PERFORMANCE WORK STATEMENT (PWS)
U.S. NAVY 78-FOOT PATROL BOAT ORGANIZATIONAL MAINTENANCE

Strategic Weapons Facility Pacific (SWFPAC), SPB145

1. **Purpose, Relevance, and General Intent:** This contract is a legally enforceable agreement between the U.S. Navy (USN) and the Contractor, and no others. The Contractor shall perform original equipment manufacturer (OEM) and USN prescribed Organizational and Intermediate Maintenance in exchange for payment from funds appropriated by the U.S. Congress, specifically Operations and Maintenance, Navy (O&MN), for USN In-Transit Submarine Launched Ballistic Missile (SLBM) Security. The Contractor shall apply the previously prescribed Organizational and Intermediate Maintenance to three (3) USN 78-foot patrol boats (78PB). This maintenance is necessary to perform the fiscally appropriated USN SLBM Security Mission, for which the Strategic Systems Programs (SSP) Board of Directors (BOD) has authorized resources to Strategic Weapons Facility Pacific (SWFPAC). Subsequently, SWFPAC is resourced to materially-provide one (1) 78PB to secure each waterborne-surface movement of U.S. SLBMs, embarked aboard USN Ship, Submersible, Ballistic, Nuclear (SSBN) submarine, and Sea Launched Cruise Missiles – Nuclear (SLCM-N) embarked on USN Ship, Submersible, Nuclear (SSN); and SWFPAC is resourced to provide either of the remaining two (2) 78PBs as a material replacement, when the one 78PB performing waterborne-surface movement of SLBMs or SLCM-N becomes materially and functionally-unavailable. SWFPAC is only resourced to materially-provide 78PBs to secure each waterborne surface-movement of U.S. SLBMs and SLCM-N. This contract meets the fiscally appropriated and resourced-material requirement. Accordingly, the Contractor shall provide all labor, materials, equipment, consumable supplies, etc., to meet the requirements set forth herein, unless otherwise specified as Other Direct Costs (ODC), Overtime, or Travel. Other Direct Costs are identified in the schedule as such and shall be invoiced under a Estimated (EST) ODC Contract Line Item Number (CLIN) when approved by the Contracting Officer (KO). The Contractor shall perform:

1.1 **U.S. Navy Organizational Maintenance:** USN Organizational Maintenance, also known as O-Level Maintenance, is day-to-day maintenance, applied to USN equipment in accordance with Original Equipment Manufacturer (OEM) and USN instructions. The Commander, Navy Sea Systems Command (NAVSEA) Boat Inventory Manager (BIM) assigned Vessel Custodian is responsible for maintaining the material condition and performance of USN combatant craft, including the 78PBs covered by this contract, via O-Level Maintenance. This maintenance category may be performed on "in-water" (afloat) or "out-of-water" (hauled-out) USN equipment. It encompasses routine inspections, servicing, predictive and preventive care, and corrective repairs to keep USN assets mission-ready to perform USN missions. O-Level Maintenance Core responsibilities include:

- **Predictive Maintenance:** Condition monitoring and analysis, and actionable insight.

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- **Preventive Maintenance:** Routine checks, cleaning, and scheduled inspections to prevent system degradation.
- **Corrective Maintenance:** Diagnosing, troubleshooting, and repairing malfunctions on-site to restore equipment functionality.
- **Servicing:** Replenishing consumables such as fluids, lubricants, and gases required for daily operations.
- **Accounting:** Recording labor actions and hours, and accounting for non-labor such as tools, parts and materials.

1.2 **U.S. Navy Intermediate Maintenance:** USN Intermediate Maintenance, also known as I-Level Maintenance, is specialized technical maintenance-assistance, equipment calibration, part fabrication, and sub-assembly repairs applied to USN equipment in accordance with OEM and USN instruction by the NAVSEA BIM assigned Vessel Custodian. This maintenance category may be performed on afloat or hauled-out USN equipment. Core capabilities include:

- **Technical Assistance:** Dispatching subject matter experts directly to vessels to help the Contractor's Key Personnel and the Government's contracted vessel operator diagnose and resolve complex systemic issues.
- **Component Overhaul:** Servicing and rebuilding specialized equipment such as propriety-design propulsion systems, heating, ventilation and air conditioning (HVAC) systems, electrical power sources and systems, exhaust systems, boiler systems, navigation systems, and communications systems.
- **Calibration & Testing:** Ensuring equipment, systems, and tools meet stringent OEM and USN tolerances. Examples include, but are not limited to propulsion and navigation systems, and OEM equipment-design-specific tools.
- **Manufacture:** Fabricating parts or assemblies in accordance with Naval Surface Warfare Center (NSWC) Carderock, In-Service Engineering Agent (ISEA), authorization or authorized designs.

1.3 **Mission:** The USN's In-Transit SLBM Security Mission deters and prevents multi-domain, environment-suited access to in-transit USN SLBMs and SLCM-N. As the NAVSEA BIM designated Vessel Custodian for NAVSEA Hull Registry Numbers (HRN) 78PB1403, 78PB1404, and 78PB1501, the Contracting Officer Representative (COR) for this contract is accountable and responsible for the respective vessels' material condition, and responsible for their mission-readiness to perform In-Transit SLBM Security in accordance with requirements established and resourced by SSP BOD fiscal authorization. The stated USN "combatant craft" are specialized, high-performance vessels designed and environment-suited for U.S. Joint Force expeditionary deployment of multi-domain sea-space control in littoral waters.

1.3.1 **Definitions and Acronyms:**

24/7 - 24 hours per day, 7 days per week

78PB – Commander, Navy Sea Systems Command 78-foot Patrol Boat designation

BOAT YARD PERIOD – Refers to a maintenance period scheduled that may

include work that requires the vessel to be out of the water and where industrial work may be required
CDL – Commercial Driver's License
CERCLA – Comprehensive Environmental Response, Compensation and Liability Act
CFIR – Conditions Found Inspection Report
CFR – Code of Federal Regulations
CHT – Black Water Collection, Holding and Transfer
CLIN – Contact Line Item Number
CMD – Commercial Mobile Device
CNET – Commander, Navy Education and Training
CONSUMABLE – Contractor furnished materials utilized in the normal course of work performing standardized preventive maintenance and repairs on vessels, trailers and equipment. Such items would normally be part of a commercial organization's available equipment, and operating supplies when engaged in performing maintenance and repairs on vessels, trailers and equipment. Consumables are part of the Contractor's proposal and are not reimbursable. A representative listing of consumables is contained in Technical Exhibit 8
CONTRACTING OFFICER (KO) - Representative of the Government authorized to execute Contracts
COR – Contracting Officer Representative
CORRECTIVE MAINTENANCE - Unscheduled work on structures, equipment, systems, subsystems, and components required to correct operating deficiencies and to preclude a breakdown by servicing, adjusting, and replacing parts and expendable items as found necessary as a result of preventative maintenance, operational observation, or routine inspections. May also include corrective work as part of a Boat Yard packageCPR – Cardio-pulmonary Resuscitation
CSM – Command's Security Manager
CSR – Contractor Security Representative
CUI – Controlled Unclassified Information
DAY - Unless specifically identified in the context of its use, "day" shall herein refer to a calendar day
DEI – Diesel Engine Inspection
DISS – Defense Information Security System
DOT – Department of Transportation
DFARS - Department of Defense Federal Acquisition Regulations Supplement
EHW - Explosive Handling Wharf
EOIR – Electro-Optical Infrared Sensor, also known by Brand Name Forward Looking Infrared (FLIR).
EPA – Environmental Protection Agency
EPIRB – Emergency Position Indicating Radio Beacon
EQUIPMENT - Refers to any functional unit of hull, mechanical, electrical, ordnance, or electronic type material which is operated singly or as a component of a system or subsystem and which is identified by a Component Identification Number (CID), Numerical Control Number (NCC), Allowance Parts List (APL), or similar designation
EST - Estimated

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ET - Electronics Technician
FACILITY - Physical platform from which a service is performed which includes the vessel and all installed equipment
FAR – Federal Acquisition Regulations
FLC- Fleet Logistics Center
FPCON – Force Protection Condition
G&A – General and Administrative
GFE – Government Furnished Equipment
GFF – Government Furnished Facilities
GFM – Government Furnished Material
GFP – Government Furnished Property
GOCO – Government Owned, Contractor Operated
HAZMAT – Hazardous Material
HAZWASTE – Hazardous Waste
HMC&M – Hazardous Material Control and Management
HM&E2 – Hull, Mechanical, Electrical, and Electronic
HRN – Hull Registry Number assigned by Commander, Navy Sea Systems Command
HVAC – Heating, Ventilation, and Air Conditioning
ISEA – In-Service Engineering Agent
INVENTORY - Refers to the quantity of stocks on hand for which records are maintained or to the function whereby the material on hand is physically inspected and counted, and the stock records reconciled accordingly
JFMM – Joint Fleet Maintenance Manual
KB Docks – Keyport Bangor Docks
KO – Contracting Officer
LD – Liquidated Damages
MATERIALS – The physical substances used to create and maintain objects, structures, or goods. They serve as the foundational inputs and outputs for maintenance, and are broadly categorized into natural or artificial (synthetic) origins, possessing unique mechanical, thermal, and electrical properties. Materials include, but are not limited to HAZMAT and HAZWASTE.
MHE – Material Handling Equipment
MTU – Motoren und Turbinen Union Friedrichshafen is the German-based Original Equipment Manufacture for the 16V2000M94 engines that are the 78PB Main Diesel Engines
NAVSEA – Commander, Navy Sea Systems Command
NBK Bangor - Naval Base Kitsap, Bangor
NSWC CCD – Naval Surface Warfare Center, Carderock, Combatant Craft Division is the Commander, Navy Sea Systems Command component that manages USN vessel configuration, and maintenance requirements, practices and procedures. This component is the In-Service Engineering Agent for the vessels covered by this contract
NVIC - Navigation and Vessel Inspection Circular
OEM- Original Equipment Manufacturer
OMF – Off-Site Maintenance Facility
ORM - Operational Risk Management

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OSHA - Occupational Safety and Health Administration
ODC- Other Direct Costs – Items purchased by the Contractor with concurrence of the COR and approved by the KO. Items to be invoiced under the EST ODC CLIN.
OPTEMPO – U.S. Navy Operational Tempo
PED – Personal Electronic Device
PFD – Personal Floatation Device
PLATFORMS - All ships, vessels and boats that are provided as Government Property
PM - Project Manager
PMS- Planned Maintenance System
PPE – Personal Protection Equipment
PREDICTIVE – A means to understand how your equipment is performing and operating by use of various testing methods such as, but not limited to, lube oil analysis, trend analysis, and other various electronic methods
PREVENTIVE MAINTENANCE - Scheduled work on structures, items of equipment, systems, subsystems and components required to provide continuing operation, to preclude unnecessary breakdowns, and to prolong the life of equipment by operating, inspecting, servicing, topping up, adjusting, cleaning, coating or replacing of items. Also, maintenance that is planned in accordance with Original Equipment Manufacturer's guidelines
PWC - Public Works Center
QAI - Quality Assurance Inspector
QASP – Quality Assurance Surveillance Plan
QCP – Quality Control Plan
RAM – Random Anti-Terrorism Measure
RCRA – Resource Conservation and Recovery Act
REA – Request for Equitable Adjustment
REPAIRS - Unexpected and unscheduled corrective action required to maintain the integrity of the vessel's hull, machinery and systems; to ensure the safety of the crew; and to provide for the effective performance of the vessel's mission
REPAIR PARTS - Refers to any item other than consumables, as defined herein, which has an equipment application or appears in an Allowance Parts List (APL), Stock Number Sequence List (SNSL), Integrated Stock List (ISL), Naval Ship Systems Command Drawings, or a manufacturer's handbook and is deemed by the Government as reimbursableRFI - Ready for Issue
R&M - Reliability and Maintainability
RML – Ring Marker Light (life-ring buoy)
RTS – Return to Service
SLBM – Submarine Launched Ballistic Missile
SLCM-N – Sea Launched Cruise Missile - Nuclear
SME – Senior Maintenance Engineer
SOP - Standard Operating Procedures
SPP – Standard Practice Procedure
SSP – Strategic Systems Programs
SWFPAC – Strategic Weapons Facility Pacific
TE - Technical Exhibit
THREATCON – Threat Condition

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TOOL – Any instrument, device, or system used to perform a specific task, achieve an end, or extend an individual's ability to interact with their environment.
USN – U.S. Navy
WHE – Weight Handling Equipment
WIP – Work-in-Progress
WRA – Waterfront Restricted Area

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1.4 **Vessel Characteristics:**

78 FT Patrol Boat (78PB)	
Length Overall: 84.75-FT	Draft (Full Load): 4.5-FT
Beam: 20.5-FT	Engines: MTU 16V2000M94
Model: Mark VI Patrol Boat	Light Load Weight: 175,660 LBS
Manufacture Year: 2018	Horsepower: 2,400 HP
Hull Type: Aluminum, Monohull	Value: $21,000,000.00

Navy Hull Registration Number (HRN)
78PB1403
78PB1404
78PB1501

1.5 **Vessel Description:** NAVSEA HRNs 78PB1403 (aka GREYHOUND 43), 78PB1404 (aka GREYHOUND 44), and 78PB1501 (aka GREYHOUND 51) are referred to as 78PBs, or MK VI patrol boats, and combatant craft. Each vessel is USN Property, valued at $21 million per vessel. The 78PBs are environment-suited, designed and mission-suited to perform the USN's In-Transit SLBM Security Mission. They are U.S. Government owned, U.S. Government Contractor operated (GOCO). The vessels are not designed to be transported on trailers, and must be sling-lifted, or travel-lift-transported when hauled-out and launched. When removed from the water, the vessels must be blocked, or placed in their designed cradles, and connected to appropriate shore power. Maintenance below the water-line and external to the hull requires vessel haul-out. Maintenance, internal to the hull may be performed when the vessel is afloat. Generally, each vessel accumulates over 5,000 operational hours every 5 years, performing 95 missions annually, ranging between 4-14 hours. When the vessels must be pre-staged for mission-embarkation from Ediz Hook, they accumulate an additional 10 hours, per-round-trip from NBK Bangor, WA.

1.6 **Vessel Environment and Condition:**

1.6.1 **Home Port:** The home port of the 78PBs is NBK Bangor, WA, Keyport Bangor (KB) Docks, where technically suited and accepted hotel services and security are provided.

1.6.2 **Forward Operating Facility:** The USN forward staging facility for the 78PBs is located on U.S. Coast Guard Air Station Port Angeles, Ediz Hook, WA, where technically suited and accepted hotel services and security are provided.

1.7 **Period of Performance:**

1.7.1 **Base-Period:** The Contractor shall project specified work for 12 months from the date of contract award.

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1.7.2 **Option-Periods:** The Government may choose to exercise up to four (4) option-periods, in addition to the Base-Period. Each 12-month option-period shall commence on the date that contract options are bi-laterally signed by the KO and the Contractor. The Government shall notify the Contractor of intent to exercise option-periods no later than six months prior to the end of the current period of performance.

1.8 **Scope:** The services to be furnished under this contract include the performance of "in-water" and "out-of-water" Organizational and Intermediate maintenance on three (3) USN 78PBs, their respective components and cradles, and related equipment, to sustain U.S. Navy In-Transit SLBM Security Mission readiness. Maintenance shall commence on the effective date of contract award.

1.8.1 The Contractor shall provide all labor, material, personnel, equipment, tools, supplies and technical support, ashore and afloat, to maintain the Government Furnished Equipment (GFE) listed in Attachment (5). The Contractor shall provide the stated resources to perform this work at the work-sites and facilities that are technically accepted by the Government. Repair parts are invoiced under the Other Direct Costs EST ODC CLIN, as noted herein. The Contractor shall work closely with the COR to coordinate, schedule, and complete maintenance services prescribed within this Performance Work Statement (PWS).

1.8.2 The Contractor shall provide and perform "Out-of-Water-Maintenance" on the 78PBs, and their respective components, that is external to the hull, below the water-line, and not normally accessible when the vessels are waterborne. The Contractor shall perform this maintenance on the hull system, including but not limited hull plate, welds, frames, bulkheads, decks, and overheads, interceptors, transducers, anti-foulant paint system, electrical isolation systems, cathodic protection systems, zinc anodes and their respective mounts and fasteners, intake and discharge systems, through-hull penetrations and seals, and the propulsion system, including but not limited to engine and jet drive systems, and exhaust systems.

1.9 **Government Point of Contact:** The KO is the only person authorized to make changes to this contract. The COR is the sole point of contact with the Contractor for services prescribed by this contract. The COR shall have oversight of Contractor activities, and shall provide direction in matters regarding this contract.

1.9.1 **In-Service Engineering Agent (ISEA) Coordination:** The COR, as the NAVSEA BIM assigned Vessel Custodian of the vessels covered by this contract, shall establish a working relationship between the Contractor and the vessels' respective NAVSEA ISEA. The COR shall authorize, schedule, coordinate and monitor communications and coordination between the Contractor and ISEA.

1.9.2 **U.S. Navy Contracted Operator Coordination:** The COR shall

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establish a working relationship between the Contractor and the vessels' Government contracted operator. The COR shall monitor communications and coordination between the Contractor and the operator.

1.9.3 **U.S. Navy Reimbursed Vessel Weapon Operator Coordination:** The COR shall communicate between the vessels' weapons operators and the Contractor. The Contractor shall not maintain the weapons systems, but shall maintain the vessels' human habitability systems and components that accommodate the weapons operator (e.g. seats, lighting, ladders, doors, hatches, deck coatings and coverings, HVAC, dining area and berthing components, black, grey and potable water systems).

1.10 **Overview:** This contract prescribes Contractor performance of the Organization and Intermediate Maintenance necessary to keep the USN's 78PBs ready to perform the USN's In-Transit SLBM Security Mission. The Contractor shall schedule and perform Organizational and Intermediate Maintenance in accordance with applicable OEM and USN instructions. The Contractor shall plan the prescribed maintenance based on the Contractor's diagnosis of equipment material and functional condition, and applicable OEM and USN instructions. Contractor rendered maintenance services shall be performed by the Contractor's marine-industry-experienced and skilled marine-hull, marine-mechanical, marine electrical, marine-electronic, marine- HVAC, and marine-auxiliary systems technicians. Specifically, the Contractor's propulsion system technicians shall be formally OEM trained and certified to maintain and repair OEM equipment, in accordance with respective OEM and USN instructions. Each of the Contractor's propulsion maintenance technicians shall be trained and certified by Motoren und Turbinen Union (MTU) to mechanically and electronically maintain MTU 16V2000M94 engines, including engine control systems; ZF Friedrichshafen AG, ZF Marine to maintain ZF 3070 marine gears; and Hamilton Jet, Inc., to maintain HM651 water jets. Each of the Contractor's generator maintenance technicians shall be trained and certified by the 78PB generators' OEM. The Contractor's maintenance technicians shall be cross-trained, and certified, on propulsion and electrical generator mechanical maintenance. The Contractor's HVAC technicians shall be trained and certified by the 78PBs' HVAC systems' OEM. The Contractors' technicians shall be supported by marine-industry-experienced helpers, rovers, and logistics/support personnel. The major functional areas of this contract are:

- Administrative
- Maintenance services; maintenance, repair, and modifications to vessels, support equipment, and Government Furnished Property (GFP).
- Transportation of support equipment.
- Testing of support equipment.
- Logistics/Supply management.
- Maintaining control and accountability for all GFP, GFE, Government Furnished Material (GFM), and Government Furnished Facilities (GFF).
- Utilize Government approved maintenance and inventory tracking system for purchasing, maintenance and repair data input, recording history,

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property control, inventory control, and financial tracking.

- Dock Master Services that include, but are not limited to, line handling, maintenance, fueling vessels, sewage pump-out and the staging or installation of hoses, brows, fenders, booms, and shore power cables.
- Management and handling of hazardous materials (HAZMAT), to include purchase and receipt.
- Management of hazardous waste (HAZWASTE), to include disposal.
- Development and implementation of a safety program as per **CDRL A013**.
- Development, implementation, and administration of a Quality Control Program (QCP), as per **CDRL A012**.
- Management of the bench-stock, materials, and tool inventories for performing the work required by this contract.
- Maintaining control of vessel configurations.
- Operation of a Contractor provided off-site maintenance facility located in Port Angeles, WA, or a Government provided on-site facility located on NBK Bangor.

1.11 **Place of Performance:** The Contractor shall perform USN 78PB Organizational and Intermediate Maintenance at Contractor owned, leased, or rented "in-water" and "out-of-water" work-sites. Both venues shall be technically capable of accommodating the 78PBs, and the Contractor's performance of the specified maintenance. The Contractor's proposal shall include both venues, and their respective geographic locations and costs.

1.9.1. **In-Water-Maintenance:** The Contractor shall perform In-Water-Maintenance (afloat) at NBK Bangor, WA, KB Docks, or the USN's forward staging facility on U.S. Coast Guard Air Station Port Angeles, Ediz Hook, WA, or the Contractor provided mooring. To sustain the 24/7 USN In-Transit SLBM Security Mission-readiness of the three 78PBs, and reduce the aggregation of non-mission hours on limited-commodity U.S. nuclear deterrent equipment, the Contractor's facility shall be located along the most direct marine-route between NBK Bangor, WA and Port Angeles, WA.

1.9.2 **Out-of-Water-Maintenance:** The Contractor shall perform Out-of-Water Maintenance (hauled-out) at the Contractor's facility, determined technically acceptable by the Government, as a condition of Contract Award. To sustain the 24/7 USN In-Transit SLBM Security Mission-readiness of the three 78PBs, and reduce the aggregation of non-mission hours on limited-commodity U.S. nuclear deterrent equipment, the Contractor's facility shall be located along the most direct marine-route between NBK Bangor, WA and Port Angeles, WA.

1.12 **Work Environment:** The Contractor shall perform the work required herein, on and around afloat and hauled-out vessels, in vessel spaces and compartments, outdoors, and on public and commercial boat repair yards that are similar but not limited to the Port of Port Townsend or the Port of Port Angeles.

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Example 1: The Port of Port Townsend, WA is a marine boat yard that is owned, operated, and administered by the municipal government of Port Townsend, WA. It is approximately half-way along the most direct marine-route between NBK Bangor, WA and Port Angeles, WA. Port facilities and capabilities are used for a fee, and must be technically acceptable to perform the work required herein. Several commercial boat repair yards reside on, or adjacent to Port property, and pay to use the Port's facilities and capabilities.

Example 2: The Port of Port Angeles, WA is a marine boat yard that is owned, operated, and administered by the municipal government of Port Angeles, WA. It is at the western terminus of the most direct marine-route between NBK Bangor, WA and Port Angeles, WA. Port facilities and capabilities are used for a fee, and must be technically acceptable to perform the work required herein.

1.13 **Hours of Operation:** The Contractor shall provide labor, on a flexible schedule, to sustain 78PB readiness for the USN In-Transit SLBM Security Mission. The Contractor's normal maintenance performance hours shall be 0500–1500 Pacific Time (Pacific), Monday through Friday. After the stated work day, the Contractor's two-person (minimum) propulsion maintenance technician team shall be on-call, and shall be on station within one (1) hour of receipt of notification, Monday through Friday; and 24 hours per day, 7 days per week (24/7) on weekends and Federal holidays, or as approved by the COR (refer to paragraph 4.3). Additionally, the Contractor shall maintain a roving watch at each location that 78PBs are moored and hauled-out, around the clock, everyday (24/7) with certain exceptions (refer to paragraph 4.2).

1.13.1 **Overtime:** The KO, or COR shall direct or approve overtime, prior to being performed. Overtime may become necessary either after normal work hours or on weekends. Overtime to continue work on scheduled Planned Maintenance System (PMS) work, that was not completed during normal work hours, shall not normally be invoiced. The Contractor may invoice under CLINS 0003, 1003, 2003, 3003, & 4003 (Overtime CLINs) in the event overtime is caused by:

1.13.1.1 **Mission Incurred Corrective Maintenance:** Corrective Maintenance incurred while performing a USN In-Transit SLBM Security Mission deployment, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

1.13.1.2 **Training Incurred Corrective Maintenance:** Corrective Maintenance incurred while performing vessel operator training, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

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1.13.1.3 **Mission Operational Tempo Deferred Corrective Maintenance:** Corrective Maintenance deferred by a high operational tempo (OPTEMPO), or highly variable OPTEMPO of scheduled USN In-Transit SLBM Security Mission deployments, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

1.13.1.4 **Training Operational Tempo Deferred Corrective Maintenance:** Corrective Maintenance deferred by a high OPTEMPO, or highly variable OPTEMPO of scheduled vessel operator and weapons operator training, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

1.13.1.5 **Aggregated Operational Tempo Deferred Corrective Maintenance:** Corrective Maintenance deferred by the aggregation of high-OPTEMPO, or a highly variable OPTEMPO of scheduled USN In-Transit SLBM Security Mission deployments and vessel operator and weapons operator training, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

1.13.1.6 **Corrective Maintenance Deferred Preventive Maintenance:** Preventive Maintenance that was deferred by the performance and completion of Corrective Maintenance, but is necessary to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

1.13.1.7 **Mission Incurred Preventive Maintenance:** Preventive Maintenance **thresholds that were exceeded** while performing USN In-Transit SLBM Security Mission deployments, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment.

1.13.1.8 **Training Incurred Preventive Maintenance:** Preventive Maintenance **thresholds that were exceeded** while performing vessel operator or weapons operator training, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment. The COR shall exercise exceptional discretion when obligating the SSP BOD authorized annual, and future-years' fiscal resources to be expended by this overtime. The COR, as the Vessel Custodian, accountable to NAVSEA for the service-life material condition of the 78PBs, may direct or approve, or advocate the KO's direction or approval of this overtime, when the COR determines that the vessel operator and weapons operators exercised due diligence to reduce the aggregation of non-mission underway hours, and optimize the maintenance

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availability on each 78PB, by performing vessel operator and weapons operator training while in-transit along the most direct marine-route between NBK Bangor, WA and Port Angeles, WA, and while each vessel was moored, awaiting embarkation on the next scheduled mission from NBK Bangor, WA and Port Angeles, WA. If the COR determines that the vessel operator and weapons operators did not exercise due diligence, the respective vessel is unavailable for underway operation, except for USN In-Transit SLBM Security, and the COR shall direct or approve Contractor performance of maintenance during normal maintenance performance hours.

1.13.1.9 **Aggregated Operational Tempo Incurred Corrective Maintenance:** Preventive Maintenance **thresholds that were exceeded** while performing a collective of high OPTEMPO, or highly variable OPTEMPO of scheduled USN In-Transit SLBM Security Mission deployments and vessel operator training, and insufficient normal labor hours remain to ready a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment. The COR shall exercise exceptional discretion when obligating the SSP BOD authorized annual, and future-years' fiscal resources to be expended by this overtime. The COR, as the Vessel Custodian, accountable to NAVSEA for the service-life material condition of the 78PBs, may direct or approve, or advocate the KO's direction or approval of this overtime, when the COR determines that the vessel operator and weapons operators exercised due diligence to reduce the aggregation of non-mission underway hours, and optimize the maintenance availability on each 78PB, by performing vessel operator and weapons operator training while in-transit along the most direct marine-route between NBK Bangor, WA and Port Angeles, WA, and while each vessel was moored, awaiting embarkation on the next scheduled mission from NBK Bangor, WA and Port Angeles, WA. If the COR determines that the vessel operator and weapons operators did not exercise due diligence, the respective vessel is unavailable for underway operation, except for USN In-Transit SLBM Security, and the COR shall direct or approve Contractor performance of maintenance during normal maintenance performance hours.

1.14 Adherence to Government Directives and Regulations:

1.14.1 **General Adherence:** The Contractor shall adhere to applicable Government directives and regulations in the performance of their duties. Applicable directives are identified throughout the contract and publications are listed in paragraph 9.

1.14.2 **Privacy Compliance:** The Contractor shall ensure that employees assigned to this task understand and comply with DOD Regulation 5400.7, DOD Freedom of Information Act Program and SECNAVINST 5211.5-, Department of the Navy (DON) Privacy Program. These directives set policy and procedures for

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the disclosure of records to the public and for making, handling, transmitting, and safeguarding Controlled Unclassified Information (CUI), formerly known as For Official Use Only (FOUO) material.

1.15 **Security and Clearance Requirements:**

1.15.1 **General Requirements:** The Contractor's employees, and respective subcontractor employees, are subject to all laws, rules, regulations, and policies while on Government installations, including the Government's right to search any and all vehicles and personal possessions on the base. The Contractor's employees, and respective subcontractor employees, shall obtain a base identification card and vehicle pass in accordance with base procedures (also see paragraph 8.1). Vehicles are required to meet the base regulations concerning insurance, safety inspections, and other requirements.

1.15.2 **U.S. Citizenship and Security Clearances:** The Contractor's employees, , and respective subcontractor employees, shall be citizens of the United States, and shall maintain such status for the duration of the Contract's exercised periods of performance. The Project Manager and Senior Maintenance Engineers shall have a SECRET clearance. All other Contractor personnel shall possess a minimum of a CONFIDENTIAL clearance or shall have a Facility Access Determination and a National Criminal Investigative Check completed. The Contractor shall have a Secret facility clearance. The Contractor, and respective subcontractors, shall request security clearances for required personnel within 15 calendar days after receiving a facility clearance. The Government reserves the right to require additional security screenings of Contractor, and respective subcontractor employees.

The Contractor shall notify the SWFPAC Security Manager 30 calendar days before on-base performance of the service. The notification shall include:

- Name, address, and telephone number of company representatives.
- The contract number and contracting agency.
- The highest level of classified information which Contractor employees require access to.
- The location(s) of service performance and future performance, if known.
- The date service performance begins.
- Any change to information previously provided under this paragraph.

1.15.3 **Classified and Sensitive Information Security:** The Contractor, and respective subcontractors, shall safeguard information of a classified or sensitive nature. The Contractor, and respective subcontractors, shall provide training to all personnel concerning safeguarding classified information as well as customer confidentiality and privacy, and shall maintain records that document this training. Contractor, and respective subcontractor employees shall successfully complete, as a minimum, a National Agency Check with Law and

DRAFT

Credit (NACLC), before operating Government furnished computer workstations or systems that have access to Navy e-mail systems. These investigations shall be submitted by the Contractor. The Contractor shall comply with the DoDM 5200.02, Personnel Security Program and SECNAV 5510.30C Personnel Security Program, requirements.

1.15.4 **Visit Request:** Contractors, and respective subcontractors, participating in the National Industrial Security Program shall use the Defense Information Security System (DISS) in lieu of sending Visitor Authorization Letters (VAL's) for a classified visit to Department of Defense facilities and military installations.

1.15.5 **Contractor Security Representative (CSR) Appointment:** The Contractor shall appoint a CSR for the on-base long-term visitor group. The Contractor shall provide the CSR's name, title, address and phone number, in writing, to the SWFPAC Security Manager. The CSR may be a full-time position or an additional duty position. The CSR shall coordinate security training with the SWFPAC Command Security Manager (CSM), and provide Contractor employees with training required by DoDM 5200.01, Information Security Program Regulation, SECNAV 5510.36B, Information Security Program, SWFPACINST 5530.2 series, SWFPAC Security Plan, and SWFPACINST 5211.1 series, SWFPAC Personal Information and Protected Personal Information.

1.15.6 **Obtaining and Retrieving Media Identification:** The Contractor shall comply with the following requirements:

- The Contractor, and respective subcontractors shall obtain base identification and vehicle passes for all Contractor, or respective subcontractor employees who make frequent visits to or perform work on the Government installations specified herein. Contractor, and respective subcontractor employees, are required to wear or prominently display installation identification badges or Contractor-furnished identification badges above the waist, unless safety is an issue while visiting or performing work on the installation.
- During performance of the contract, the Contractor, and respective subcontractors shall be responsible for obtaining required identification for newly assigned personnel and for prompt return of credentials for any employee who no longer requires access to the area.
- Upon completion or termination of the service or expiration of the identification passes, the Contractor, and respective subcontractors, shall ensure that all base identification passes issued to Contractor employees are returned to the SWFPAC security office. The SWFPAC security office shall verify all base identification passes have been returned and/or accounted for.

1.15.7 **Visitor Group Security Agreement (VGSA):** The Contractor shall enter into a long-term visitor group security agreement for contract performance

DRAFT

the Government installations specified herein. This agreement shall outline how the Contractor integrates security requirements for contract operations with the USN to ensure effective and economical operation on the installations. The agreement shall include:

- Security support provided by the USN to the Contractor. This security support shall include storage containers for classified information and material, use of destruction equipment, classified reproduction equipment, use of classified mail services, security badging, base visitor control, investigation of security incidents, base traffic regulations, the use of security forms, and conducting inspections required by DoD 5220.22-R, Industrial Security Regulation, DoDM 5200.01, Vol 1-4, Information Security Program, and SECNAV 5510.36B, Information Security Program.
- Security support requiring joint USN and Contractor coordination, including packaging classified information, mailing and receiving classified materials, implementing emergency procedures for protection of classified information, security checks, and internal security controls for protection of classified material and high-value pilferable property.
- On base, the long-term visitor group security agreement may take the place of a Standard Practice Procedure (SPP).

1.15.8 **Unescorted Entry to Restricted Areas:** Prior to being issued an NBK Bangor access badge, the Contractor, and respective subcontractors, shall fill out all appropriate paperwork, and follow all the procedures that are required to gain access to NBK Bangor. Once access to NBK Bangor has been established, the Contractor, and respective subcontractors, shall submit a NACI (Standard Form SF85 and fingerprints) electronically via EQIP. This process shall be started and completed through the SWFPAC SPB-52 Security Management Office. Once the SF-85 is open in DISS, temporary unescorted access may be granted for up to 90 calendar days, or upon receipt of a favorable adjudication. Upon receipt of the favorable adjudication, permanent unescorted access may be granted.

1.15.9 **Computer Security Requirements:** The Contractor, and respective subcontractors, shall comply with SECNAV 5239 series, and SWFPAC M-5230.1 series, SWFPAC Information Technology Program Manual, when operating Government computer workstations or systems. In addition to the above guidance, Contractors, and respective subcontractors, that process classified information on Government computer workstations or systems shall comply with DoDM 5200.01, Vol 1-4, Information Security Program, and SECNAV 5510.36B, Information Security Program.

1.15.10 **Physical Security Requirements:** Areas operated by Contractor, and respective subcontractor employees on NBK Bangor shall comply with base operations plans and instructions for Force Protection Conditions (FPCON), Random Antiterrorism Measures (RAM), and local search and identification requirements. The Contractor shall safeguard all Government property, including

DRAFT

controlled forms provided for Contractor, or respective subcontractor use. At the close of each work period, Government training equipment, ground vehicles, facilities, support equipment, and other valuable materials shall be secured.

1.15.11 **Controlled/Restricted Areas:** The Contractor shall comply with installation instructions, practices, and procedures for entry into USN controlled and restricted areas where Contractor, and respective subcontractor employees, may work. Contractor, and respective subcontractor employees, requiring unescorted entry into Installation Commander, and SWFPAC Commander designated controlled or restricted areas shall comply with installation and SWFPAC access requirements.

1.15.12 **Wireless Electronic Devices:** No Government, personal, or Contractor Personal Electronic Devices (PED), cellular phones, camera cellular phones, cordless telephones, or wireless microphones, keyboards, monitors, and mice, wireless or infrared Local Area Networks (LANs), and other wireless electronic devices are allowed in areas where classified information is discussed, briefed, or processed. All other wireless Commercial Mobile Devices (CMDs) not specifically addressed above, that are used for storing, processing, and/or transmitting information shall not be operated in any SWFPAC building unless authorized by the SWFPAC Commanding Officer, and communicated by the COR.

1.15.13 **Cellular Phone Operating Policy:** The Contractor's employees, and respective subcontractor employees, while operating vehicles on Government installations, shall not use cell phones, or other hand-held electronic devices unless the vehicle is safely parked, except for fire and emergency response, or law enforcement and security purposes. Vehicle operators may use Bluetooth (excluding over-the-ear), On-Star, or other built-in wireless technology. Additionally, the wearing of any portable headphones, earphones, or other listening devices, while operating a motor vehicle, is prohibited.

1.15.14 **Operating Instructions Adherence:** The Contractor, and respective subcontractors, shall adhere to the USN activity Operating Instructions for internal circulation control, protection of resources, and to regulate entry into USN controlled areas during normal, simulated, and actual emergency operations.

1.15.15 **Key Control:** The Contractor, and respective subcontractors, shall adhere to the USN activity Operating Instructions key control procedures. In so doing, the Contractor, and respective subcontractors shall ensure that keys issued to the Contractor, and respective subcontractors, by the Government are properly safeguarded and not used by unauthorized personnel. The Contractor, and respective subcontractors, shall not duplicate keys issued by the Government. All Government issued keys shall be turned at the end of employment or the contract.

1.15.16 **Government Authorization:** The Contractor, and respective

DRAFT

subcontractors, shall ensure that their respective employees do not allow Government issued keys to be used by personnel other than currently authorized Contractor, or respective contractor employees. Contractor, and respective subcontractor employees shall not use keys to open work areas for personnel other than Contractor, and respective subcontractor employees engaged in the performance of work required herein, unless authorized by the SWFPAC CSM.

1.15.17 **Security Combinations:** Combinations to security containers, secure rooms, or vaults are classified information and shall be properly safeguarded. Only Contractor, and respective subcontractor employees who have the proper security clearance and need-to-know, shall be given combinations to security containers, secure rooms, or vaults. Contractor, and respective subcontractor employees are responsible for properly safeguarding combinations. Contractor, and respective subcontractor employees shall not record security container, secure room, or vault combinations. All SF-700s shall be maintained by the SWFPAC Security Office.

1.15.18 **Traffic Laws:** The Contractor, and respective subcontractor employees shall comply with Government installation traffic regulations.

1.16 **Contingency Overview:**

1.16.1 **Contingency Situations:** The Contractor, and respective subcontractors, shall adjust scheduled work and overtime in response to certain contingency situations, including but not limited to additional workload, foul or severe weather, natural disasters, military operations and exercises, installation gate closures and traffic revisions, collisions and allisions, installation access restrictions associated with changes in THREATCON, FPCON, RAM and protests, civil disturbances, and major mobilization, etc. The most common contingencies between October and March are snow and freezing conditions, with about a four to 24-hour advance notice. The most common contingencies between April and October are protests, with about a three-to-five-day advance notice.

The Contractor shall respond to contingency situations, and revise priorities as directed by the COR. If the Contractor cannot accomplish normal activities due to activation or exercise of any contingency plan, the Contractor shall not be held liable for non-support of lower priorities. The COR shall determine the lower priorities that can be temporarily relaxed in contingency situations. In the event that waterfront operations are curtailed due to contingency situations, Contractor, and respective subcontractor employees may be considered non-essential personnel, and thus not be permitted at the work site. They may, however, be required to be on call, to work at a designated evacuation site, or to be part of a crisis response team at a nearby site, as determined by the Government and communicated by the COR. If appropriate, the Contractor, and respective subcontractor, shall be paid for contingency operations requiring a higher level of

DRAFT

response and resources, or overtime work not specifically involving work required herein. Within five (5) business days following the NBK Bangor declaration of safe return to work, the Contractor shall submit a request for equitable adjustment (REA), which details the impact resulting from the incorporation and operation of such contingency. If possible, the Contractor shall provide an estimate to the Government during the planning phase leading up to the event. This REA shall be submitted to the KO in accordance with established contracting procedures. The Contractor may be directed by the COR to move 78PBs to appropriate storage for contingencies, such as heavy weather periods.

1.16.2 **Contingency Repairs:** Needed emergent repairs discovered outside normal work hours, when the COR and KO are not available for approval, shall be handled on a case-by-case basis as a contingency repair. When the Contractor determines that repairs are necessary to meet mission minimums and the COR and KO are not available for prior approval, the Contractor shall purchase materials, or obtain Industrial Assistance. In doing so, the Contractor shall limit the total cost of all vessel contingency repair items to a maximum of $1,000, to meet the stated purpose, relevance and general intent of this contract. The Contractor's contingency repair purchase shall not exceed the EST ODC CLIN maximum dollar threshold. After the contingency repair purchase, the Contractor shall submit an invoice to the COR, and shall be paid for the contingency repair items, provided they are not already part of the Contractor's proposal. The Contractor's contingency repair labor is part of the Contractor's proposal, unless determined by the KO to warrant special consideration for overtime pay in cases where repairs cannot reasonably be conducted using flex time, multi-shift operations, or additional Contractor, or respective subcontractor employees.

1.17 **Staffing Plan:**

1.17.1 **Contractor Personnel:** All services under this contract are required to be conducted by marine-industry competent personnel, using best marine practices, experienced and highly skilled to provide essential services without unnecessary stoppages or interference with Government functions. The Contractor's employees shall be certified at, or above, the level of experience as necessary to perform the work specified herein. Contractor employees, staffed under this contract, shall possess skills greater or equal to those submitted under the proposal. The Contractor shall develop and submit a Personnel Contingency Plan as per CDRL A017.

1.17.2 **Key Personnel:** Key Personnel under this contract are the Project Manager (PM) and the Senior Maintenance Engineer. Paragraphs 1.17.5 and 1.17.9 specify minimum requirements for Key personnel. Paragraph 1.3.6.4 specifies the procedures for replacing the Key Personnel. The Contractor shall not substitute the Key Personnel while performing this contract, without COR notification and KO approval. Key Personnel replacements shall possess skills and experience equal to, or greater than those included in the Contractor's

DRAFT

proposal for this contract.

1.17.3 **Personnel Concerns:** In the event the Government has any reason to be dissatisfied with the qualifications, conduct, or performance of any Contractor employee, the KO shall provide details to the Contractor who shall promptly investigate and take the appropriate corrective action, including, but not limited to, making a change in the appointment. The Contractor shall provide the KO with written information detailing the action taken and the basis for such action.

1.17.4 **Replacement of Key Personnel:** Resumes for replacement Key Personnel must be provided to the KO via the COR for approval prior to the employee commencing work on this contract. Based on the information submitted by the Contractor, the KO may reject such personnel for assignment,.

1.17.5 **Project Manager (Key Personnel):** The Contractor shall assign an on-site person as the PM for this contract. The PM is a Key Personnel position. The PM shall have adequate experience and qualifications to oversee and manage work requirements set forth herein. The PM shall, at a minimum, have 10 years' marine-industry maintenance supervisor experience, as reflected in their resume. They shall be thoroughly familiar with the USN Organizational and Intermediate maintenance systems, policies, standards, requirements, procedures and practices that are applicable to vessels, and vessel systems identical-to or nearly-identical-to, and as-complex or more-complex-than the USN 78PB. The PM shall be the Contractor's point of contact with the KO and COR in matters concerning this contract. The PM shall have the authority to commit the Contractor in all matters related to this contract. The PM shall be responsible for coordinating, formulating, disseminating, recommending, and performing all task requirements issued by the Government. The PM shall demonstrate excellent verbal and written communication skills, shall be capable of interacting effectively with the COR, KO, and other technical and management personnel, and shall be able to understand and respond to their respective concerns in a timely manner. The PM shall be free of any collateral duties and shall not perform additional functions that are not directly related to the PM role for this contract. Specific workload requirements are laid out in more detail in Section 4. The PM (or Government approved designee with the same authority in the Project Manager's absence) shall be available for contact by Government representatives 24/7, to respond to emergency situations. The Contractor shall provide the PM's phone number and email address to the COR, for use during Contingency Situations.

1.17.6 **Maintenance Planner and Kitter:** Hereinafter, the marine-industry experienced Maintenance Planner and Kitter shall be referred to as "Planner". The Planner shall review work orders, plan out the steps required for Organizational and Intermediate Maintenance, and gather all the specific tools, hardware, parts, materials, HAZMAT and HAZWASTE, schematics, and written instructions needed for a specific repair, and bundle them into a single work package for the mechanic (see Heavy Equipment Mechanics). Within three (3)

DRAFT

months of contract award, the Contractor shall obtain and provide a Planner with a minimum of four (4) years' marine-industry experience as a mechanic and two (2) years' marine-industry experience as a Planner. The Planner's experience shall also include tracking work orders, and the issuance of schematics and work packages in a maintenance tracking system, such as, but not limited to MAXIMO. Within 24 months of contract award, the Contractor's Planner shall complete formal OEM training, and shall be OEM certified. The Planner shall be formally OEM trained and certified to perform Organizational and Intermediate Maintenance on the respective OEM equipment that is component to the 78PB Propulsion System, the mechanical component of the 78PB generator, including engine sensors and controls, and the HVAC System, in accordance with OEM and USN instructions. The Contractor shall maintain the currency of the respective OEM certifications. Within 24 months of contract award, the Planner shall also be formally trained to read and understand the technical schematics and blue prints that are applicable to vessels, and vessel systems identical-to or nearly-identical-to, and as-complex or more-complex-than the USN 78PB. The Planner shall be trained and certified to operate material handling equipment (MHE) and weight handling equipment (WHE) that is designed for, and rated up to 40,000 pounds. The Planner shall be trained and licensed to hold a Class C commercial driver's license (CDL), with air brakes, for transporting hazardous materials. The Planner shall not be a collateral duty to any other duty or position. Workload requirements are laid out in more detail in Section 4.

1.17.7 **Supply Technician:** The Contractor shall provide a Supply Technician to conduct logistic and supply functions. The Supply Technician shall be familiar with USN supply and inventory management, including, but not limited to HAZMAT and HAZWASTE handling, storage, disposal, and packaging for shipment, and ship-to-shore and shore-to-ship transfers. The Supply Technician shall also be familiar with entering and tracking inventories in programs such as, but not limited to MAXIMO. The Supply Technician shall work closely with the Planner to develop and produce work packages for the mechanics. The Supply Technician's logistics and supply functions shall include off-the-shelf purchasing, ordering, and shipping, receiving, storing and inventorying parts. The Supply Technician shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. The Supply Technician shall be trained and licensed to hold a Class C CDL, with air brakes, for transporting hazardous materials. The Supply Technician shall not be a collateral duty to any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

DRAFT

1.17.8 **Trainer:** The Contractor shall provide the Trainer to administer and direct the training of Contractor employees to perform the work required herein. The Trainer shall acquire and sustain the training, certifications, and licensing required for each employee, as stated herein. While fully versed on the requirements of this contract, the Trainer shall review prospective employees' job applications, including resumes and experience records to inform the Contactor's hiring decisions. The Trainer shall administer a record of employees' training, certifications, qualifications, licensing, and experience to keep employees proficient and competent. The Trainer shall coordinate with the PM and the Senior Maintenance Engineer to keep the Contractor's training, certification, qualification, and licensing requirements current with Organizational and Intermediate Maintenance practices and procedures. Proof of certifications being in good standing must be provided to the Government upon request by the COR. The requested training report shall show the degree to which each employee is current with the training, certification, qualification, and licensing requirements stated herein. If an employee is deficient, the Trainer shall provide an explanation, and the action being taken by the Contractor to restore the employees' compliance. The training report shall include the dates that each employee competed their respective training, certification, qualification, and licensing, and the date scheduled for the employee to attend the training necessary to complete and refresh the requirement. The Trainer shall not be a collateral duty to any other duty or position.

1.17.9 **Senior Maintenance Engineer (Key Personnel):** Hereinafter, the Senior Maintenance Engineer shall be referred to as "Supervisor". The Contractor shall assign Supervisor coverage at the USN designated 78PB mooring. The Supervisor is a key personnel position that supervises and performs Organizational and Intermediate Maintenance on USN 78PBs. The Supervisor shall have a minimum of eight (8) years' marine-industry journeyman maintenance hull technician, mechanic, electrician, and maintenance supervisor experience, as reflected in their resume. This experience shall include the Organizational and Intermediate Maintenance of vessels, and vessel systems that are identical-to or nearly-identical-to, and as-complex or more-complex-than the USN 78PB. The Supervisor's experience shall also include documenting the respective maintenance in a maintenance tracking system, such as, but not limited to MAXIMO. The Supervisor shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. The Supervisor shall be trained and licensed to hold an unrestricted CDL. The SME shall not be collateral duty to any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

1.17.10 **Heavy Equipment Mechanics:** Hereinafter, the marine-industry experienced heavy equipment mechanical technicians shall be referred to as "Mechanics". Within six (6) months of contract award, the Contractor shall obtain and provide Mechanics with a minimum of five (5) years' relevant marine-industry experience as a journeyman. Within 10 months of contract award, the

DRAFT

Contractor's Mechanics shall complete formal OEM training, and shall be OEM certified. The Mechanics shall be formally OEM trained and certified to perform Organizational and Intermediate Maintenance on the respective OEM equipment that is component to the 78PB Propulsion System, Interceptor System, and the mechanical component of the 78PB generator, including engine sensors and controls, in accordance with OEM and USN instructions. The Mechanics shall be cross-trained, and certified, on propulsion system, interceptor system, and electrical generator-mechanical maintenance. The Contractor shall maintain the currency of the respective OEM certifications. The mechanics shall also be fuel, HAZMAT, and HAZWASTE handlers. The Contractor shall assign two (2) Mechanics to each USN 78PB. The Contractor may temporarily shift mechanics, when otherwise unoccupied by their respective Organizational and Intermediate Maintenance requirements on their respective 78PBs, to assist in readying a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment, or maintain the currency of Organizational Maintenance, or perform and complete Intermediate Maintenance. Each Mechanic shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. Two Mechanics shall be trained and licensed to hold an unrestricted CDL. The Mechanics' duties shall not be collateral duty to any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

1.17.11 **Hull Maintenance Technician:** Hereinafter, the marine-industry experienced Hull Maintenance Technician shall be referred to as "Hull Tech". The Hull-Tech shall perform Organizational and Intermediate Maintenance to sustain 78PB structural integrity and survivability. In so doing, the Hull Tech shall work with the Planner to schedule and plan maintenance to be performed when 78PBs are hauled-out. During the respective haul-outs the Hull Tech is responsible for preserving the material condition of the hull, rub-rails, and penetrations and external fittings during the lift, transport, blocking or cradling, and launch of the 78PBs. The Hull Tech is responsible for ensuring that the lift slings are suited and certified for lifting the vessel, blocks or cradles are correctly positioned to hold the vessel, and for any damage that may be caused to the hull, penetrations, external fittings, and rub-rail system during lift, transport and blocking. The Hull Tech shall perform the hands-on metalwork, plumbing, structural maintenance and respective quality assurance via inspections and non-destructive testing (NDT), confined or enclosed space gas-free and "safe-for-hot-work" certifications, and ballast control required to keep the USN 78PBs mission-ready for USN In-Transit SLBM Security Mission deployment. The Hull Tech is the 78PBs' metal and alloy fabricator, pipefitter, welder, and corrosion controller responsible for preserving the structural integrity of the hull and superstructure, frames, manned and unmanned compartments, tanks and voids, engine bed-rails, bulkheads, and onboard plumbing systems to include, but not limited to the marine sanitation and Black Water collection, holding and transfer (CHT) systems. As the welder and corrosion controller, the Hull Tech is responsible for the maintenance of all anodes, and the electrical isolation of the hull, including all

DRAFT

component systems therein. In doing so, the Hull Tech shall work with the Mechanics, Electrician, and ET. The Hull Tech shall be responsible for maintaining the 78PB's survival systems, to include, but not limited to maintaining a working relationship with federal and local fire services and fire detection and suppression certification services, installed and portable fire detection and suppression systems and pumps, installed, mobile and portable flooding control and dewatering systems and pumps, to include damage control kits, water-tight integrity and fire and flooding boundaries, hull, deck, overhead and bulkhead penetration seals, ballistic protection systems, accesses and ladders, fire and flooding alarms, life rafts, emergency position indicating radio beacons (EPIRB), personal floating devices (PFD), life-ring buoys with ring marker lights (RML), and machinery and electrical system guards and netting. The Hull Tech shal also be responsible for maintaining components that are temporarily and permanently affixed to and associated with the hull, such as, similar to, but not limited to coatings, non-skid and deck coverings, habitable-space lagging, insulation and sound-dampening, cradles, kick-stand systems, fold-down mast systems, manned and unmanned equipment launch and recovery systems, tow fittings, cleats, chocks and bits, anchoring system, windlasses and winches, tie-downs and deck-rails, soft patches, hand-rails, stanchions and life-lines, weapon-mount fittings that are welded or bolt-mounted to decks, stern drop-ramp, and catwalks and deck gratings. Within six (6) months of contract award, the Contractor shall obtain a Hull Tech with a minimum of eight (8) years' combined relevant marine-industry experience as an apprentice and journeyman. Within 24 months of contract award, the Contractor's Hull Tech shall complete formal OEM training, and shall be OEM certified. The Hull Tech shall be formally OEM trained and certified to perform Organizational and Intermediate Maintenance on the 78PB systems and components for which the Hull Tech is responsible, in accordance with OEM and USN instructions. The Contractor shall maintain the currency of the respective OEM certifications. The Contractor may temporarily shift the Hull Technician, when otherwise unoccupied by their respective Organizational and Intermediate Maintenance requirements on the 78PBs, to assist in readying a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment, or maintain the currency of Organizational Maintenance, or perform and complete Intermediate Maintenance. The Hull Tech shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. The Hull Tech duties shall not be collateral duty to any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

1.17.12 **Heating, Ventilation, Air Conditioning, and Refrigeration Technician:** Hereinafter, the marine-industry experienced heating, ventilation, air conditioning, and refrigeration technician shall be referred to as "HVAC Technician". Within six (6) months of contract award, the Contractor shall obtain and provide an HVAC Technician with a minimum of six (6) years' combined relevant marine-industry experience as an apprentice and journeyman. Within 10 months of contract award, the Contractor's mechanics shall complete formal

DRAFT

OEM training, and shall be OEM certified. The HVAC Technician shall be formally OEM trained and certified to perform Organizational and Intermediate Maintenance on the respective OEM equipment that is component to the 78PB heating, ventilation, air conditioning, and refrigeration system, to include the boiler and vessel-wide air intake and exhaust systems, in accordance with OEM and USN instructions. The Contractor shall maintain the currency of the respective OEM certifications. The HVAC Technician shall perform Organizational and Intermediate Maintenance on the 78PBs covered by this contract. The Contractor may temporarily shift the HVAC Technician, when otherwise unoccupied by Organizational and Intermediate Maintenance requirements on the 78PBs, to assist in readying a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment, or maintain the currency of mechanical Organizational Maintenance, or perform and complete mechanical Intermediate Maintenance. The HVAC Technician shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. The HVAC Technician duties shall not be collateral duty to any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

1.17.13 **Marine Electrician:** Hereinafter, the Marine Electrician shall be referred to as "Electrician". Within six (6) months of contract award, the Contractor shall obtain and provide a marine electrician with a minimum of five (5) years' relevant marine-industry experience as a journeyman. Within 10 months of contract award, the Contractor's mechanics shall complete formal OEM training, and shall be OEM certified. The Marine Electrician shall be formally OEM trained and certified to perform Organizational and Intermediate Maintenance on the respective OEM equipment that is component to the 78PB electrical system, to include, but not limited to all the systems and components associated with the vessels' onboard and shore-power electrical systems, lights, communications power supplies, external and internal sound producing devices and alarms, switches, connections, wires, wire-runs, water-tight hull, deck, overhead and bulkhead penetrations and pass-throughs, control panels, electrical panels, and the generators' electrical production and regulation system, in accordance with OEM and USN instructions. The Contractor shall maintain the currency of the respective OEM certifications. The Marine Electrician shall perform Organizational and Intermediate Maintenance on the 78PBs covered by this contract, and shall ensure that each 78PB and its component systems remain energized in accordance with USN requirements when underway, moored, and hauled-out. The Contractor may temporarily shift the Marine Electrician, when otherwise unoccupied by Organizational and Intermediate Maintenance requirements on the 78PBs, to assist in readying a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment, or maintain the currency of mechanical Organizational Maintenance, or perform and complete mechanical Intermediate Maintenance. The Electrician shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. The Marine Electrician duties shall not be collateral duty to

DRAFT

any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

1.17.14 **Marine Electronics Technician:** Hereinafter, the marine-industry experienced Marine Electronics Technician shall be referred to as "ET". Within six (6) months of contract award, the Contractor shall obtain and provide a marine ET with a minimum of five (5) years' relevant marine-industry experience as a journeyman. Within 10 months of contract award, the Contractor's ET shall complete formal OEM training, and shall be OEM certified. The ET shall be formally OEM trained and certified to perform Organizational and Intermediate Maintenance on the respective OEM equipment that is component to the 78PB electronics and internal and external communications systems, such as, but not limited to propulsion controllers and modules, interceptor controllers, navigation systems, stand-alone electro-optical infrared (EOIR) sensor systems, radio systems and antennas, crew communications systems, communications patches, wire-runs, and water-tight hull, deck, overhead and bulkhead penetrations and pass-throughs. The Contractor shall maintain the currency of the respective OEM certifications. The Contractor may temporarily shift the ET, when otherwise unoccupied by Organizational and Intermediate Maintenance requirements on the 78PBs, to assist in readying a 78PB to participate in, and perform the next scheduled USN In-Transit SLBM Security Mission deployment, or maintain the currency of mechanical Organizational Maintenance, or perform and complete mechanical Intermediate Maintenance. The Electronics Technician shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds. The ET duties shall not be collateral duty to any other duty or position. Specific workload requirements are laid out in more detail in Section 4.

1.17.15 **Maintenance Trade Helper:** Hereinafter, Maintenance Trade Helpers shall be referred to as "Helpers". The Contractor shall provide maintenance Helpers that shall assist the Supervisor, Mechanics, Hull Tech, HVAC Technician, Electrician, and ET in the execution of their duties. Helpers shall be viewed as apprentices, continually increasing their skills and abilities throughout the duration of the Contract. Each Helper shall be trained and certified to operate MHE and WHE that is designed for, and rated up to 40,000 pounds.

1.17.16 **General Maintenance Personnel Requirements:** The Contractor shall provide general maintenance personnel, to include the following occupations: Supervisor, Mechanics, Hull Tech, Electrician, HVAC Technician and Helpers. The Contractor shall provide sufficient personnel to perform Organizational and Intermediate on each 78PB. Specific workload requirements are laid out in more detail in Section 4. All general maintenance personnel shall have general marine-industry Organizational and Intermediate Maintenance experience in the Hull Tech duties noted herein, propulsion, electrical, electronic, HVAC and refrigeration systems, and mechanical shop fundamentals in addition to basic knowledge of the following:

DRAFT

- 78PB layout and systems.
- Aluminum repairs on vessel hulls and other items.
- Structural repair and cutting on ferrous and nonferrous materials.
- Diagnosis and repair of marine electrical equipment and systems including generators component to the 78PB.
- Diagnosis and repair of marine sanitation CHT systems.
- Diagnosis and minor repairs to electronic equipment and systems.
- Diagnosis and minor repairs to electrical systems.
- Damage Control, such as, but not limited to, fire and flooding emergency response, and electrical isolation knowledge, skills, and abilities.
- Maintenance of damage control systems and components.
- Isolation of marine-electrical and marine-electronic systems, and a basic understanding of marine anodes and electrical isolation systems.
- Removal and installation of 78PB propulsion system components, for overhaul or repair.
- Rebuilding of upper and lower ends on diesel and gas engines.
- Basic Seamanship. Line handling, Lookout, and Communications (Radio and Crew Communications).
- Mooring, fendering, pumping out, and fueling vessels.
- HAZMAT and HAZWASTE handling, storage, disposal, and packaging for shipment, and ship-to-shore and shore-to-ship transfers.
- Fabrication and repair of parts utilizing basic shop equipment (i.e. saws, drill presses, etc.).
- Vessel house-keeping and sanitation.
- Ballasting and stowage.
- Habitable-space, lagging, insulation, and sound dampening.
- Internal and external lighting systems.
- Basic function, operation, and maintenance of top-side equipment, such as, but not limited to windlasses, capstans, winches, life-line, railing and stanchion systems, catwalks, stern-ramp, fold-down masts, kick stands, ventilation systems, anchoring, bits, cleats, chocks, and tie-downs, alarms, and sound producing devices.
- Operate MHE and WHE that is designed for, and rated up to 40,000 pounds.

DRAFT

1.17.17 **Duty Rover Personnel:** The Contractor shall provide 24/7 Duty Rover coverage for the 78PBs. This may be a combination of full-time or part-time personnel. Coverage requirements of the duty rover are considered met when one (1) or more mechanics, or Hull Tech, Electrician, ET, or HVAC Technician are located at facilities where one (1) or more 78PBs are moored during normal weekday work hours. At all times, a minimum of one (1) person shall remain at the facility where each of the 78PBs are moored. The Rover requirement is not met by the presence of Contactor weekend laborers described in paragraph 4.3. Although the Duty Rover is not required to hold specific vessel qualifications, they shall be trained by the Contractor to recognize and handle general vessel safety and security situations that may be encountered at a mooring location. Duty Rover responsibilities are outlined in paragraph 4.2.

1.17.18 **Historical Labor Data:** Attachment (8) contains historical information on Full Time Equivalents (FTE) typically utilized for this work. This information is for historical reference only and is not a recommendation by the Government for determining final work force requirements.

1.17.19 **Minimum Personnel Requirements:** The Contractor shall maintain minimum FTE staffing at all times, noted below. The Contractor shall ensure compliance with the current Department of Labor Wage Determination for positions in which an occupation code is listed below.

OCCUPATION:	OCCUPATION #	MINIMUM REQUIRED
Project Manager	N/A	1
Maintenance Planner and Kitter	N/A	1
Supply Technician	01410	1
Trainer	N/A	1
Senior Maintenance Engineer	N/A	1
Engine Utilityman	47606	6
Hull Maintenance Technician	N/A	1
Refrigeration Engineer	47301	1
Electrician	47050	1
Electronics Technician III	23183	1
Maintenance Trade Helper	23580	3
Rover (Guard 1)	27101	As required to provide 24 hours/7 days a week coverage

1.17.20 **Uniforms:** All Contractor employees shall wear a Contractor-furnished uniform. The Contractor shall provide uniforms suitable to the environmental conditions and in accordance with appropriate Occupational Safety and Health Administration (OSHA) requirements for working on and around the USN 78PBs and their respective components. The uniforms shall be professional in appearance and kept neat and clean. The uniform blouse shall have the company name on front and back and the employee's name on front. These identification requirements also apply to outer wear such as overcoats and jackets. The uniform design shall be submitted to the COR for approval prior to use.

DRAFT

1.17.21 **Identification Badges:** When performing work at NBK Bangor, all Contractor employees shall wear Government required identification badges in a manner that is compliant with USN policies, practices and procedures.

1.17.22 **Medical Requirements:** The Contractor shall provide trained, qualified, and medically and psychologically fit personnel, consistent with the craft mission and projected area of operation.

1.17.23 **Material Handling Equipment and Weight Handling Equipment Qualification:** All Contractor personnel who operate material handling equipment (MHE) and weight handling equipment (WHE), including forklifts, shall be certified by the competent recognized authority. The Government does not provide this certification to Contractors on NBK Bangor. All costs of certification are at the Contractor's expense. These certifications should be provided to the COR.

1.17.24 **Personnel Contingency Plan:** The Contractor shall have a contingency plan adequate to ensure that there shall be no interruption of training, operations, or maintenance service due to labor disruption within the Contractor's own labor force.

1.17.25 **Licenses and Permits:** The Contractor shall, without additional expense to the Government, be responsible for obtaining any necessary licenses and Department of Transportation (DOT) permits, such as "Wide Load", and for complying with all applicable laws, codes and regulations in connection with the performance of work. Further, the Contractor shall comply with all applicable safety and health laws, codes, and regulations to protect the work, the workers, the public, and the property of others. Either a U.S. Coast Guard (USCG) professional mariner license or completion of NAVEDTRA 43153B Basic Boat Coxswain Personnel Qualification Standards (PQS) is required for load-testing USN 78PBs, underway or moored, or shifting vessels to temporary moorings. The Contractor's insurance policy shall cover the vessel and crew, and the Contractor shall provide at least one (1) licensed mariner or two qualified coxswains to operate each 78PB.

1.18 **Meetings, Briefing, and Training Requirements:**

1.18.1 **Meeting Attendance:** The Contractor shall attend meetings identified by the COR. Meeting content shall include, but is not limited to maintenance support, programs, and issues. When requested by the COR, the Contractor shall provide briefs, with presentations on the subject matter specified by the COR when the request was made. The Contractor's preparation for the respective briefs may include gathering information, organizing material, and preparing charts, slides, and/or presentations.

DRAFT

1.18.2 **Project Briefs:** When requested by the Government, the Contractor shall provide project status briefings as required by the COR, which shall include, but not be limited to, the following information:

- Progress status of all activities.
- Accomplishments.
- Findings, Issues, risks, and problems to date.
- Mitigations and recommended actions.
- Project Schedule.

1.18.3 **Training Requirements:** Training required to maintain and to continue licenses or credentials, or training required to meet job qualifications is not considered to be Government-directed, and shall not be reimbursed by the Government. Proof of certifications being in good standing must be provided to the Government upon request by the COR.

1.18.4 **Travel Requirements:** Travel may be required to provide oversight of Organizational and Intermediate Maintenance. This travel may occur up to six (6) times per year, and may last approximately five (5) calendar days per trip. Travel expenses incurred in accordance with the JTR and properly invoiced shall be reimbursed under the EST TRAVEL CLIN.

1.19 **Quality Control:**

1.19.1 **Quality Management System:** The Contractor shall provide and maintain a quality management system to include a description of the Contractor's quality management process, process controls, inspections, testing, and should be focused on preventing, controlling, and detecting defects. The procedures, documentation, and data that comprise the system shall be incorporated into a Quality Management System Plan detailing how the Contractor shall monitor quality under this contract. At a minimum, the plan shall include:

- An inspection system covering all the services identified in this PWS. It shall specify the areas to be inspected on either a scheduled or unscheduled basis and how often inspections shall be accomplished.
- Methods for identifying and preventing defects in the quality of service performed before the level of performance becomes unacceptable.
- On-site records of all inspections conducted by the Contractor and necessary corrective actions taken. These records shall be made available to the Government upon request.
- Identification of SMEs as overall Quality Assurance Inspectors for all maintenance and repairs conducted by the Contractor.

1.19.2 **Formal Inspections of Government-Furnished Vessels, Property, Equipment, Materials, and Facilities:** At various times during the contract

DRAFT

period, the vessels, property, equipment, materials and facilities shall undergo Government conducted inspections. The Contractor shall participate in the inspections, and shall maintain the 78PBs and their components in an operational condition during the inspections. The period of time during which the inspections are conducted shall be treated as scheduled operations, unless otherwise directed by the COR. The Contractor shall correct discrepancies detected during the inspections, and provide completion status reports to the COR and KO.

1.19.3 **Safety Program:** The Contractor shall establish and maintain a safety program to promote the occupational safety of employees. In compliance with Occupational Safety & Health Administration (OSHA) standards, the Contractor's safety program shall apply safe, hazard-free work place procedures and practices to 78PB Organizational and Intermediate Maintenance, port operations, equipment operations, mission operations, and housekeeping.

1.20 **Hazardous Materials and Waste:** The 78PBs contain HAZMAT. The Contractor shall purchase, receive, store, handle, transport, and transfer HAZMAT (shore-to-shore, shore-to-ship, and ship-to-shore), and dispose of HAZWASTE (CDRL A006) in compliance with all applicable federal, state, and local laws, codes, and regulations, and USN instructions and procedures. The Contractor shall maintain an inventory of HAZMAT (CDRL A008). In compliance with OSHA, Environmental Protection Agency and State regulations, the Contractor shall provide formal HAZMAT and HAZWASTE training and certification to all employees involved in the work required by this contract. The Contractor shall maintain the currency of each respective employee's HAZMAT and HAZWASTE certifications. For HAZWASTE generated during the maintenance required by this contract, the Contractor shall comply with the Resource Conservation and Recovery Act (RCRA), the Comprehensive Environmental Response Comprehensive Liability Act (CERCLA), the Clean Air Act, the Clean Water Act, OPA 90, and all other applicable laws, codes, and regulations. HAZWASTE generated during performance of the Organizational and Intermediate Maintenance required by this contract shall be handled, stored and disposed of at the Contractor's expense. The respective HAZWASTE shall be properly contained, packaged, and containerized with complete identification of all contents clearly labeled on the container in compliance with all Federal, State and local laws, codes, and regulations. The Contractor shall be responsible for any additional expenses, or fines incurred as a result of any acts of noncompliance, negligence, or violation of federal, state or local laws, codes, and regulations. If the HAZWASTE is generated on NBK Bangor, the Contractor shall transfer the HAZWASTE to NBK Bangor Port Operations for disposal. The PM shall submit monthly reports detailing the disposal of HAZWASTE to the COR. The Contractor shall submit a Hazardous Materials Management Plan (HMMP), CDRL A014, in order to document their ability to comply with all HAZMAT and HAZWASTE regulations and best practices.

2. **Government Furnished Property, Equipment, Facilities and Services:** The Government shall provide the items and services listed below unless the Contractor is

DRAFT

directed otherwise by the Government. If the Contractor is required, by the Government, to incur costs under this section, the Government shall reimburse the Contractor via the ODC CLIN or an REA. The Contractor shall not, however, be reimbursed any amount in excess of the current market price of products at the place purchased. Government furnished items shall include all items listed in Attachment (5) and facilities/services as follows:

2.1 **Facilities:** While Government furnished moorings are available, shore-based Government furnished facilities are not available on NBK Bangor, or the USN moorings on Ediz Hook, WA. The Contractor shall provide a highway transportable means to keep tools and parts on-site at 78PB moorings, during the work day, and return the same means to the Contractor's facility when work is not being performed on the 78PBs. If the Contractor intends to maintain 78PBs at Port Angeles, USN moorings, predominantly, the Contractor shall maintain a maintenance facility outside of the Government installation on Ediz Hook, WA. If the Contractor intends to maintain 78PBs at NBK Bangor, USN moorings, predominantly, the Contractor shall maintain a maintenance facility outside of the NBK Bangor Installation. If the Contractor intends to perform 78PB maintenance at Contractor furnished moorings, or a Contractor furnished facility, each 78PB shall be picked-up from, and returned to NBK Bangor moorings by the Contractor. While each 78PB is in the Contractor's physical possession, the Contractor shall be financially responsible for any damage to each vessel, and its respective components.

2.2 **78PB Parts:** The Government shall provide 78PB parts-on-hand prior to contract award, for the Contractor to perform the 78PB Organizational and Intermediate Maintenance prescribed herein. For the period of performance of this contract, and its exercised option years, the Contractor shall establish and maintain this inventory of parts to reduce and minimize "work-in-progress (WIP), awaiting parts." The Contractor may be required to purchase the parts necessary to perform the required maintenance on the 78PBs under this contract. If purchase of these parts is directed by the Government and if the Contractor is required to incur costs under this Section by the Government, the Government shall thereafter pay the Contractor in accordance with the EST ODC CLIN for allowable Items. Such parts, the costs of which have been paid by the Government, shall become Government material, and shall have to be updated on the GFE listing in Attachment (5). A joint inventory shall be conducted at the beginning and end of the contract period to verify condition and quantities of parts provided by the Government or returned to the Government.

2.3 **78PB Parts Storage Containers:** The Government shall furnish a minimum of 1,280 square feet for storage of 78PB spare parts and consumables (i.e.; 8 containers X 8-ft X 40-ft/container). The Government furnished "78PB Parts" are contained in this storage. The storage is located on, and shall remain located on NBK Bangor, in the Building 6401 Skipjack Circle parking lot. The Contractor shall be responsible for securing the container.

2.4 **Moorings:** 78PB moorings are at NBK Bangor, KB Docks, and Ediz Hook, WA.

DRAFT

2.5 **Heavy Weather Moorings:** 78PB Heavy Weather moorings are at NBK Bangor, on the east face of KB Docks, Float 3, and the south side of Olympic pier.

2.6 **Items and Services (NBK Bangor):** The Government shall provide the following within NBK Bangor. For those items requiring disposal, the Contractor shall deliver the items to the location identified by the Government:

- Potable Water
- Electricity.
- Black Water and Grey Water disposal.
- Fuel Oil – F76 Diesel Fuel
- Lube Oil (Government-owned vessels).
- HAZWASTE Disposal for waste generated during normal operations or maintenance on Government-owned vessels.
- Oily Waste Disposal.
- Garbage Disposal.

2.7 **Items and Services (Ediz Hook):** The Government shall provide the following at USN moorings, Ediz Hook, WA:

- Potable Water
- Electricity.
- Black Water and Grey Water disposal.
- Fuel Oil – F76 Diesel Fuel

2.8 **Tools and Support Equipment:** Government furnished tools are not available. The Contractor shall be responsible for maintaining Government Furnished Equipment (GFE) as outlined in this contract, and submit annual inventories per CDRL A007. The Contractor may be required to purchase the special tools necessary to perform the 78PB Organizational and Intermediate Maintenance prescribed herein. If purchase of these tools is directed by the Government, and if the Contractor is required to incur costs under this section by the Government, the Government shall thereafter pay the Contractor in accordance with the EST ODC CLIN for allowable Items. Such tools, the costs of which have been paid by the Government, shall become GFE, and shall have to be updated on the GFE listing in Attachment (5). Calibration Laboratory services of Government owned gages and tools shall either be provided by the Government, or shall be invoiced under the EST ODC CLIN. The Contractor is financially responsible for damage or loss of Government tools and support or test equipment provided in support of this contract. A joint inventory shall be conducted at the beginning and end of the contract period to verify condition and quantities of tools provided by the Government or returned to the Government.

DRAFT

3.0 **Contractor Furnished Items:**

3.1 **Facilities:** While Government furnished moorings are available, shore-based Government furnished facilities are not available on NBK Bangor, or the USN moorings on Ediz Hook, WA. The Contractor may provide moorings. The Contractor shall provide a shore-based Contractor furnished 78PB "in-water-maintenance" facility that is proximal to NBK Bangor, or USN moorings on Ediz Hook, and a 78PB "out-of-water-maintenance" facility. The Contractor shall provide one facility that fulfills both functions, or two facilities that accommodate each function, distinctly.

3.1.1 **Shore-Based In-Water-Maintenance Facility:** This Contractor furnished facility accommodates the Contractor's employees, tools, parts, materials, and HAZMAT; and stages the Contractor's towing vehicles and towable trailers. To perform 78PB in-water-maintenance at the USN facilities specified herein, the Contractor shall use Contractor-provided towing vehicles and towable trailers. The location of this facility shall optimize the Contractor's sustainment of 78PB Organizational and Intermediate Maintenance currency.

Note: The frequency of 78PB Organizational and Intermediate Maintenance is established by respective equipment OEM instructions, and is directly related to a USN In-Transit SLBM Security Mission readiness requirement. The USN requires one (1) 78PB to be deployed on each scheduled SLBM security mission.

3.1.2 **Out-of-Water-Maintenance Facility:** This Contractor furnished facility accommodates Contractor performed 78PB "out-of-water-maintenance". This facility shall be technically-suited for 78PB water-borne access, haul-out, transport, and launch in all seasonal-marine-environment conditions, and shall provide hull cleaning, blocking, potable water and electrical shore services, fuel, HAZMAT, HAZWASTE, BIOHAZWASTE (Black and Grey Water) handling, and sea trial water-space. This facility shall accommodate scheduled maintenance, once annually, 5-10 days each period, for each 78PB; and emergent maintenance, once-annually, 5-10 days each period, for each 78PB. The facility shall be located along the most direct marine-route between NBK Bangor, WA and Port Angeles, WA, to economize vessel movement degradations of USN-Mission-readiness; and to reduce the unprogrammed and un-resourced aggregation of non-mission hours incurred on USN equipment, thereby extending the service-life longevity of respective USN assets in-lieu-of unprogrammed and unfunded recapitalization.

3.2 **Tools and Support Equipment:** The Contractor shall provide all hand-tools (e.g. wrenches, screw drivers, socket sets, hex key wrenches, hammers, pliers, etc.), portable power tools (e.g. drills, grinders, etc.) with applicable accessories, and mobile and floor-mounted shop tools (e.g. drill presses, lathes, bead blasters, solution baths, weld tables, etc.) with applicable accessories necessary to perform the 78PB Organizational and Intermediate Maintenance prescribed herein. When requested by

DRAFT

the Contractor and/or the Government, the Contractor shall procure special tools (e.g. special measuring devices) under the EST ODC CLIN. Upon Government payment of the invoice, ownership of these special tools shall pass to the Government, and it shall become GFE. A joint inventory shall be conducted at the end of the contract period to verify condition and quantities of tools that became Government GFE.

3.3 **Gage and Tool Calibration:** The Contractor shall be responsible for management and coordination of gage and tool calibration for all vessels and equipment here within. Calibration Laboratory services of Government owned gages and tools shall either be provided by the Government or shall be invoiced under the EST ODC CLIN. The Contractor shall remove, transport, and reinstall gages and tools as part of their proposal.

3.4 **Office Supplies:** The Contractor shall provide all office supplies (e.g. paper, staples, clips, pens, binders, etc.) necessary to support this contract. The price of Contractor furnished office supplies shall be included in the Contractor's proposal.

3.5 **Cellular Phones:** The Contractor shall be responsible for providing cell phones for all key personnel and the duty rover. Cell phones cannot have photographic or video recording capability.

3.6 **Office Equipment and Email:** The Contractor shall provide all office equipment to include computers, software, copiers, fax machines, and printers to perform the requirements of this contract. The Contractor furnished equipment cannot be connected to the existing Government local area network. The Contractor shall have email capabilities at Contractor furnished maintenance facilities and shall provide all necessary programs and associated data storage/hardware needed for record keeping and communication.

3.7 **Vehicles and Support Equipment:** The Contractor shall be responsible for transporting Contractor personnel, and both Contractor and Government owned equipment, tools, parts, etc. as necessary to support this contract. Work vehicles shall be necessary for this effort. The Contractor shall also tow trailers containing tools, parts, and materials, needed to perform the work required herein. The Contractor, at its expense, shall provide and maintain a small boat with the capability to assist in booming up-to two (2) 78PBs during fueling operations at USN moorings on Ediz Hook, WA. If the Contractor intends to transfer this small boat to the Government at the end of the contract, the Government shall thereafter pay the Contractor in accordance with the EST ODC CLIN for Allowable Items. Such equipment, the costs of which has been paid by the Government, shall become GFE, and shall have to be updated on the GFE listing in Attachment (5). The Contractor's proposal shall include these vehicles and support equipment, and include fuel for towing the trailers containing tools, parts, and materials, needed to perform the work required herein.

DRAFT

3.8 **Contract Completion and Transition Support:**

3.8.1 **Contract Completion Inventory and Vessel Inspection:** Upon completion of the contract, a joint inspection and complete vessel, equipment, tool and material inventory must be completed. The incumbent Contractor shall be responsible for the costs associated with the replacement/repair of missing/damaged vessel, equipment and inventory in excess of normal wear and tear.

3.8.2 **Assuming Responsibility (Start of Contract):** Contractor shall work with the incumbent Contractor to prepare to assume full responsibility for all areas of maintenance. Although the Contractor and the incumbent Contractor shall work together during the transition period, the incumbent Contractor shall continue to have full responsibility during this transition time (approximately 30 days).

3.8.3 **Relinquishing Responsibility (End-of-Contract):** Within 30 calendar days prior to contract completion, the Contractor shall assist the Government in the transition of the incoming Contractor who has been awarded the subsequent contract. The COR shall coordinate these efforts. Upon the COR's determination that turnover has been successfully completed, related equipment shall be turned over to the incoming Contractor. GFE shall be transferred to the incoming Contractor upon completion of a turnover inventory performed jointly by the incumbent Contractor and incoming Contractor and reviewed by the Government during the transition period.

3.8.4 **Vessel Turnover:** At vessel turnover, the Government shall verify that the 78PBs are in good material condition, safe to perform the USN In-Transit SLBM Security Mission, and that equipment is in proper working order. The incoming Contractor shall assume responsibility for Government-furnished equipment listed in Attachment (5). The Government shall recapitalize the 78PBs with combatant craft that meet USN mission requirements at the end of their service lives, keeping the overall maintenance requirements the same.

4.0 **Specific Tasks:**

4.1 **Vessel Monitoring:** Each 78PB has a pre-and-post-underway checklist to ensure all start-up checks, safety equipment, and communication checks are completed prior to underway. This pre-underway checklist shall be completed before each underway by the USN contracted 78PB operator, and discrepancies shall be provided to the USN contracted 78PB maintainer of this contract. Using the checklist-reported discrepancies, the Contractor shall diagnose the discrepant condition and apply Corrective Maintenance to respective OEM equipment in accordance with OEM instructions. The Contractor shall notify the COR within (2) hours of a 78PB, or component equipment failure or damage. On, and during business days, the Contractor shall notify the COR within one (1) hour of diagnosing a discrepancy that

DRAFT

disables the performance of a vessel. The Contractor shall notify the COR by phone, voicemail, text message, or email. Upon diagnosing the discrepancy, and determining a corrective action and return to service (RTS) date, the Contractor shall provide the respective information to the COR. Upon completion of the Corrective Maintenance, the Contractor and 78PB operator shall load test the equipment and continue to diagnose and correct the condition until the respective 78PB, and component systems, is able to reliably perform the USN In-Transit SLBM Security Mission. Upon restoration of reliable equipment performance in accordance with OEM instructions and standards, the Contractor shall report the restoration to the COR, as per CDRL A001. The Contractor shall continue to monitor 78PB material conditions, performance, and reliability trends throughout the life of this contract by continuously reviewing Contractor produced and maintained electronic Organization and Intermediate maintenance logs and schedules, and operator produced pre-and-post-underway checklists, and discrepancy reports. The Contractor's electronic Organization and Intermediate maintenance logs shall be accessible by the COR, or provided to the COR on a schedule agreed-to by the COR and Contractor. The Contractor's produced and maintained maintenance log shall include information required by the 78PB Naval Surface Warfare Center Combatant Craft Division (NSWC-CCD) In-Service Engineering Agent (ISEA).

4.2 **Duty Rover:** The Contractor shall provide a 24/7 Duty Rover. The Duty Rover shall check on the condition of 78PBs at USN mooring facilities and Contractor out-of-water-maintenance facilities. Government furnished facilities are not available at USN mooring facilities to accommodate the Duty Rover. As directed in Section 3.5, the Duty Rover shall be accessible via Contractor furnished cellular phone at all times, to notify the PM of situations requiring attention. The Duty Rover's responsibility is to ensure general safety conditions on the 78PBs. Specific tasks include:

- Conduct constant Duty Rover checks hourly, to ensure that vessels are securely and safely moored.
- Monitor vessels for any alarms and take actions as needed.
- If plugged-in to shore power, ensure that breakers have not tripped and batteries are being properly charged.
- Ensure bilge pumps are energized and operating.
- Monitor electrical power generators, when in use, to ensure safe and effective operation.
- Inspect all floodable spaces and ensure fluid is not present in the bilges. Clean bilges as needed.
- Inspect the condition of gangways, brows and general pier areas, and report or correct issues as needed.
- Receive discrepancy reports from vessel operators, and pass on to competent authority,.
- Respond to after-hours emergencies in support of mission operations.
- Recall Contractor maintenance personnel, as necessary.
- Contact NBK Bangor Security to report unauthorized personnel onboard 78PBs,

DRAFT

vandalism to 78PBs or 78PB moorings, or other security violation onboard the 78PBs or to 78PB moorings.

- Contact NBK Bangor Federal Fire Services to report fire onboard 78PBs

4.3 **Overlapping Weekend Mechanic:** The Contractor shall assign an "on call" MTU certified mechanic, able to report to facilities where 78PBs are located, for emergent repairs, within one (1) hour of notification by the COR. If supporting an underway event, additional support may be required that shall fall under the overtime CLIN. The weekend on call mechanic must be capable of working independently, with limited supervision, and may coordinate with the Duty Rover for assistance.

4.4 **Vessel Readiness:**

4.4.1 **USN Moorings, Ediz Hook, WA:** When the 78PBs are staged at, and deployed from USN moorings on Ediz Hook, WA, the Contractor shall boom and fuel the vessels, hook-up and detach shore power, pump-out Black Water and Gray Water, on-load Potable Water, restore onboard reserve fluids (HAZMAT) and parts, remove and dispose-of HAZWASTE, and perform Corrective Maintenance and respective load-testing to keep the vessels ready to perform the USN In-Transit SLBM Security Mission or return to NBK Bangor. The Contractor shall report the material and performance conditions found, and respective corrective maintenance performed, to the COR in accordance with CDRL A002 and A003.

4.4.2 **USN Moorings, NBK Bangor, WA:** When the 78PBs are moored at USN moorings, NBK Bangor, WA, KB Docks, the Contract shall receive fuel from NBK Bangor for the 78PBs, hook-up and detach shore power, pump-out Black Water and Gray Water, on-load Potable Water, restore onboard reserve fluids (HAZMAT) and parts, remove HAZWASTE and transfer to NBK Bangor Port Operations for disposal, and perform Organizational and Intermediate Maintenance, and respective load-testing to keep the vessels ready to perform the USN In-Transit SLBM Security Mission. The Contractor shall report material and performance conditions found, and respective maintenance performed, to the COR in accordance with CDRL A002 and A003.

Note: When the 78PBs are moored at NBK Bangor, USN Port Operations employees boom each vessel during fueling, and control the flow of fuel. The term "receive fuel" means that the Contractor shall hook the fuel connection to the vessel in accordance with established USN practices and procedures, monitor tank fuel levels, watch-for, and alert spills, notify Port Operations employees when to stop, and verify on-loaded fuel quantities via onboard tank level indicators.

4.4.3 **Out-of-Water-Maintenance:** When the 78PBs are hauled-out at Contractor provided facilities, the Contractor shall keep each vessel ready to resume and perform USN In-Transit SLBM Security Mission upon launch, in

DRAFT

keeping with the best marine-industry practices. Upon haul-out, the Contractor shall pump-out Black Water and Gray Water, and clean the hulls, jet drives, intakes and discharges, through-hull penetrations, and anodes. The Contractor shall replace anodes in keeping with the best marine-industry practices. The Contractor shall keep each 78PB connected to shore power, and energize block heaters and space-heaters for the duration of the haul-out period, to keep each 78PB habitable and ready for propulsion light-offs upon launch. During the haul-out period the Contractor shall perform scheduled and planned Organizational and Intermediate Maintenance. Prior to launch, the Contractor shall on-load Potable Water, and restore onboard reserve fluids (HAZMAT) and parts, and remove and dispose-of HAZWASTE. If the hauled-out vessel requires fuel, the COR will schedule delivery of Government fuel, and the Contractor shall receive the fuel from the Government delivery vehicle. Upon launch the Contractor shall perform afloat load testing in accordance with OEM and USN instructions, and in keeping with best marine-industry practices. The Contractor shall report material and performance conditions found, and respective maintenance performed, to the COR in accordance with CDRL A002 and A003.

Note: When the 78PBs are hauled-out at Contractor provided facilities, the Contractor is accountable for establishing fuel-spill containment in keeping with federal, state, and local laws, codes and regulations. The Government fuel truck operator shall control the flow of fuel. The term "receive fuel" means that the Contractor shall hook the fuel connection to the vessel in accordance with keeping with federal, state, and local laws, codes and regulations. The Contractor shall, monitor tank fuel levels, watch-for, and alert spills, notify Government fuel truck operator when to stop, and verify on-loaded fuel quantities via onboard tank level indicators.

4.5 **Post-Deployment Recovery:**

4.5.1 **USN Moorings, Ediz Hook, WA:** When the 78PBs deploy, and redeploy on USN In-Transit SLBM Security Mission events from USN moorings, Ediz Hook, WA, the Contractor shall be responsible for post-deployment 78PB preparations to perform subsequent USN In-Transit SLBM Security Mission deployments. These preparations are stated in noted in paragraph 4.4.1.

4.5.2 **USN Moorings, NBK Bangor, WA:** When the 78PBs deploy, and redeploy on USN In-Transit SLBM Security Mission events from USN moorings, NBK Bangor, the Contractor shall be responsible for post-deployment 78PB preparations to perform subsequent USN In-Transit SLBM Security Mission deployments. These preparations are stated in noted in paragraph 4.4.2.

4.6 **Petroleum Spill Response:** The Contractor shall make every effort to contain any petroleum spills encountered as part of the work prescribed herein, and shall immediately notify the NBK Bangor Fire Department and NBK Bangor Port Operations, if moored at NBK Bangor; or the Port Angeles Fire Department, if

DRAFT

moored on Ediz Hook, WA. Any training or materials required by the Government as part of oil spill response efforts shall be provided at no cost to the Contractor.

4.7 General Standards of Appearance:

4.7.1 The Contractor shall maintain all vessels in a high state of material condition, with all loose gear, equipment and tools stowed in a safe, secure, and orderly fashion. The Contractor shall keep all bright work shined and all labels and stencils clearly legible.

4.7.2 The Contractor shall maintain the 78PBs, and their respective components, in a clean, corrosion and rust-free condition, the exterior hull, weather decks and superstructure, including ladders, booms, winches, capstans, and all other deck fittings. The Contractor shall repaint waterline and draft marks to present a smart military appearance. The national ensign, jack, pennants, and signal flags shall be clean and un-tattered. The Contractor shall assist the USN contracted operator with washing down the 78PBs with freshwater upon return to moorings from deployment, or when hauled-out.

4.7.3 The Contractor shall keep mooring lines, rigging, and ground tackle clean and orderly. Ground tackle shall be regularly inspected and maintained to be rust and corrosion free. Mooring lines and rigging shall be maintained in proper working order so that they can handle the safe working load limits for which they were designed.

4.7.4 The Contractor shall maintain 78PB engineering spaces in a neat, clean, oil-free condition with bilges dry and oil-free. Attention shall be given to even the smallest issues regarding leaks, corrosion, insulation and lagging, painting and preservation, equipment stowage, and similar housekeeping items. The Contractor shall maintain machinery in accordance with OEM instructions and USN Organizational and Intermediate policies, practices, procedures and instructions, and professional marine engineering standards of material condition and readiness. Packing glands, guards, and other similar items shall be routinely maintained. Immediate attention shall be given to maintenance and repair actions that impact on safety. A sound painting and coating system shall be maintained. Status boards, posted instructions and diagrams shall be neatly and accurately maintained.

4.7.5 The Contractor shall maintain all interior spaces in a clean, corrosion and rust-free and properly painted condition. Decks and ladders shall be kept free of tripping hazards. Deck and ladder non-skid shall be replaced as necessary to prevent slipping hazards. All interior bright work shall be regularly shined. All lighting, including emergency lights and battle lanterns shall operate as designed.

4.8 Supply, Logistics and Configuration Management:

DRAFT

4.8.1 **Supply:** The Contractor shall be responsible for the supply and logistics process, to include: Identifying the parts, materials and tools needed to perform Organizational and Intermediate maintenance; ordering, tracking, storing, and maintaining an accurate inventory; receiving, handling, issuing, and the disposition of parts, materials, and tools. The term "materials" includes, but is not limited to HAZMAT and HAZWASTE. The Contractor shall develop and maintain a 78PB Bench Stock Inventory of high-usage, and long-lead-time parts, materials and tools. The Bench Stock Inventory shall include maximum and minimum thresholds for the stocked parts, materials and tools needed to perform the work required by this contract. The Contractor shall provide the 78PB Bench Stock Inventory to the COR for review and approval. The Contactor shall provide Contractor modifications to the 78PB Bench Stock Inventory to the COR for review and approval. The Contractor shall provide an up-to-date bench stock inventory upon request by the COR. The Contractor shall notify the COR within two (2) business days if stocked parts, materials and tools drop below minimum thresholds, and report the plan and estimated restoration date for the depleted bench stock. The Contractor shall track the cost of parts, materials and tools.

4.8.2 **Supply Custody and Inventory:** The Contractor shall maintain custody of the parts, materials, and tools needed to perform the work required by this Contract. The Contractor shall maintain parts, materials, and tools in a "Ready-for-Issue" (RFI) condition. At the beginning and end of the contract, the Contractor and COR shall perform a hands-on joint audit to verify inventory quantities and conditions by identification number. verify the identification of parts, their quantities and condition. The Contractor shall account for and resolve any differences in accordance with KO instructions. Copies of the inventory shall be provided to the COR upon completion. The Contractor shall perform an annual inventory audit, and provide a documented report to the COR. COR may choose to audit, audit or spot-check the inventory at any time.

4.8.3 **Non-Availability of Parts in Government Inventory:** The Contractor's Supply Technician shall be familiar with Navy supply management programs and shall work closely with the COR. The Contractor shall attempt to purchase parts, materials, and tools from Government supply sources first. If Government sources do no supply the needed parts, materials, or tools, or "lead time" to receive the parts hinders mission readiness, the Contractor may purchase parts from commercial sources, which shall be subject to the EST ODC CLIN approval process. All purchases under the EST ODC CLINs shall be approved in advance by the COR. The COR shall approve a formal process format for this effort. All labor and overhead costs for supply are part of the Contractor's proposal.

4.8.3.1 **Purchase of Parts, Materials and Services:**

Estimated (EST) Other Direct Costs (ODC) Contract Line Item Numbers (CLIN) Oversight: The Government shall pay the Contractor for the

DRAFT

purchase of certain Organizational and Intermediate Maintenance parts (not consumables) and industrial assistance only after COR and/or KO approval, as delineated in the following paragraphs:

With COR approval, the Contractor may purchase an Organizational or Intermediate Maintenance part, or Industrial Assistance, not exceeding $10,000.00. The Contractor shall obtain COR approval by providing at least one quote and a purchase request to the COR in a format approved by the COR. For purchases over $10,000.00, the Contractor shall obtain COR approval by providing two quotes, and a purchase request to the COR, in a format approved by the COR. All purchases over $10,000.00 must be determined to be fair and reasonable by the COR before approval to purchase shall be granted. Every effort must be made to ensure correct pricing prior to submission of a purchase request, including accurate determination of shipping costs and fees. In the event there is any price change on an approved purchase, the Contractor shall submit a correction request and gain approval for the corrected amount, prior to purchase. The Contractor shall not be authorized to invoice for purchases over the approved amount.

As per CDRL A004 and A005, the Contractor shall submit an Expenditure/Expense Report to the COR of all purchases, no later than the 5th of the month for the previous month, or as directed by the COR. The Expenditure/Expense Report shall include at a minimum, paid receipts/invoices and a tracker of all purchases during the preceding month. Once the COR provides final approval, the Contractor shall submit the invoice to be paid via Wide Area Work Flow (WAWF). The Contractor shall keep of all repair part purchases or industrial , and shall reconcile tracking records with the COR monthly, or when required by the Government. The Contractor shall work closely with the KO and COR on tracking purchases to ensure that yearly funding constraints are not exceeded. The Contractor shall invoice for approved purchases only after the COR has approved expenditure of EST ODC CLIN funds. The Contractor shall not exceed, nor incur costs that exceed the funding amount stated on the EST ODC CLIN at the time an item is ordered.

Payment under the EST ODC CLINs shall be limited to the approved "Actual Price" paid by the Contractor for such supplies, repair parts and industrial assistance, plus any approved shipping fees incurred. The Contractor shall be responsible for obtaining dealer accounts when possible to qualify for lower costs and shall obtain tax free status to ensure the "Actual Price" does not include sales taxes. The "Actual Price" shall be reduced by any and all credits and rebates, whether accrued or realized, associated with the supplies and industrial assistance provided. "Actual price" shall not include additional costs for the Contractor's material handling charges, overhead, general and administrative costs, profit, or

DRAFT

any other indirect cost that is in any way associated with the Contractor's purchase or provision of such supplies, repair parts and industrial assistance. Any overhead costs shall be factored into the Contractor's proposal. The COR or KO may reduce the payment by any amount above that which the COR or KO finds, in his or her sole discretion, is greater than that which is fair and reasonable for the supplies or services provided, giving due consideration to the facts and circumstances prevailing at the time that the Contractor procured the supplies and services. Disputes as to the amount by which any payment is reduced shall be resolved in accordance with the "Disputes" clause (FAR 52.233-1) of the contract. It shall be the Contractor's burden to demonstrate that the price it paid for approved supplies or services were fair and reasonable.

The Government is not obligated to pay the Contractor for supplies, repair parts and industrial assistance in excess of the funded amount stated in the EST ODC CLIN. The Contractor is not obligated to incur costs for supplies, repair parts or industrial assistance in excess of the funded amount stated in the EST ODC CLIN. Funding amounts stated in the applicable EST/ODC CLIN may be increased by a contract modification when approved by the KO. No notice, communication, or representation from any person other than the KO shall affect the Government's obligation to pay the Contractor.

4.8.4 **Consumable Supplies:** The Contractor shall furnish all consumables required for the performance of this contract as part of the Contractor's proposal. A representative list of consumable supplies is outlined in Attachment (7). This list is not intended to be all-inclusive, but is provided to indicate a range and types of items that may be required for this contract.

4.8.5 **Alterations and Modifications:** Certain alterations and modifications to the 78PB configuration may become necessary or required, and shall be issued by the Government in the form of a Boat Alteration (BOATALT), Liaison Action Request (LAR), or reflected in NAVSEA boat drawings. These technical documents shall be provided to the Contractor by the COR, in accordance with USN distribution authorizations. The Contractor shall prepare for, manage, and potentially perform required alteration and modification work. This may include minor or major modifications to equipment and/or vessels. The Contractor may be required to develop technical work packages to accomplish this work. Such work shall generally be accomplished during scheduled Corrective Maintenance, out-of-water-maintenance, or Depot Maintenance. Unless otherwise directed by the COR or KO, the Contractor shall be responsible during the period of change or modification installation for continued operation and maintenance of 78PB systems and components, other than those undergoing change or modification. Modifications shall generally be conducted on a not-to-interfere basis with schedule In-Transit SLBM Security Mission deployments. The Contractor's labor for all non-overtime work is part of the Contractor's

DRAFT

proposal.

4.8.6 **DLA Disposition:** The Contractor shall be responsible for the disposition of unserviceable parts, materials, and tools. This may require the Contractor to maintain an account on the Government's Defense Reutilization Site and/or complete DD Form 1348 turn-in documents. The Contractor shall submit all disposal requests for review by the COR. The Contractor shall maintain a record of all disposals.

4.8.7 **Property Administration:**

4.8.7.1 **General:** As per CDRL A011, the Contractor shall establish and maintain a system to control, protect, preserve and maintain all Government property. The Contractor shall maintain records for all Government property that is in Contractor custody in accordance with DFARS 245.105(b). The Contractor shall track non-consumable inventory items utilizing a numeric tracking number or serial number system with a physical tag containing the tracking number or serial number placed on the item. The Contractor does not need to track installed items (items presently installed on a boat) in this manner. The Contractor shall perform physical inventories, as directed in CDRL A007, no later than the annual anniversary of this contract. The Contractor shall report the results of this inventory to the COR within five (5) business days after completion of the inventory.

4.8.7.2 **Initial Turn-Over Inventory:** The Government and Contractor shall perform a joint inventory audit of all GFF, GFP, GFE, and GFM to be applied to work required herein. The inventory audit shall be performed during the Government-to-Contractor transition period. Copies of all turnover inventories shall be sent to the KO upon completion.

4.8.7.3 **Post-Contract Award Vessel Inspection:** Together, the Government and Contractor shall inspect the material condition of each 78PB, prior to Contractor start-of-work. The Contractor shall provide the inspection report to the COR within 30 days of completing the inspection (CDRL 018). The 78PBs shall remain in the NAVSEA assigned custodianship of the COR. The Contractor may visually and audibly record the inspections for future reference. If desired by the Contractor, vessel underwater-hull material condition inspections may be conducted at the Contractor's expense. Deficiencies that are beyond normal wear and tear for a vessel of that age shall be determined and recorded for future reference.

4.8.7.4 **Conditions Found Inspections:** Together, the Government and Contractor shall develop and administer an inspection regimen. The Contractor shall perform the inspections directly prior to each propulsion system light-off and departure of each 78PB from port to perform the USN SLBM Security Mission, or training, and straightaway upon each arrival of

DRAFT

each 78PB to port from performing the USN SLBM Security Mission, or training. During the inspection, the Contractor shall make a record of all functional, material, and electronically, and digitally chronicled conditions found. The record shall be reviewed and endorsed by the Contractor's Project Manager and Senior Maintenance Engineer. The record, which shall be referred to herein as the Contractor's Conditions Found Inspection Report (CFIR), shall include the labor and non-labor costs to correct the conditions found. The Contractor's Project Manager and Senior Maintenance Engineer endorsement of the CFIR shall include their respective diagnosis and conclusions, a narrative of recommended corrective maintenance to be applied to the respective conditions found, and their estimated time to repair. The Contractor's Project Manager shall transmit the CFIR to the COR, with the specified endorsements, within 72 hours of completing the inspection. If the Contractor's Project Manager is unable to transmit the CFIR to the COR within 72 hours, the Project Manager will produce and transmit the Government and Contractor developed CFIR Waiver Request to the COR, for COR approval or disapproval and signature. The COR shall transmit the approved or disapproved, and signed, waiver back to the Project Manager. The Project Manager shall attach the COR signed waiver to the CFIR, when it is transmitted to the COR, at the time agreed-upon by the COR and Project Manager.

4.9 **Maintenance:**

4.9.1 **General:** The Contractor shall maintain USN 78PBs, cradles, and other permanent and temporary 78PB attachments in accordance with respective OEM instructions, USN policies, practices, and procedures, and applicable documents provided by the USN. The Contractor shall obtain KO concurrence prior to subcontracting Industrial Assistance.

4.9.1.1 **Maintenance History:** The USN does not have a mature 78PB maintenance history, nor a mature and sustained bench stock system. For "market research" purposes, the Contractor's technical capabilities to perform 78PB Organizational and Intermediate Maintenance shall be based on Contractor produced historic performance of similar work, on equipment that is equally or more complex than the USN 78PB, over a period of five (5) or more years. Contractor performance, shall include prior work examples of developing new maintenance, and bench stock systems for equipment that is equally or more complex than the USN 78PB

4.9.2 **Predictive Maintenance:** The Contractor shall perform predictive maintenance on the USN 78PBs covered by this contract. Specific tasks include:

- The Contractor shall provide lubricating and hydraulic oil testing as per CDRL A010.
- The Contractor shall arrange and provide testing services for lubricating and

DRAFT

hydraulic oil as required and shall be invoiced under the EST ODC CLIN.

- The Contractor shall adhere to the requirements of Technical Exhibit 5 with respect to administering and maintaining the testing programs and maintaining all required records.
- The Contractor shall respond to and perform Organizational and Intermediate Maintenance, as indicated by the testing program results, or in accordance with the 78PB ISEA's recommendation.

4.9.3 **Preventive Maintenance:** The Contractor shall perform Preventive Maintenance on the 78PBs covered by this contract, and their respective components, permanently or temporarily installed. The Contractor shall perform this maintenance in accordance with the Contractor's maintenance plan (CDRL A016), as approved by the USN, and based on OEM manuals, and USN policies, practices, and procedures. Specific tasks include:

- The Contractor shall create an electronic system for planning and tracking all required maintenance, parts inventory, maintenance history, and cost. A PMS Tracker (CDRL A003) including preventative maintenance data shall be submitted to the COR monthly and shall be available for USN review at any time. The Contractor's maintenance data shall include but is not limited to a record of hours accrued on propulsion system components, the generator, HVAC, including the boiler, and refrigeration. The Contractor shall also maintain a record and schedule of equipment, materials and tools that require periodic replacement, such as, but not limited to EPIRBs, life rafts, hydrostatic releases, fire detection and suppression systems, fire extinguishers, damage control kit components, batteries, refrigerants, coolants, oil, hydraulic fluids, and synthetic line. The Contractor's maintenance tracking system shall be aligned with current Navy programs, and the format shall be approved by the COR.
- The Contractor shall provide maintenance planning data to the USN for approval. In lieu of an electronic maintenance planning and tracking system created by the Contractor, the USN may require the Contractor to utilize a USN produced electronic maintenance planning and tracking system to include data entry of maintenance actions.

4.10 **Reliability and Maintainability Improvements:** The Contractor shall submit recommendations to improve equipment reliability and maintainability to the COR. The Contractor may apply the recommended improvements to the 78PBs, after review and approval by the COR. The Contractor shall document the improvements, and provide the improvement documentation to the COR.

4.11 **Corrective Maintenance:** The Contractor shall perform Corrective Maintenance to sustain the USN In-Transit SLBM Security Mission-readiness of the USN 78PBs cover by this contract. When possible, the Contractor shall coordinate and schedule OEM warranty work on respective OEM equipment.

DRAFT

4.11.1 The Contractor shall be technically capable of applying Corrective Maintenance to the 78PBs. Corrective Maintenance is unscheduled repair work that is triggered by equipment malfunctions, failures, or deterioration. Corrective Maintenance diagnoses, repairs, and restores broken systems.

4.11.2 The Contractor shall produce a corrective maintenance plan for out-of-water corrective maintenance. The Contractor shall track and report repairs performed during out-of-water corrective maintenance. Per CDRL A002, the Contractor shall provide this corrective maintenance tracker to the COR, monthly. This tracker shall be available for USN review at any time. The format for this tracker shall be approved by the COR. The Contractor shall include all labor associated with this maintenance plan in the Contractor's proposal.

4.12 **Maintenance Plans:** The Contractor shall produce a 78PB Organizational and Intermediate Maintenance plans (CDRL A016). The Contractor shall base the maintenance on OEM and USN instructions. The Contractor shall include accepted marine-industry-prove practices in the plans. The USN shall approve the plans.

4.13 **Maintenance Strategy:** The Contractor shall develop a maintenance strategy that identifies the afloat and hauled-out maintenance that the Contractor shall perform.

4.14 **Acceptance Inspections and Testing:** Upon Contractor completion of 78PB modifications, the COR shall inspect, observe tests of the modification and accept the work on behalf of the Government.

4.15 **Industrial Assistance:** When the performance and application of Organizational and Intermediate Maintenance exceeds the Contractor's capabilities, the Contractor may sub-contract the specialized technical expertise, known as Industrial Assistance, in the most cost-effective way possible. The COR must determine the benefit to the Government, if any, prior to KO approval of the subcontracted assistance. Unless otherwise directed by the Government, the Contractor shall manage the subcontracted assistance, while complying with the requirements set forth below. The Contractor's management and administrative costs shall be considered part of the Contractor's proposal.

4.15.1 Industrial Assistance is specialized work performed by specialized labor which holds higher qualification, such as, but not limited to an OEM specialized technician, with advanced training replacing a propulsion engine component that requires a uniquely designed tool. To employ Industrial Assistance, the Contractor shall develop work specifications, perform market research, sub-contract work, manage the subcontract, and ensure quality of all work.

4.15.2 The Contractor shall notify the COR of the need for Industrial Assistance, and receive Government approval, prior to developing the subcontract. The Contractor shall submit the prospective Industrial Assistance

DRAFT

subcontract, including estimated costs, to the COR, for KO approval. Payment for approved Industrial Assistance shall be administered using the same procedures as repair parts purchases. The Contractor shall be paid under the EST ODC CLIN for all approved subcontractor costs. Management and administrative costs shall be considered part of the Contractor's proposal.

4.15.3 **Confer with Government:** The Contractor shall confer with the COR, or designated on-site Government representative, if assigned, to ensure that all work is accomplished in accordance with an approved work package. All Government-directed work shall be performed and completed to the satisfaction of the COR, or on-site Government representative, if assigned. The COR may designate the on-site Government Representative, and define the authority they may apply to each Industrial Assistance effort. The Contractor is responsible for ensuring the COR and on-site Government representative, if assigned, receive weekly updates on work packages being completed during the Industrial Assistance periods.

4.16 Out-of-Water Organizational and Intermediate Maintenance:

4.16.1 **Contractor Preparations:** At the start of this contract, the Contractor shall work with the COR to develop an out-of-water-maintenance package template, for COR approval. This maintenance package shall include the work to be performed, with respective procedures. The Contractor shall report work progress to the COR, in accordance with CDRL A009. Out-of-water maintenance that requires Industrial Assistance shall meet requirements in paragraph 4.15, and the following paragraphs.

4.16.2 **Development of Out-of-Water Maintenance Packages:** When subcontracted Industrial Assistance is needed to perform out-of-water maintenance, the Contractor shall produce a yard package that identifies the required Industrial Assistance work, and its respective specifications. The Contractor's work specifications shall include the equipment to be maintained, a description of work, and a process to obtain a separate cost estimate for the Industrial Assistance. Such yard packages shall clearly identify the work that shall be performed by the Industrial Assistance, and the work that shall be performed by the Contractor. The Contractor shall submit draft yard packages to the COR for review and concurrence, allowing for a minimum of fifteen (15) calendar days approval time. The Contractor shall coordinate with the COR in scheduling yard periods.

4.16.3 **Submission and Solicitation:** The Contractor shall submit Industrial Assistance yard packages to at least two (2) Industrial Assistance businesses. Upon receipt of proposals from the Industrial Assistance businesses, the Contractor shall submit their recommended selection to the KO via the COR for review and approval. The KO shall technically review the Contractor's submission and recommendation with the COR, then provide the acceptable

DRAFT

proposals back to the Contractor.

4.16.4 **Work Package Terms and Conditions:** The Contractor shall include contract terms and conditions in each yard package that involves subcontracting to Industrial Assistance. The terms and conditions shall clearly communicate performance enforcement requirements. In addition, the terms and conditions shall include provisions for late delivery liquidated damages, Clause for Waiver of Liens, and all required flow-down clauses from the prime contract. The Contractor shall provide the yard package to the KO, for review and approval.

4.16.5 **Offeror's Review and Inspection:** The Contractor shall provide sufficient time in the procurement schedule for adequate review of the work packages by the interested Industrial Assistance businesses, and for the scheduling of offerors' ship-checks when vessel are available.

4.16.6 **Solicitation Procedures:** The Contractor shall establish and communicate deadlines for receipt of offers. The Contractor shall also communicated the manner in which offerors should send-in their proposals.

4.16.7 **Opening of Offers and Award of Subcontract:** After evaluating the offerors' proposals, the Contractor shall forward them to the KO via the COR, with their recommended offer. The Contractor's recommendation shall include the name, location, and total amount offered. The recommendation shall also include cost breakdown for each work item, and any exceptions taken by any offeror, with regard to the work package or performance period. The KO may provide their approval of the offerors' proposals, based upon their review of the Contractor's recommendation.

4.16.8 **Work Package Administration:** The Contractor shall administer the yard package, payment, and all other administrative and oversight functions required during the Industrial Assistance period of performance. Payment for approved Industrial Assistance shall be administered using the same procedures as Organizational or Intermediate Maintenance part purchases. Management and administrative costs by the Contractor shall be considered part of the Contractor's proposal.

4.16.9 **Inspection and Acceptance of Services:** The Contractor shall confer with the COR, or designated on-site Government representative, if assigned, to ensure that all work is accomplished in accordance with an approved work package. All Government-directed work shall be performed and completed to the satisfaction of the COR, or on-site Government representative, if assigned. The COR may designate the on-site Government Representative, and define the authority they may apply to each Industrial Assistance effort. The Contractor is responsible for ensuring the COR and on-site Government representative, if assigned, receive weekly updates on work packages being completed during the

DRAFT

Industrial Assistance periods.

4.16.10 **Material Procurement:** The Contractor, and any subcontractors, shall procure sufficient materials to ensure that the start of any availability and the completion of all scheduled work items are not delayed.

4.16.11 **Dry-Docking Report:** Per CDRL A019, the Contractor shall prepare a dry-docking report upon completion of out-of-water-maintenance. The format of the report shall be approved by the COR. The Contractor shall transmit this report to the COR, or the COR's designated on-site representative during the maintenance period. A copy of the docking plan (block spotting plan) shall be attached to each report.

4.16.12 **Managing Growth Work:** The Contractor shall immediately notify the COR of any change in the out-of-water-maintenance plans, including any change that is expected to require additional time to complete the out-of-water-maintenance. The Contractor shall be responsible and accountable for properly and accurately documenting all changes. If additional growth work is found to be necessary during an out-of-water maintenance availability, the Contractor shall request COR approval. The Contractor shall also request a time-and-cost scope increase by the amount the Contractor estimates is needed to complete the work. The Contractor shall include a list of work-remaining to justify the requested scope increase. The requests shall include a description of the work remaining, the estimated cost, any additional time required to accomplish the work, reasons why the work was not included in the original work package, and why it cannot be deferred until a future work package. Approval of Growth Work is subject to purchase procedures outlined in paragraph 4.8.3.1.

4.16.13 **Status Reports:** During out-of-water-maintenance availabilities that are planned to exceed 15 calendar days, the Contractor shall prepare and deliver a Weekly Status Report (CDRL A009) to the COR each Monday for the preceding week. The Contractor shall include the percentage-of-work-complete, with supporting comments in the Weekly Status Report.

4.17 **Weather:** If the Contractor is performing work required by this contract at USN moorings, the Contractor shall be familiar respective installation weather condition postures and plan accordingly as per CDRL A015. The Contractor shall comply with all weather-related installation instructions. Adequate Contractor personnel and vehicles shall be available to move, or make secure, all vessels, government furnished equipment, materials, property, and Contractor furnished equipment, tools, materials and parts as outlined in this contract.

5. Contract Plans and Reports Requirements:

5.1 **Contract Data Requirements:** The Contractor shall prepare, and deliver, the contract data requirements, plans and reports specified in following paragraphs. Section 6

DRAFT

contains the schedule for required plans. All Contract data requirements shall be delivered to the COR for review, comment, and approval. The Contractor's revised contract data requirements shall incorporate the COR's comments and concerns.

5.2 **Summary List of Required Periodic Reports:** The list below summarizes periodic reports, with due dates. The Contractor shall prepare and deliver the following reports to the COR, and as required, to the KO. The Contractor shall provide all testing, analysis, evaluation, and labor necessary to produce these reports. All reports shall clearly describe all information by program and vessel.

Periodicity of Reports

REPORT TITLE	PERIODICITY	NOTES:	CDRL:
Daily Boat Status Report	Daily	Format to be approved by COR.	A001
Maintenance Tracking Report	Monthly	By the 5th for previous month	A002
PMS Inspection Tracking Report (shall include 78PB component system hours)	Monthly	By the 5th for previous month	A003
Expenditure EST ODC CLIN Expense Report	Monthly	By the 5th for the previous month	A004
WAWF Receiving Report	Monthly	By the 15th for the previous month	A005
Disposal Record of Hazardous Materials	Monthly	By the 15th for the previous month	A006
Government Property Inventory	Annual	End of contract year - March	A007
Inventory of Hazardous Materials	Annual	End of contract year - March	A008
Out-of-Water Maintenance Report	Conditional	Mondays for previous week	A009
Lube Oil Analysis	Bi-Annually	1st for the previous period	A010
Property Control System	30 calendar days after contract award	30 calendar days after receipt of government comments	A011

DRAFT

Plan Submissions: Plans shall be submitted as follows:

CONTRACT DATA	INITIAL SUBMISSION	FINAL SUBMISSION	CDRL:
Quality Management System Plan	10 calendar days after contract award	30 calendar days after receipt of government comments	A012
Safety Plan	10 calendar days after contract award	30 calendar days after receipt of government comments	A013
HAZMAT Plan	10 calendar days after contract award	30 calendar days after receipt of government comments	A014
Weather Response Plan	30 calendar days after contract award	30 calendar days after receipt of government comments	A015
Maintenance Plans	30 calendar days after contract award	30 calendar days after receipt of government comments	A016
Personnel Contingency Plan	30 calendar days after contract award	30 calendar days after receipt of government comments	A017
Vessel Inspection	30 calendar days after contract award	30 calendar days after receipt of government comments	A018
Dry Docking Report	As Needed	Report is needed when the vessel is scheduled for hauled-out maintenance	A019

7 **Quality Assurance Surveillance Plan (QASP):**

7.1 **Purpose:** To ensure that the Government has an effective and systematic method of surveillance for the services in this contract. The QASP shall be used primarily as a COR tool to verify that Contractor services are timely, accurate, and complete.

7.2 **Critical Performance Processes and Requirements:** These processes and requirements are essential for the Contractor's timely completion of Organizational and Corrective Maintenance.

7.3 **Performance Standards:**

- Schedule. The due dates for deliverables, and the actual accomplishment of the schedule, shall be assessed against original due dates and milestones established for the contract.
- Deliverables. The deliverables required to be submitted shall be assessed against the specifications for the deliverables detailed in the contract.
- Past Performance. In addition to any schedule and deliverables of performance discussed above, pursuant to FAR Part 42.15, the Government shall assess the Contractor's record of conforming to contract requirements and to standards of

DRAFT

good workmanship. Additionally, the Government shall assess the Contractor's adherence to contract schedules, including the administrative aspects of performance, the Contractor's history of reasonable and cooperative behavior and commitment to customer satisfaction, and the Contractor's business-like concern for the interest of the customer.

- Surveillance methods. The primary methods of surveillance used to monitor performance of this contract shall include, but is not be limited to, random or planned sampling, inspections and validated customer complaints.
- Performance Measurement. The Contractor's performance shall be measured utilizing the Performance Requirements Summary (PRS) below.

DRAFT

Performance Requirement Summary

Performance Element	Performance Requirement	Surveillance Method	Frequency	Acceptable Quality Level
Maintain Vessel Readiness Para 4.4	The Contractor shall maintain the USN 78PB to perform the USN In-Transit SLBM Security Mission as resourced by SSP BOD authorizations to SWFPAC	Review Boat Status Reports	Monthly; or as needed for Corrective Action	98%
Safety Inspection of Craft Para 1.19.3	The Contractor shall maintain all 78PBs Current Safety Requirements	Visual Inspection	Monthly; or as needed for Corrective Actions	100%
Post-Contract Award Vessel Inspection Para 4.8.7.3	The Government and Contractor shall complete the inspection within 30 days after contract award	Visual Inspection	Within 30 days after contract award	100%
Conditions Found Inspections Para 4.8.7.4	The Contractor Shall perform and record inspections upon each 78PB's departure from, and each 78PB's return to port.	Random Observation and regular receipt of required CFIRs	Within 72 hours of inspection completion, or as agreed upon and documented in the CFIR Waiver Request	95%
Conduct Planned Maintenance Para 4.9	The Contractor Shall Complete All Required Planned Maintenance Within Periodicity. Provide Accurate Documents	Review Planned Maintenance Records Review/Visual Spot Checks	Monthly; or as needed for Corrective Actions	98%
Conduct Corrective Maintenance Para 4.11	The Contractor Shall Complete All Corrective Maintenance as Needed in an Expeditious Manner. Provide Accurate Documents	Review Corrective Maintenance Records/Visual Spot Checks	Monthly; or as needed for Corrective Actions	95%
78PB Component System Accrued Hours Para 5.2	The Contractor Shall Maintain a record of 78PB Component System Accrued Hours	Monthly Review of Report Required by Paragraph 4.9.3	Monthly; or as needed for Corrective Actions	100%
Quality Control System Para 1.4	The Contractor Shall Maintain Quality Control Material History for Each Craft and Associated Support Equipment	Records Review/Audits	Semi-Annually; or as needed for Corrective Actions	98%

DRAFT

Government Furnished Equipment Para 4.3.7	The Contractor Shall Maintain Tracking, Inventory and Accountability for all Government Furnished Equipment	Records Review/Visual Inspection	Annually; or as needed for Corrective Actions	100%
Hazardous Material Accountability Para 1.6	The Contractor Shall Maintain Tracking Records for Receipt, Storage, Usage and Disposal of All Hazardous Material	Records Review/Visual Inspection	Annually; or as needed for Corrective Actions	100%
Financial Documents and Reports Para 5.2	The Contractor Shall Provide accurate data with little or no rework	Spot Check Records	Annually; or as needed for Corrective Actions	98%

DRAFT

Note: If performance is within acceptable levels, it shall be considered to be satisfactory. If not, overall performance may be considered unsatisfactory.

7.3 **Incentives and Disincentives:** The COR makes an annual report on Contractor Performance (CPARS or other annual report).

- The Contractor's failure to achieve satisfactory performance under the contract, reflected in the COR's annual report, may result in termination of the contract, and may also result in the loss of future Government contracts or task orders.
- For each item that does not meet acceptable levels, the Government may issue a Contract Discrepancy Report (CDR). CDRs shall be forwarded to the KO with a copy sent to the Contractor. The Contractor must reply in writing within five (5) business days of receipt identifying how future occurrences of the problem shall be prevented. Based upon the Contractor's past performance and plan to solve the problem, the KO shall determine if any further action shall be taken.
- In accordance with the inspection of services provisions of the contract, the Contractor shall be incentivized to provide quality products in a timely manner since the Government can require the Contractor, at no additional cost, to replace or correct work that fails to meet contract requirements.

8.0 **Wide Area Work Flow:** The Contractor shall submit all financial required reports and documents in Wide Area Workflow for payment as noted in below clause.

9.0 **Referenced Government Publications:**

9.1 **Publications:** Publications applicable to services under this contract are listed herein. These publications (or the latest edition) are mandatory to the extent that a specific procedure or requirement is specified in the Performance Work Statement. The Government shall provide publications and forms listed at the start of the contract. Supplements or amendments to listed publications may be issued during the life of the contract. Changes to Navy or DOD publications which impact on the Contractor's costs may be considered under FAR 52.243-1 Alternate II. Changes to other Government or regulatory publications referenced in this document shall not be the subject of a claim under the aforementioned clause. It is the Contractor's responsibility to ensure that all mandatory publications are posted and up to date. Upon completion of the contract, the Contractor shall return to the Government all issued publications.

- SWFPACINST 3070.1 (series), Operations Security

- SWFPACINST 3440.2 (series), Inclement Weather or Other Emergency Conditions Policy

- SWFPACINST 5211.1 (series), Personal Information and Protected Personal Information

- SWFPACINST 5530.2 (series), SWFPAC Security Plan

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- SWFPACINST 11262.1 (series), Crane Product Assurance Lockout and Tagout
- SWFPACINST 12550.1 (series), Debt Collection
- SWFPAC Manual M-3440.1 (series), SWFPAC Emergency Management Program Manual
- SWFPAC Manual M-5100.1 (series), SWFPAC Safety Program Manual
- SWFPAC Manual M-5200.1 (series), SWFPAC Property/Equipment Accountability and Management Procedures Manual
- SWFPAC Manual M-5230.1 (series), SWFPAC Information Technology Program Manual
- SWFPAC Manual M-5530.3 (series), SWFPAC Force Protection Conditions
- MK VI Patrol Boat, Boat Information Book, Volume I, Revision A
- MK VI Patrol Boat, Boat Information Book, Volume II, Revision A
- NAVSEA Publication S9008-K4-OMI-010, Revision 2, Operation and Maintenance Manual for 78-Foot Patrol Boat (78PB), Hulls 78PB1201 Thru 78PB1206, 78PB1401 Thru 78PB1404, And 78PB1501 Thru 78PB1502
- NAVSEA Publication S9008-K5-TRN-010, Volume I, Revision 1, Safe Engineering and Operations (SEAOPS): 78-Foot Patrol Boat (78PB), Hulls 78PB1201-1206, 78PB1401-1404, And 78PB1501-1502, Familiarization
- NAVSEA Publication S9008-K5-TRN-020, Volume II, Safe Engineering and Operations (SEAOPS): 78-Foot Patrol Boat (78PB), Hulls 78PB1201-1206, 78PB1401-1404, And 78PB1501-1502, Weapons
- NAVSEA Publication S9008-K5-TRN-030, Volume III, Safe Engineering and Operations (SEAOPS): 78-Foot Patrol Boat (78PB), Hulls 78PB1201-1206, 78PB1401-1404, And 78PB1501-1502, Command, Control, Communications, And Computers (C4)
- NAVSEA Publication S9008-K5-TRN-040, Volume IV, Revision 1, Safe Engineering and Operations (SEAOPS): 78-Foot Patrol Boat (78PB), Hulls 78PB1201-1206, 78PB1401-1404, And 78PB1501-1502, Hull, Mechanical And Electrical (HM&E) Systems

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- NAVSEA Publication S9008-K5-TRN-050, Volume V, Revision 1, Safe Engineering and Operations (SEAOPS): 78-Foot Patrol Boat (78PB), Hulls 78PB1201-1206, 78PB1401-1404, And 78PB1501-1502, Operations

- NAVSEA Publication S9008-K5-TRN-060, Volume VI, Revision 2, Safe Engineering and Operations (SEAOPS): 78-Foot Patrol Boat (78PB), Hulls 78PB1201-1206, 78PB1401-1404, And 78PB1501-1502, Operation And Casualty Procedures (OCP)

- U.S. Navy MK VI Patrol Boat (MKVI PB) Booklet of General Plan, Drawing #801-78PB1401-801-01, Revision A

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