GENERAL

1.1 **Mission**. A vessel shall serve as host ship for Naval Special Warfare (NSW) and will be based in Pearl City, HI. This vessel will be utilized primarily for training purposes. Specifically, the vessel will be used to launch and recover SEAL Delivery Vehicles (SDVs), and their supporting surface safety boats, and U.S. Navy Divers. Secondarily, it will be used for launching and recovering unmanned underwater vehicles (UUV) and remotely operated vehicles (ROV) of various sizes. Thirdly, it will be used for emplacing and recovery of sensors and target shapes (TS) of various sizes to depths up to 3000 feet, simulated ship attack, training for under hull surveys, and training while anchoring and loitering. The vessel will have berthing and facilities for thirty-five (35) personnel in addition to the ship's crew and shall operate for forty-five (45) days without re-supply. The vessel shall host a mix of the following craft: up to two SDVs, and support craft including up to two Personal Water Craft (PWC), four Rigid Hull Inflatable Boats (RHIBs), six Combat Rubber Raiding Craft (CRRC) or two UUVs, or man portable ROVs. The vessel shall be able to launch and recover all craft and allow for craft replenishment and limited maintenance. In addition, the vessel will provide equipment stowage, messing, berthing, administrative and operational space, maintenance space, emergency towing, and logistics services of Maritime Security Operations. Vessel facilities are to be available during both day and nighttime operations. The vessel shall both operate and maintain International Association of Classification (IACS) certification/classification of all deck equipment to include cranes, winches, davits, vessel launch and recovery systems, and all refueling evolutions/stations. The vessel shall be used to provide hyperbaric chamber services for emergencies and routine decompression operations, replenishment/minor maintenance support, and personnel support. The vessel shall store flares (in a pyrotechnic Ready Service Locker (RSL)) and gasoline and shall carry a certified United States Navy (USN) hyperbaric chamber.

1.2 **Concept of Operations**: The vessel will be a support vessel to load out and support up to two SDV at once. Prior to launching an SDV, the vessel shall arrive at the prescribed launch point and maintain station. The vessel will display the necessary flags and signals for conducting small boat operations and launching/recovering submersibles. Government will coordinate location and method of all griping and stowing for sea of systems and deck gear with the vessel. The vessel will launch 11m RHIBs, CRRCs, and/or PWCs that will stay waterborne throughout the evolution as safety boats. The vessel operator will coordinate ship's position and navigation conditions with the government's representative and launch the system to be operated. This may or may not include deploying divers for launch and recovery requirements. After launch, the vessel and government will coordinate the vessel's movement to ensure radio and underwater communications are maintained. The vessel will coordinate with the government representative for recovering the system. Government will coordinate location and method of all griping and stowing for sea of systems and deck gear with the vessel. When operations are complete, the vessel shall recover the safety boats (RHIBs/CRRCs/PWCs) and resume unlimited control of the ship. The vessel shall be able to launch/recover one SDV system at a time.

1.3 **Area of Operations**. The vessel will be home ported in Pearl City, HI. The vessel will normally operate in, but not be restricted to, Hawaii, Guam, and PACNORWEST operational areas. The vessel shall be able to operate in a wide range of areas worldwide. It is intended for the vessel to be on station conducting independent operations in a remote environment or operate at anchor for extended periods. The vessel should be able to make transits via the Panama Canal as needed. The vessel may be reassigned to the U.S. West Coast, Hawaii, or U.S. East Coast with 30 days notification. Operational control (OPCON) will be Naval Special Warfare Group 8.

1.4 Operating Tempo (OPTEMPO).

1.4.1 Schedule (OPTEMPO): 24-hour/day operations required, seven days a week, at sea or in port.

1.4.2 Percent of time underway at 12kt transit speed: 30%

1.4.3 Percent of time underway at anchor/loiter (<5 knots): 30%

1.4.3.1 SDV/UUV training profile, 12-14 hrs. daily for up to 6 weeks.

(1) On DP to launch SDV/UUV and RHIBs at beginning of training period; 1-2 hrs.

(2) On DP episodically throughout training period to recover RHIBs, damaged SDV/UUV or transfer personnel; 1-2 hrs.

1.4.3.2 Dive operations profile, 12 hours daily for up to 5 days.

(1) On DP to deploy and support divers; 3-8 hours

1.4.4 Percent of time in port: 40% (Up to half of this time may be spent in a port other than homeport).

1.5 Operational Support. Services shall be 24-hour support to include but not be limited to the following:

- Launch and recovery of small boats, Divers, RHIBs, PWC, CRRC(s), UUV, ROV and SDV.
- Emplacing and recovering target shapes and sensors on the ocean floor in depths up to 3000 feet.
- Refueling small craft onboard.
- Logistical support (i.e. messing, berthing, communications, and physical training facilities, etc.)
- At sea transfer of personnel and cargo alongside or astern in up to Sea State 3 conditions as per Beaufort Scale. (Hereafter Sea State will refer to the unit of measure for the Beaufort Scale.)
- Navigation inputs to Sponsor Mission Equipment (SME) trackers, plotters, and ancillary equipment.

1.6 Endurance. The vessel must be capable of supporting at-sea operation for up to 45 days without resupply. The vessel shall be able to operate in up to and including Sea State 5 conditions in both equatorial and arctic waters (IACS Polar Class not required). It shall be able to conduct launch and recovery of small boats, Divers, RHIBs, PWC, UUV, ROV, and SDVs in accordance with the Launch and Recovery Matrix in section 2.10.11.

1.7 Certifications.

1.7.1 The vessel shall be inspected or certified by the USCG under 46 CFR Chapter 1, Sub Chapter I. At a minimum, the vessel, including launch and recovery systems (e.g. davits, elevator, cranes, A-frames, diver handling systems, weight handling equipment and unique shipboard storage appliances) shall be maintained under and certified by an International Association of Classification Societies (IACS) certification/classification, with preference of ABS/DNV/LR/BV, with respective optional and/or additional notations included within the vessel's Class Certificate.

1.7.2 Shipboard crane and A-frame shall be ABS certified and shall maintain this certification throughout their service life in accordance with ABS Certification of Lifting Appliances and both shall be included in the Register of Lifting Appliances. Vessel shall maintain CRC – OC Class Notation for the crane and CRC – SP or OC notation for the A-Frame, at a minimum If crane is used as a method for launching and recovering manned RHIBs/SDV's, the vessel shall maintain the CRC – OC PL++ class notation. If an A-Frame is used as a method for launching and recovering manned RHIB's/SDV's, the vessel shall maintain the CRC-OC-PL class notation or CRC-SP-PL class notation..

1.7.3 Davits used for launching and recovering RHIBs shall be ABS certified and shall maintain this certification throughout their service life in accordance with ABS Certification of Lifting Appliances. Davits shall maintain SP - PL Class Notation.

1.7.4 Any changes, modifications or repairs to the crane, A-frame, diver handling system or davits shall be communicated to ABS and to the government in order to determine requirements for additional design review and/or survey and testing.

1.7.5 Contractor shall direct ABS to provide specific information about the crane, A-frame, diver handling system and davits relevant to certification, operations, maintenance, modification, or repair of launch and recovery systems, to the designated government representative (COR) upon request.

2 VESSEL REQUIREMENTS.

2.1 **Flag**. The Vessel shall be a Jones Act qualified U.S.-flagged vessel.

2.2 **Speed**. Minimum 12 knots transit speed.

2.3 **Endurance**. Vessel shall have sustained underway capability to support operations for up to 45 days without resupply including but not limited to fuel, stores, spares, provisions and potable water.

2.3.1 Fresh Water Requirement: The vessel shall provide a minimum of 2,000 gallons of potable water per day to support sponsor personnel and crew living onboard, and 2,000 gallons of fresh water daily on the back deck for miscellaneous use, including but not limited to equipment wash down. This requirement can be met through onboard water production capability, potable water storage capacity or a combination of both. If production capability does not exist, onboard storage must be sufficient for the endurance period (45 days). Unless all drinking and cooking water is to be supplied by Bottled water, and all other water tanks are sourced from a municipal supply, then monthly potable water system test must be completed. Treatment by either means of UV and/or chlorination shall be in place.

2.4 **Minimum Range**. Minimum 9000 miles at 10 knots.

2.5 **Open deck space**. Minimum 5,600 sq. ft. contiguous open deck space.

2.6 **Maximum Draft**. 24 feet

2.7 **Station Keeping**. Vessel shall be capable of operating and/or remaining on station in conditions up to and including winds of 30 knots and Sea State 5 conditions Vessel shall be capable of slow speed heading hold down to one knot. The vessel must be capable of maintaining position and heading within a 15-foot radius of the established position (following Worst Case Failure as per vessel's DP FMEA). An operable Dynamic Positioning System (DP- 2 or equivalent) capability is required to support launch/recovery and diving operations.

2.7.1 **Position References:** DP2 classed vessels require at least three independent position reference systems be installed and simultaneously available to the DP control system

during DP operations. Normally, the third reference would be of a different type and principle (provided by a relative geographic reference point on the seabed or a floating/fixed asset), however Government operations may NOT have a relative reference but still require DP. To mitigate this risk of station keeping failure, the vessel shall be fitted with a 3rd DGNSS (DGPS) unit as an absolute reference available for selection into the DP system. Each DGPS shall utilize different either make/model/software, shall have differing correction subscriptions, and shall be set with a different elevation mask, so that any jump in position that may occur when a satellite comes into view will hit one DGPS before the next and will give the DPO time to react. No single failure should result in the loss of more than one position reference.

2.7.2 **DP Operators (DPOs):** When undertaking critical activities (diving and SDV operations), USCG certificated DPOs shall be on the bridge or in the aft control station, capable of operating the vessel in both DP and manual control modes as required in the ABS Guide for Dynamic Positioning Systems, October 2021.

2.7.3 **Equipment Status:** Any denigrations or unavailability of equipment related to the DP system shall be communicated to the designated government representative (COR). A shipboard assessment will be made related to any degradation of Station Keeping prior to continuing operations.

2.8 **Propulsion:** The vessel shall be equipped with operable bow thrusters and main propulsion capable of maintaining position and heading as noted above. Vessel must be able to maintain station keeping ability while the crane and/or A-frame is in use for launching recovery operations. Crane/A-frame power consumption must be excluded from spinning reserve and accounted for in DP available power and thrust calculations.

2.9 **Tie Down System:** The vessel must be equipped with a Baxter bolt (or equivalent) deck socket pattern to secure all sponsor mission equipment (craft and equipment) for stowage and transit in conditions up to Sea State 8. A minimum of 5 feet of unobstructed walking space must be maintained on at least three sides of all stowed equipment to permit access to contents.

2.9.1 Sponsor Mission Equipment (SME): All deck stored equipment shall be griped or stowed to support open ocean transit in up to Sea State 8 conditions. The SME listed below is a comprehensive list of potential equipment. Actual loadouts are mission-dependent; typically, only a subset of this equipment will be loaded. Sponsor personnel will be available to assist in securing mission equipment. The government shall have free use of any lashing gear, dunnage, shifting boards and fitting boards aboard the vessel. Any additional material required for securing the SME to support open ocean transport in up to sea state 8 conditions shall be included in the contractor firm fixed price.

2.9.1.1 One (1) Standard Navy Double-Lock Recompression Chamber System (SNDLRCS) including an Air Supply Rack Assembly (ASRA) consists of a standard 20' x 8' x 8' ISO shipping container 25,000 lb. fully loaded.

2.9.1.2 One (1) Recompression Chamber Life Support Skid (RCLSS) (10’ x 8’, 14,000 lbs.)

2.9.1.3 Six (6) Mission-specific support vans (8’x8’x9’, 4,500 lbs. each) The mission support vans are not stackable.

2.9.1.4 Six (6) Combat Rubber Raiding Craft (CRRCs) (12’ x 6’ x 2.5’, 300 lbs. each). The CRRC are stackable, however the sponsor is not providing

CRRC stowage racks.

2.9.1.5 Four (4) 65HP outboard CRRC motors (175lbs each)

2.9.1.6 NSW RHIB models. RHIB slings will be provided by the sponsor

(1) Silverships AM1100 NSW SSC-Cabin Variant (39'8"L x 10'W x 10'11"H, 18,000 lbs. fully loaded)

(2) Silverships 11meter Rigid Inflatable Boat Patrol Craft 11x Am Series (39'2"L x 10'W x 10'11"H, 18,000 lbs. fully loaded)

(3) Silverships 11meter Rigid Inflatable Boat Patrol Craft Drawing 11X42-D1-01 (39'2"L x 10'W x 10'11.5"H, 15,200 lbs. fully loaded)

2.9.1.7 Four (4) 11-meter RHIB Cradles/trailers (38' x 8', 1500 lbs. each). Or two cradle/trailers if 2x davits are installed.

2.9.1.8 Four (4) spare 250 HP outboard RHIB motors stored in a manner to allow maintenance. (560lbs each)

2.9.1.9 Two (2) SDV (26.5' x 7.55'x 5', 12,000 lbs. each)

2.9.1.10 Two (2) SDV trailers. (12' x 25'x 3', 3,300 lbs. each)

2.9.1.11 Two (2) SDV Battery Charger in one MILVAN (8'x 8', 6500 lbs. each)

2.9.1.12 One (1) Fly Away Dive Locker (FADL) MILVAN (20' x 10' x 10', 10,000 lbs.)

2.9.1.13 One (1) Air Compressor for Chamber Support and Scuba Charging (6'x 4', 2,300 lbs.)

2.9.1.14 Two (2) PWC trailers (17.33' x 9' x 5.58', 2,430 lbs. each)

2.9.1.15 Two (2) PWC (11.68' x 4' x 4', 875 lbs. each)

2.9.1.16 Two (2) Ready Service Locker (RSL) (5' x 5', 2,000 lbs. each)
Two (2) Ready Service Locker (RSL) (11' x 9' x 9', 4,809 lbs. each)

2.9.1.17 Gun safe

2.9.1.18 Compressed gases to include 40 K type bottles of any combination of Aviator Breathing Grade O2, Diver Breathing Grade N2O2, N2 for SDV battery blanket, and Diver Breathing Grade HeO2.

2.9.1.19 Two (2) UUV with cradles; maximum weight and dimensions of 14,400 lbs. each (35 ft x 12 ft. x 12 ft.)

2.9.1.20 Sensors and target shapes (S/TS) of various shapes and sizes up to 5000lbs.

2.9.1.21 2x man portable ROV (3' x 4' x 2', 125lbs)

2.9.2 Contractor Furnished Equipment (CFE); Contractor will provide the following equipment upon delivery:

2.9.2.1 Drying rack in a Drying Cage Room to hang no less than 16 Diver wet suits, dive rigs and fin sets.

2.9.2.2 Shower head with cold and hot fresh water adjacent to diver drying rack station.

2.9.2.3 Bottle rack to hold 40 bottles of aviation breathing or medical grade gasses. A notional load-out might be 16 oxygen bottles (medical grade), 4 argon bottles, 16 nitrogen bottles, and 4 additional bottles of helium or other gas. In support of section 2.13.1 Bottle Storage Space.

2.9.2.4 Bottle rack to hold 2 Oxygen and 2 Acetylene (welding services)

2.9.2.5 Storage rack for four (4) 250 HP and four (4) 65 HP outboard motors. Stand(s) reinforced to support engine maintenance and short period of operation. Storage location shall have freshwater hose connection for engine cooling when running.

2.9.2.6 Deck lighting to support nighttime launch and recovery.

2.9.2.7 Deck lighting to support on deck maintenance during transit

without interfering with safe navigation and bridge observation.

2.9.2.8 A configurable brow or staging assembly that allows safe access to the topside of the SDV when stored on deck. The assembly shall have capability of attaching ventilation ducts, power cords or other service leads that do not interfere with personal access but give positive storage and restraint for service leads that are required on the topside of the SDV.

2.9.2.9 A configurable fixed or mobile platform that affords safe access to RHIBs while stored on deck.

2.9.2.10 Vessel may propose Davit system for launch and recovery of RHIBs. The maximum mission loadout for RHIBs is four.

2.9.2.11 Rigid diver/swimmer ladder with platform near the water's edge capable of deploying and recovering divers. Approximate dimensions platform 36" x 36" ladder width 30" and rung spacing 10"

2.10 **Lift Systems**: The vessel shall provide a crane and A-frame to serve as the primary launch and recovery system for SDV, UUV, ROV and PWCs. The craft will be manned or unmanned during launch and recovery operations as outlined in the sections below. The vessel shall provide 24-hour launch/recovery services in support of Government requirements. The vessel shall ensure every available resource is used to maintain the system in a continual full operating status.

2.10.1 Cargo Crane:

The vessel shall be equipped with a minimum of one crane rated to achieve pier-side loading and unloading of all equipment needed onboard. Crane shall have safe working load of at least 40,000lbs and boom reach to lift all SME equipment and place it in its respective deck storage locations from the pier or water. The intent is for the vessel to load and offload all SME and all other required equipment and supplies without any assistance (i.e. pier cranes). The vessel should be able to move all SME around the deck as operationally necessary without outside assistance (i.e. pier crane).

2.10.2 **Craft Launch & Recovery Crane and A-Frame**:
The vessel's crane may also be used to launch and recover an unmanned SDV, UUV, CRRC, PWC or manned RHIBs with sea state limitations shown in the matrix below.

In addition to the cargo crane the Contractor shall provide an A-frame with a minimum capacity of 34,000 lbs. (at max reach/extension) used to launch and recover SDVs, PWCs, CRRCs, UUVs, ROVs, S/TS, and RHIBs. Offeror shall provide a method of protecting payloads from impacting the A-frame arm structures during launch and recovery (i.e. padding, fendering, bumper systems, etc.) as well as a method to minimize lateral movement of the load.

Contractor may provide alternative launch and recovery methods for RHIBs as described in section 2.10.6.

2.10.3 Vessel shall provide one ladder, that is capable of being moved to either side, for deployment and recovery of divers and swimmers. Designated diver/swimmer recovery locations shall be located on either port and starboard sides of the vessel as conditions warrant. The vessel shall have a maximum freeboard of 10'. See CFE item 2.9.2.11.

2.10.4 An Aft Control Station, inclusive of redundant DP operator stations, must be provided with an unobstructed view of the launch and recovery operations. A stand alone control station is not required if vessel is configured in a way that enables the Aft Bridge Control station to meet the requirements. The station needs to have primary and secondary communications with the bridge, crane cabin (control station) and/or A-frame controls station, underwater communications suite, and other mission critical spaces such as agreed to with the government contracting representative (COR), a repeater to provide ships telemetry details (course, speed, water depth, and environmental information), lighting controls, and a DP Alert System that meets the following:

2.10.4.1 The DP Alert system shall be mounted in a location that provides maximum visibility to provide a visual status display of the vessel's current DP status for operators from any location on the main deck.

2.10.4.2 The DP Alert system shall visually signal "red", "yellow", or "green" based upon the vessel's speed, heading deviations, and percentage of thruster capacity.

2.10.4.3 The DP Alert system shall be manual. The ship's DPO shall activate the alarm from the Aft DP Control Console in the Bridge when conditions dictate, as per the vessel's ASOG.

2.10.4.4 The DP alert system shall audible alarm when the DP Alert system indicates "red" and the audible alarm shall sound and be audible from anywhere on the back deck.

2.10.4.5 The DP alert system lights (green, yellow, red) shall be at least 4 inches in diameter and visible from all areas of the deck. Multiple visual panels shall be installed to ensure visibility for all watchstanders on the deck.

2.10.4.6 DP alert system shall be supplied by a UPS with an indication of power being available.

2.10.5 **CRRCs:** Vessel shall be able to launch and recover six CRRCs within one hour. CRRCs shall be launched and recovered by crane or A-frame. For over the side crane launch and recovery, CRRCs will be loaded but unmanned. The vessel shall provide safe access for embarking/debarking the craft when waterborne. Vessel shall be able to launch and recover CRRCs in up to Sea State 5 conditions.

2.10.6 **RHIB:** Vessel shall be able to launch and recover four 11-meter RHIBs in 60 minutes. Vessel shall launch and recover RHIBs by crane, A- Frame, or by davits if so equipped. Launch and recovery of RHIBs shall be manned and loaded with sponsor gear. Vessel shall be capable of transferring personnel and/or equipment to RHIBs at sea. Vessel shall be able to launch and recover RHIBs in up to Sea State 4 conditions. RHIBs outside of davit systems shall sit in SME provided cradles.

2.10.7 **PWC:** Vessel shall be able to launch and recover two PWCs. Vessel shall launch and recover PWCs by crane or A-frame. Launch and recovery of PWCs shall be unmanned but loaded with sponsor gear. Vessel shall be capable of transferring personnel and/or equipment to PWCs at sea. Vessel shall be able to launch and recover PWCs in up to Sea State 3 conditions. PWC shall sit in adequate cradles either provided as sponsor mission equipment (SME) or engineered into vessel's architecture, at the offeror's option.

2.10.8 **SDV:** Vessel shall be able to launch and recover two SDVs, one at a time. Vessel shall be capable launching and recovering SDVs by crane or A-frame. Launch and recovery

of SDVs by crane or A-frame shall be unmanned and loaded with sponsor gear. Vessel shall be capable of transferring personnel and/or equipment to SDVs at sea. Vessel shall be able to conduct SDV launch up to Sea State 3 conditions and recover in up to Sea State 4 conditions. SDVs shall sit in a cradle either provided as SME or engineered into vessel's architecture, at the offeror's option.

2.10.9 **UUV:** Vessel shall be able to launch and recover UUVs of various sizes not to exceed the dimensions listed in para 2.9.1.19. Vessel crane is an acceptable method for launch and recovery. Sponsor will provide slings and cradles.

2.10.10 **ROV:** Vessel shall be able to launch and recover man portable ROVs over the side. Sponsor will provide tether system and/or launching system as required.

2.10.11 **Sensors/Target Shapes (S/TS)**: At various times, the vessel will need to emplace sensors or shapes on the ocean floor.

For deployment of the sensor/shape, the vessel will arrive on station in the target area. The shape or sensor will be readied for launch. The vessel's deck gear will place the sensor/shape over the side and lower it depths of 100' - 3000'. The Sponsor's man-portable ROV will then detach the heaving line from the sensor/shape.

For recovery of the sensor/shape, the Sponsor will attach the heaving line to the sensor/shape using the Sponsor's man-portable ROV. The vessel's deck gear will heave the sensor/shape to the surface and place it on deck.

Vessel shall be able to emplace, deploy, and recover, sensors and target shapes of various sizes up to 5000 lbs. in depths of up to 3000 ft. Vessel shall provide heaving lines and a reasonable variety of shackles in order to respond to a variety of sensors and shapes. If new lines or shackles are required, expenses will be reimbursable. If the organic crane cannot meet this requirement, additional deck equipment for this capability shall not decrease the existing open deck space. A portable hydraulic capstan such as Schoellhorn-Albrecht model SA-1817-8H would be an example of an acceptable solution.

2.10.12 **Launch and Recovery Matrix:**

	Crane	A-frame	Launch Sea State	Recovery Sea State
CRRC	Y	Y	5	5
RHIB*	Y[1]	Y[2]	4	4
PWC	Y	Y	3	3
SDV	Y	Y[2]	3	4
UUV	Y	Y	3	4
ROV	Y	Y	3	4

S/TS	Y	Y	3	4

* Note: a crane or davit system may be utilized
1 Manned lift
2 If an A-Frame is used as a method for launching and recovering manned RHIB's/SDV's, the vessel shall maintain the CRC-SP-PL or CRC-OC-PL class notation.

2.11 **Small Boat Fuel Capacity:** Vessel must be equipped with two (2) portable/ removable 500 gallon external fuel storage tanks and associated equipment (hose/nozzles, etc.) for unleaded gasoline. Tanks must be capable of removal, filling ashore, and reinstallation onboard the vessel. The vessel crew will utilize the system to refuel RHIB's and CRRC's at sea. Storage tanks shall be approved by the USCG. Additionally, the vessel shall provide a means of refueling Sponsor diesel powered SME (RHIBs, generators, etc.). Refueling shall take place on the vessel's main deck.

2.12 **Deck Storage and lighting:** The Vessel shall have deck strength to load and transport the SME listed. Deck lighting shall adequately support nighttime deck operations to include launch and recovery, diver recovery, maintenance on the recovered units without interfering with the vessel's ability to transit (i.e. lighting shall not interfere with safe navigation of vessel at night).

2.13 **Diving and Vehicle Support:** The vessel shall provide the following diving support spaces in the vicinity of the working deck within 50' of the storage location of the SME provided SNDL.

2.13.1 **Bottle Storage Space.** Bottle Storage Room shall have enough space to store 40 K type bottles of any combination of Aviator Breathing Grade O2, Diver Breathing Grade N2O2, N2 for SDV battery blanket, and Diver Breathing Grade HeO2. Bottles to be stored in (CFE) bottle rack. The bottles shall be secure for Sea State 8. The space shall include:

2.13.1.1 NON-sparking switches

2.13.1.2 Forced Ventilation

2.13.1.3 Access door large enough to move bottles in/out individually or with hand pallet jack and suitable path to the deck where the bottles or pallets are craned onboard.

2.13.2 **Diver SCUBA Charging and UBA Building Space.** This space shall be suitable for charging compressed diver's quality air, Aviator Breathing Grade O2, and diver's quality HeO2 and N2O2. This space shall be large enough to house Diver SCUBA Bottle Air charging manifold, sinks, and tables; Diver Bottle O2 charging manifold, booster pump, deep sink, workbench; diver bottle storage racks and work benches for UBA maintenance and repair. This space shall provide:

2.13.2.1 Four (4) Stanley VIDMAR (CFE) modular drawer cabinets (44 inches (Height), 30 inches (Width) and 27-3/4 inches (Depth) with safety locks to account for sea state.

2.13.2.2 A minimum of three (3) sinks 24" X 36" X 24" Deep with necessary water/drainage and space to charge Air bottles and use a UBA MK-16 Dip Tank.

2.13.2.3 Four (4) stainless steel countertop tables (CFE) ~ 24" x 72" for building and repairing UBAs.

2.13.2.4 Diver Oxygen Bottle charging station shall provide a (CFE) low pressure

air reducing outlet (150 PSI to 50 PSI) drive air from the air storage racks for drive air to a SME Haskel O2 Pump and provide an electrical outlet 230V, 6.8AMP, 3-Phase, 60HZ to drive a SME electrical O2 Pump. Provide a shallow sink 4' x 2' x 1' with potable water for cooling tanks while charging Oxygen bottles.

2.13.2.5 Storage locker (lockable) to store two (2) Haskel O2 Pumps (SME).

2.13.2.6 Diver charging wall mounted hand regulated reducers air reducing manifold: Manifold shall be similar to Authorized for Navy Use (ANU) approved 5.1.14 Bauer HP wall-mounted basic fill panel (BFP), 450-FP series with cascade capability from the storage tanks. Manifold must enable reduction from 5,000 psi to 3,000 psi and support simultaneous charging of six (6) SCUBA bottles.

2.13.2.7 Eight (8) 110 VAC outlets throughout the space on 20 AMP breakers each (in vicinity of workbenches).

2.13.2.8 Scuba Bottle Rack(s) (CFE) that holds twenty (20) Scuba Bottles.

2.13.2.9 Adequate separation between O2 and dive quality air charging stations.

2.13.2.10 Rack space to store up ten (10) MK-16 and twelve (12) Mk-25 UBA rigs.

2.13.3 **Drying Cage Space.** The purpose of this room is to dry wetsuits and diving equipment. The space shall provide adequate room for drying sixteen (16) sets of wetsuits, operational equipment and UBAs within 12 hours. For reference, typical drying cage space include hooks and deck drains. This space shall include:

2.13.3.1 Stainless steel Drying Racks (CFE) with sixteen (16) stations of the following compositions: five (5) separate hooks for mask, fins, weight belt, and knife, two (2) hangers, one (1) for wetsuit and one (1) for CSAV, 18in apart and an 18" x 18" flat grated area for miscellaneous gear. Stations shall be 18" apart.

2.13.3.2 Counter tops angled at 40 degrees that have grate/holes for drying UBAs. (CFE) (3' x 3' per unit, 48" total. This may be configured with two (2) countertops along the same wall, one high and one low.

2.13.3.3 Eight (8) Weather proofed 110 VAC connection boxes. (CFE)

2.13.3.4 Two (2) freshwater hose connections on separate bulkheads to PMS the gear and space as needed. (CFE)

2.13.3.5 If this space is separate from the other Diving Operations Station(s), this space requires adequate forced ventilation and heat for drying wetsuits.

2.13.3.6 Adequate lighting.

2.13.3.7 Adequate floor drains to prevent standing water.

2.13.4 **SDV/UUV Electrical Charging Space.** The Electrical Charging Space shall provide sufficient space for two (2) SDV battery charges (SME- 2.9.1.11). This space shall be climate controlled. For reference, typical Electrical Charging space should be 10 feet x 10 feet. This space shall include the following:

2.13.4.1 Two (2) 220 VAC 30-amp (Delta) outlets and four (4) 120 VAC/60 Hz/30 A. (CFE)

2.13.4.2 Each 220 VAC and 120 VAC outlets must be on separate breakers in order to avoid systems tripping offline when multiple batteries are charging.

2.13.4.3 One (1) 8 feet woodwork bench (CFE) and two (2) VIDMARs (CFE) under the bench.

2.13.4.4 Electrical safe workbench built to electrical safety standards. (CFE)

2.13.4.5 Adequate ventilation.

2.13.4.6 Fire suppression system.

2.13.4.7 LIOH Battery Charging: The vessel shall meet any USCG/IACS requirements to store, transport, and charge onboard lithium ion (LIOH) batteries for SDV. Batteries may be charged on the vehicle in its deck storage location or in the SDV/UUV Electrical Charging Space. Batteries brought on board by the government will be approved for use by Commander Naval Sea Systems Command (NAVSEA) (05Z34) in accordance with NAVSEA INST 9310.1 series and NAVSEA Technical Manual S9310-AQ-SAF-010 series. NAVSEA 05Z has been assigned responsibility by COMNAVSEA as the as the Lithium Battery Safety Program (LBSP). Additional NAVSEA 05Z serves as Certification Authority (CA) and Technical Agent (TA)

2.14 Communications and Classified Access Areas.

2.14.1 **Internet Based Maritime Network.** The Contractor shall provide and/or make available an internet-based maritime communications network ensuring that the provided service and equipment are appropriately attributed to the Vessel/owner and have no prior association to the Government. Speed must be at least 40-220+ MBPS download and 8-25+ MBPS upload.

2.14.2 **Classified Access Areas.** Contractor shall be able to secure all audio/visual recording devices in Classified Access Areas including Voyage Data Recorders. Contractor shall provide cell phone lockers outside all classified access areas for storage of cell phones, smart watches, and any other unauthorized electronic devices. Contractor shall provide large, easily readable, red warning placards on all accesses (hatches, doors, etc.) to classified access areas. Placards shall display, "Classified Operations in progress. Authorized personnel only. No cell phones, smart watches, or other personal electronic devices authorized in the space during Classified Operations." The following spaces are considered Classified Access Areas:

2.14.3 **Bridge.** During classified operations underway, all audio and video recording devices must be secured. Access to the bridge shall be controlled. Contractor shall provide placards denoting that "Audio and Visual recording is secured." Placards shall be placed where they can be viewed from anywhere in the space.

2.14.4 **Aft control station.** During classified operations underway, all audio and video recording devices must be secured. Access to the Aft control station shall be controlled. Contractor shall provide placards denoting that "Audio and Visual recording is secured." Placards shall be placed where they can be viewed from anywhere in the space.

2.14.5 **Conference Room.** The contractor shall provide a minimum of 600 ft^2 secure planning space to conduct meetings and briefings. This conference room/workspace shall provide Auditorium style seating for up to twenty-five (25) sponsor personnel with individual writing surfaces for briefs. The space shall include tables, chairs, and multiple 120 VAC/15 A/60 Hz power outlets, and desk space/workstations to support

IT equipment, which will include: up to 20 computers, monitors, and display equipment. The Sponsor Security Officer will be available for questions during room construction and to inspect the conference room in order to ensure compliance with Intelligence Community Directive (ICD) 705-1 requirements including X-10 high security locks and door keypads.

2.15 **Navigation Equipment**. The vessel shall be equipped with gyrocompasses with repeaters, GPS, and radar for NSW government personnel to observe and coordinate vessel operations with the vessel bridge team in directing NSW operations. The radar shall be capable of surface search to a minimum of twenty-five (25) NM and be suitable for and for long-range tracking. The vessel shall fitted with a Voyage Management System (VMS), such as an electronic navigation system. Electronic charts shall be maintained in accordance with the latest NTM corrections. The vessel shall have a full ocean depth fathometer.

2.16 **Surface Support Officer in Charge**. The vessel shall include a workspace on the bridge for the Military Detachment (Surface Support Officer in Charge (OIC)) with two chairs and adequate work/desk space to accommodate multiple computer systems (3 computer workstations) and administrative processes. This space shall have direct access to the bridge lookout and display interfaces for Integrated Bridge Systems, underwater tracking systems, underwater communications systems, and surface communications systems. Displays shall have dimming and/or red-light display for night operations.

2.17 **Deck Electrical Power**. The vessel shall be able to provide sufficient electrical power in the vicinity of the hosted equipment (MILVANS, ISU 90s) identified in this document. The deck loading plan supplied by the vessel shall identify the locations of the junction boxes/receptacles.

- **2.17.1** At a minimum, six (6) power receptacles positioned in a manner that allows all MILVANS to be accessed with a power cable no more than 50 feet in length. Each power receptacle shall include two (2) 220 VAC 30-amp (Delta) outlets and four (4) 120 VAC/60 Hz/30 A. Each outlet shall be sealed to prevent saltwater intrusion.
- **2.17.2** Two (2) 220 VAC 30-amp (Delta) outlets and four (4) 120 VAC/60 Hz/30 A inside the SDV electrical maintenance space.
- **2.17.3** Two (2) 220 VAC 30-amp (Delta) outlets and two (2) 120 VAC/60 Hz/30 A outlets for the SDV/UUV Charging MILVANs.
- **2.17.4** Three (3) 480 VAC/60 Hz/100 A outlets. Each located near the associated SDV MILVANs. Each outlet shall be sealed to prevent saltwater intrusion.
- **2.17.5** One (1) 480 VAC/60 Hz/60 A outlet located near the associated SDV MILVANs. Each outlet shall be sealed to prevent saltwater intrusion.
- **2.17.6** Four (4) 120 VAC/60 Hz/30 A outlets, one near each davit. Each outlet shall be sealed to prevent saltwater intrusion.
- **2.17.7** Two (2) 120 VAC/60Hz/30 A outlets for the Li-ion Battery Charging MILVAN.
- **2.17.8** Two SNDL Chamber outlets one, 208-volt, single phase, 60-hertz, and one, 440-volt, 3-phase, 60-hertz for maintaining power to SNDL Chamber underway. Each outlet shall be sealed to prevent saltwater intrusion.

2.18 **Ordnance Storage Space**: The Government may provide four (4) sponsor mission equipment (SME) Ready Service Lockers (RSLs). The exterior dimensions of each locker are provided in 2.9.1 – Sponsor Mission Equipment. The RSLs may be stored on an internal deck or an external deck. The RSLs shall be secured to the deck with sufficient restraint to

accommodate all vessel motions. The RSLs shall be installed to allow the doors to swing open freely and not be visible to outside observers. If RSLs are stored on an internal deck of the vessel. The Vessel shall install appropriate lighting, fire suppression, and alarm systems and must conform to NAVSEA OP 4 and OPNAVINST 5530.13c requirements.

2.19 **Machinery Repair Capability.** The contractor shall provide a machinery repair capability aboard the vessel with basic metal working tools and equipment. The capability shall include the following: drill press, portable cutting torch, welding equipment and workbench. . These tools shall be available for use by Government personnel upon request.

3 HOTEL SERVICES

3.1 **Recreational Facilities:** The vessel shall provide an enclosed space of at least 500 square feet of continuous space, and unique from all other required spaces. The space shall be used for physical training and shall provide ventilation and electrical circuits to incorporate standard exercise equipment (treadmill, weights) to be provided as Government Furnished Property (GFP). With Government assistance, the vessel operator shall adequately install the GFP equipment. In addition, there shall be a lounge area of at least 400 square feet where personnel can watch movies and/or television and relax.

3.2 **Sponsor Berthing/Living Spaces:** The vessel must support berthing for 35 Government personnel, no greater than four (4) per stateroom, eight (8) per head. Vessel shall provide at least two (2) two person staterooms with attached bathroom with sink, toilet, and shower. Curtained-off bunks are acceptable. Messing for the 35 personnel above shall be in accordance with Section C-6.2. If necessary, two seatings for 18-20 Government personnel is acceptable.

3.3 **Laundry Services Facilities:** The vessel shall provide a 24-hour laundry facility for 35 Government assigned personnel.

3.4 **Provide Linen:** The contractor shall provide the following laundered items to all Sponsor personnel and guests (35): top sheets, fitted bottom sheets, blankets, bedspreads, pillows, pillowcases, mattress covers, bath towels, (27”x54”), hand towels, washcloths, and bathmats. When replacing mattresses, the contractor shall ensure fitted sheets fit the replacement mattresses. Bed linens shall be changed once every week (twice a week if ambient interior temperature exceeds 80°F during a seven (7) day period). Towels shall be provided twice a week. Fresh bed linens and towels shall be provided when Sponsor personnel are transferred or replaced. Tablecloths shall be changed, at a minimum, daily.

3.5 **Mattresses and Pillows:** The contractor shall replace all Sponsor personnel mattresses and pillows at the commencement of the time charter and shall be included in the contractor’s firm fixed charter price. Thereafter contractor shall replace Sponsor personnel mattresses and pillows, as required, and recommended by the OIC and approved by the Contracting Officer. The cost of replacing mattresses and pillows is reimbursable only if they will be used by Sponsor personnel. Mattresses shall meet 16 Code of Federal Regulations (CFR) Parts1632 and 1633 standards and fit the existing bed-frame space. Pillows will be non-feather type.

3.6 **Clean Sponsor Work Areas:** The contractor shall pick up trash on a daily basis and, at a minimum, every week sweep and wipe down all dust collecting surfaces. The contractor shall, at a minimum, every two (2) weeks swab floors in unclassified and classified Sponsor work areas. Every two months floors shall be waxed in unclassified and classified Sponsor work areas. At a minimum, the contractor shall clean all carpeted areas annually.

3.7 **Clean Sponsor Living Spaces:** The contractor shall clean the Sponsor living spaces (i.e., staterooms and common areas surrounding staterooms). The OIC shall receive the same cleaning services afforded the Master or at a minimum, three (3) times a week; remaining Sponsor personnel shall receive the same cleaning services afforded the licensed officers or, at a minimum, twice a week. The contractor shall, at a minimum:

(1) Clean/disinfect commodes.
(2) Clean showers and wash bins.
(3) Sweep and swab decks or vacuum if carpeted.
(4) Make Beds.
(5) Change or provide clean linens.
(6) Dust – wipe overheads, vents, furniture and shelving
(7) Every two (2) weeks, the contractor shall, at a minimum, wash the decks (tile only).
(8) Every two (2) months, the contractor shall, at a minimum, wax the decks (tile only).
(9) On a yearly basis, the contractor shall clean all carpeted areas.

3.8 **Clean Recreational Areas:** The contractor shall clean all recreational lounges and exercise rooms. These services shall include daily and weekly janitorial services. On a daily basis, the contractor shall, at a minimum:

(1) Dust rooms.
(2) Empty trash containers
(3) Sweep and swab decks or vacuum if carpeted.
(4) Every two (2) weeks, the contractor shall, at a minimum, wash the decks (tile only).
(5) Every two (2) months, the contractor shall, wax the decks (tile only).

3.9 **Clean Areas Contiguous to Sponsor Areas:** The contractor shall keep passageway and ladder wells free of dirt and debris at all times and sweep and swab decks on a daily basis. Every two (2) weeks, the contractor shall, at a minimum, wash the decks (tile only). Every two (2) months, the contractor shall, at a minimum, wax the decks (tile only).

3.10 **Food Service for Government Personnel**. The Vessel shall provide three (3) galley-prepared cafeteria style meals per day and hotel services for thirty-five (35) embarked Government personnel. Food provided to the Government shall have the most reasonably attainable degree of variety, quality, quantity, and nutritional value. The cost of meals and hotel services for the first thirty-five (35) embarked Government personnel shall be included in the contractor's fixed price.

3.10.1 **Provide Food Service:** The contractor shall provide galley-prepared food service. Food provided shall have the most reasonably attainable degree of variety, quality, quantity, and nutritional value available in the maritime industry. Special menu requests for vegetarians and people with food allergies, medical restrictions, and religious restrictions shall be made thirty (30) days in advance by the Sponsor. Meals will be served daily as follows: Breakfast, 0730-0830; Lunch, 1130-1230; and Dinner, 1700-1800. Mealtimes shall be varied or extended to accommodate operational considerations. Quantities of food for the above meals shall be unrestricted. Cafeteria service shall include tablecloths, ceramic dishware, glasses and metal utensils. The Officer in Charge's (OIC) concurrence should be obtained in advance for all meal plans. The OIC shall notify the contractor of the number of personnel remaining aboard the ship during inport periods. Meal items, at a minimum, shall consist of:

3.10.1.1 **Breakfast:** Eggs/omelets (any style); breakfast meat (one); pancakes,

waffles or French toast; fruit (fresh when available); donuts, bagels or sweet rolls; bread and toast; butter, jelly and syrups; hot cereal; cold cereals; potatoes (any style); fruit juice; coffee, tea, milk, cocoa, and water.

3.10.1.2 **Lunch:** One sandwich-type item (e.g., hamburger, tuna salad, grilled cheese, etc.); two (2) additional entrees (one (1) of which shall be hot and one (1) of which shall consist of meat); two (2) vegetables; rice/potatoes; soup; salad bar (containing a variety of vegetables and condiments); fruit; bread and butter; two (2) desserts plus ice cream; coffee, tea, milk, and water.

3.10.1.3 **Dinner:** Three (3) entrees (two (2) of which shall be hot and two (2) of which shall consist of meat); two (2) vegetables; rice/potatoes; soup; salad bar (containing a variety of vegetables and condiments); fruit; bread and butter; two (2) desserts plus ice cream; coffee, tea, milk, and water.

3.10.2 **Food Service for Additional Personnel:** Additional personnel are defined as personnel in excess of thirty-five (35). The cost of food service for additional personnel shall be reimbursable in accordance with terms of the contract.

3.10.3 **Provide Night Meal Service:** When requested by the OIC, the contractor shall provide Sponsor personnel assigned to the night watch with hot lunches served between the hours of 2330-0030. This "hot lunch" is not intended to be treated as a fourth meal. It is designed for Sponsor personnel who have missed the third meal. Sponsor personnel assigned night watch will be allowed to select items from the lunch or dinner menu to be set aside in microwaveable containers marked with their name, or the OIC may, at his option, request a hot lunch be prepared. Overtime is reimbursable for the crewmember(s) preparing the hot meal at the OICs request, but overtime is not reimbursable for meals set aside that were prepared in conjunction with regular meals. Prepared hot lunches shall consist of one (1) breakfast entrée or one (1) dinner entrée; coffee, tea, cocoa, and milk; bread and butter. The breakfast entree or dinner entree shall contain meat.

3.10.4 **Provide Snack Foods:** The contractor shall provide snack foods for Sponsor personnel twenty-four (24) hours per day. Snack foods shall include foods like: Deli-meats and breads; relishes; cheese and crackers; fresh fruit (when available); peanut butter; jellies/preserves; cookies; popcorn; ice cream bars/yogurt; potato chips; coffee, tea and milk; hot cocoa mix.

4 PERSONNEL

4.1 **Shore Support Personnel.** The Contractor shall submit to the Government the name of each agent it proposes to employ. The Government retains the right to disapprove proposed agents and to require removal of an agent whose performance the Contracting Officer finds to be unsatisfactory, or who fails to be properly vetted for security reasons. These agents serve as agents of the Contractor only and are not agents of the Government.

5 OPERATIONAL RESPONSIBILITIES:

The Vessel Master and crew shall operate and navigate the ship safely in support of Government operations.

5.1 **Material Handling Operations.** The Vessel Master and crew shall be responsible for the

receipt, loading, storage and discharge of materials and stores pertaining to shipboard day-to-day operations. The Vessel Master and crew shall assist in loading, storage, and discharge of materials and stores for Government. The vessel shall arrange for any shore-side equipment if required for load/discharge operations.

5.2 **Rigging Equipment:** The Vessel Master and crew shall provide sufficient rigging equipment to support Sponsor operations.

5.3 **Deck Equipment Preservation:** The Vessel Master and crew shall ensure that all deck equipment is maintained in working condition at all times.

5.4 **Operation of Systems:** The Vessel Master and crew shall operate all platform systems to provide main and auxiliary propulsion, navigation, maneuvering, deck operations, and services to the Government to support the mission equipment, unit's hotel services, and emergency operations.

5.5 **Perform Maintenance:** As a result of high OPTEMPO it is imperative the vessel perform predictive, preventative, and corrective maintenance as required to maintain the vessel's equipment and systems in a high state of readiness in addition to maintaining the vessel in class at all times. The vessel shall arrange for the storage and discharge of small boat bilge waste. If for any reason emergent maintenance actions should render the vessel unable to get underway, to include the launch and recovery system, the Vessel Master shall immediately notify the Government to include an estimated time until the vessel is able to get underway. If performing operations, the Contracting Officer's Representative (COR) will be notified prior to executing any maintenance. This notification shall be provided in writing to the COR.

5.6 **Physical Security:** The vessel shall maintain their approved USCG Vessel Security Plan (VSP) while under MSC Charter. Anti-Terrorism/Force Protection (AT/FP) Requirements will be provided by the Charter.

5.7 **Emergency Escape Breathing Devices (EEBDs):** The contractor shall provide sufficient EEBDs throughout the ship. Locations and number of devices shall be annotated on general arrangements for the proposed vessel.

5.8 **AED:** The Contractor shall provide a minimum of one Automated External Defibrillator (AED) unit. All AEDs must be FDA approved and be suitable for shipboard use. The Vessel's Medical Officer shall be trained to operate and maintain the AED. The Contractor shall provide sufficient AEDs, stored in a location ready for use, to ensure that response time to shipboard medical emergencies does not exceed five minutes from any location on the Vessel. AEDs shall be stored in a location that is accessible to trained rescuers.

6 **DATA REPORTING/OTHER REQUIREMENTS:** The following reports details can be found in Attachments IX (N) Charter CDRL Cover and Attachments IX (N) 1 through 6 DD Form 1432-2.

6.1 **Monthly Cost Report:** The Contractor shall maintain budget worksheets for all CLINs on the contract. The contractor shall update and submit the Monthly Cost Reports to MSC, PM4. Shall cover activity since the prior month's reports as of the last calendar day of the month (Days 1-25: actual costs; Days 26-last day of month: anticipated costs). All

obligations made, expenses received (accounts receivable), and invoices paid (accounts payable) shall be updated on the cost reports monthly.

6.2 **Monthly Meal Record:** the vessel will maintain a Monthly Government Meal Record sheet documenting the Government designated representatives aboard the vessel for duty purposes other than embarked personnel that have meal onboard. Sponsor representative will review and certify the monthly totals of means consumed.

6.3 **Monthly Safety Meeting Minutes:** As part of Safety Management System (SMS) the contractor shall conduct Monthly Safety Meetings and develop an agenda of mandatory conversation pieces for the ships under this contract. The Contractor shall provide electronic copies of all Safety Meeting Minutes to the MSC Program Office (PM4) and MSC Safety Departments within 10 days of the meeting. On occasion, the Government may communicate "hot topics" to the Contractor for inclusion in Safety Meetings.

6.4 **Navy Energy Usage Reporting System (NEURS):** A fuel oil inventory and consumption report shall be submitted monthly, at the end of each month, to the Contracting Officer's Representative (COR) and other addresses as designated at contract award. This is a Navy report format that will be provided upon award and fuel oil inventory shall include the following information:

- Bunkers at the beginning of each month.
- Bunkers at the end of each month.
- Fuel received during the month, and source, receipt, document number and date of receipt.
- Number of days during the month underway and fuel consumed while underway.
- Number of days in port during the month and fuel consumed while in port.

6.5 **Ship Modification** Contractor shall submit a weekly Modification Schedule Timeline Status Update beginning one week after the effective date of Contract Modification P00001 and continuing weekly until successful delivery. The status update shall, at a minimum, include: Current status of ship design activities; Status of actual production and installation of ship modifications; Identification of completed, ongoing, and upcoming modification milestones; Status of applicable regulatory body reviews, approvals, and outstanding actions; Schedule impacts, risks, and mitigation actions, if any. Deliverables shall be provided electronically via email unless otherwise directed by the Government.

6.6 **DP Documentation:**

6.6.1 FMEA Proving Trials (developed as per IMCA M166) report completed in the last 5 years to include finding closeout documentation. (Ref: MSC/Circ. 645/1580)

6.6.2 DP Annual Trials (developed as per IMCA M190) report completed within 12 months and not to exceed fifteen months of the anniversary date (date of initial Proving Trials) to include finding closeout documentation, consistent with IMCA M190 or MT TechOp O-02. (Ref: MSC/Circ. 645/1580)

6.6.3 Blackout starting procedure

6.6.4 DP Capability Plots to include the condition following worst-case failure. Plots should include current condition of 1.0kn, 1.5kn, and 2.0kn as well as environmental limits as per para 2.7.

6.6.5 Vessel specific DP Operations Manual (Class approved)

6.6.6 DP Incident reports for the previous 3 years including close-out reports.

6.6.7 Activity Specific Operating Guidelines (ASOG)

6.6.8 DP Incident Reports (as applicable) including close out reports.

6.6.9 Vessel Checklist templates: Arrival Trials, Bridge Setup checklist, Engine Checklist, Watch Handover

6.7 **Security Requirements.** Security guidance will be in accordance with the attached DD254. Contractors will require a SECRET clearance to support effort described. All Contractor team individual(s) supporting the task must maintain the required security clearance level throughout the contract period of performance. At the discretion of the government, select individuals supporting this task will require access to CUI material in performance of this effort.

6.8 **Personnel Clearances.** The Master, Officers, and the entire crew shall hold SECRET clearances. Any other contractor personnel that may have access to classified information shall also hold SECRET clearances.

This service is Mission Essential