anodes, Cathode
protection and bonding



CPV Anodes.JPG



Annex P: MDKBL Cummins Onan Service



12.5 Manual.pdf



Annex Q: 19m GRP Patrol Boat Tech 110416. CPV Paint Scheme



19m GRP Patrol Boat
Tech 110416.pdf



Border Force

OFFICIAL

Statement of Requirements
The Authority: Border Force Maritime
Contract Reference: C23012

OGL

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