PERFORMANCE WORK STATEMENT

1.0 General Description

The U.S. Navy's Military Sealift Command (hereinafter referred to as MSC) is responsible for maintaining commercial contracts to supplement the Navy's diving and underwater ship husbandry capability. The primary purpose of the Waterborne Hull Cleaning and Associated Work contract is to provide hull cleaning, hull inspection, and other related ship husbandry on the underwater portion of MSC Government Owned, Government Operated (GOGO) Vessels.

2.0 Scope of Work

The contractor shall provide waterborne hull cleaning and associated work on the underwater portion of ships and craft in accordance with the specifications set forth herein.

2.1 Geographical Areas

Zone A - ATLANTIC WATERS: The inland waters along the East Coast of the United States, the entire North and South Atlantic, and Gulf of Mexico. Zone A is divided into the following geographic regions:
Region A - Virginia
Region B - North and South Carolina
Region C - Georgia and North East Coast of Florida (South to and including Daytona Beach, Florida)
Region D - South East Coast of Florida (South of Daytona Beach, Florida, including Key West, Florida)
Region E - Gulf of Mexico (Excluding Key West, Florida)
Region F - Maryland, District of Columbia, Delaware, Pennsylvania, New Jersey, and New York
Region G – Connecticut, Rhode Island, Massachusetts, New Hampshire, and Maine
Region H – Other areas not within Regions A through G (including but not limited to: Overseas Atlantic).

Zone B – PACIFIC WATERS: The inland waters along the West Coast of the United States and Hawaii, the entire North and South Pacific, and Indian Ocean. Zone B is divided into the following geographic regions:
Region A – Southern California (South of Oceanside, CA)
Region B – Northern California (North of and including Oceanside, CA)
Region C – Washington and Oregon
Region D – Hawaii
Region E – Japan
Region F – Singapore
Region G – Australia
Region H – Other areas not within Regions A through C (including, but not limited to: Guam, Mariana Islands; and Diego Garcia)

Zone C – EUROPEAN, AFRICAN AND ARABIAN PENINSULA WATERS: This Zone shall be bounded from 30 degrees W longitude, east to 60 degrees E Longitude along the coastal waters of Europe, Africa, and the Arabian Peninsula. Zone C is divided into the following geographic regions:
Region A – Arabian Gulf (Persian Gulf), and Arabian Sea
Region B – Mediterranean Sea
Region C – Red Sea
Region D – West coast of Spain and throughout Gibraltar

2.2 Definitions

Mobilization and Demobilization: For the purposes of this contract, mobilization and demobilization will be defined as the movement of equipment and/or personnel, portal to portal, to an area outside the normal base of operations.
Normal Bases of Operation: The following are the designated normal bases of operation:
Zone A: Norfolk, Virginia
Zone B: San Diego, California
Zone C: N/A

Operation: It is the Government's intention to optimize all available assets to support a hull cleaning and/or associated work operation. An operation is defined as all work performed on a single hull, between the time the contractor sets equipment alongside the ship and removes all equipment. At a minimum, the contractor shall mobilize sufficient equipment to accomplish the full hull cleaning, interim cleaning, hydro blasting, inspections, documentation (photographic and video), and minor repairs (excluding non-destructive equipment) during a single operation.

Normal Work Week: For the purposes of this contract, a normal work week is defined as five consecutive work days; Monday through Friday for United States and for worldwide operations with the exception of Bahrain and the United Arab Emirates for which the normal work week is defined as five consecutive work days; Sunday through Thursday.

Normal Work Day: For the purpose of this contract, a normal workday is defined as eight (8) hours per day and commences when the entire crew and equipment arrive at the port facility.

Federal Installations under this contract observe the following legal holidays:

New Year's Day, 1 January
Martin Luther King's Birthday, Third Monday in January
President's Day, Third Monday in February
Memorial Day, Last Monday in May
Juneteenth National Independence Day, 19th of June
Independence Day, 4th of July
Labor Day, First Monday in September
Columbus Day, Second Monday in October
Veterans Day, 11th of November
Thanksgiving Day, Fourth Thursday in November
Christmas Day, 25th of December

When one (1) of the above designated legal holidays falls on a Sunday, the following Monday will be observed as a legal holiday. When a legal holiday falls on a Saturday, the proceeding Friday is observed as a legal holiday. In addition to the days designated as holidays, the Government observes the following days: Any other day designated by federal statute; any other day designated by Executive Order; and any other day designated by Presidential Proclamation.

It is understood and agreed between the Government and the Contractor that observance of such days by Government personnel and facilities shall not be a reason for an additional period of performance, or entitlement of compensation except as set forth within the contract.

NOTE: Individual orders may be more specific if work is allowable on Federal holidays.

Level I Inspection: Level I Inspections are non-invasive inspections of the entire hull and its appendages. Level I Inspections are typically routine, scheduled inspections. These inspections may be performed for regularly scheduled maintenance assessments, post-deployment condition assessment, or damage assessment following a collision, grounding, or other suspected mishap.

Level 2 Inspection: Level 2 Inspections are system-specific, non-invasive inspections. Level 2 Inspections usually result from either a deficiency discovered during a Level I Inspection or from a problem reported by the ship.

Operational Time: For the purposes of this contract, operational time is defined as an interval of time (e.g., hour). The number of personnel, crews, equipment, and types of task has no impact on the unit of operational time.

Ship Tag-Outs: The contractor shall notify the ship scheduled for the diving operation and any adjacent vessels of the work to be performed, locations where divers may be present and which systems must be secured for safe diving operations. The tag-out process should be initiated in advance of the full crew and equipment arriving to

perform the requested work. The contractor shall prepare a Work Authorization Form (WAF) and tag-out list, and deliver to the ship's Chief Engineer or Command Duty Officer. The ship will acknowledge receipt by signature, name, and rank/position and state (in writing) the anticipated time tag-out will be completed.

Crew Size:

(a) The contractor's crew shall, at a minimum, be comprised of sufficient personnel to meet Federal, State, OSHA, and United States Coast Guard regulations in effect at the time of commencement of efforts under the contract.

(b) Work performed under this contract is typically carried out under the hull of a ship located pier side (single and double deck piers), breasted alongside another ship pier side or at anchorage. The hazard analysis/assessment of the dive(s) may dictate the use of more personnel even though not specifically required in these regulations. These risks include, but are not limited to, restricted access to the surface, suctions, underwater debris, and the possibility of diver entanglement. Crew sizes shall be comprised of sufficient numbers to safely perform services under each task. Contractor crew size shall be adequate to support these required diving hours throughout the extent of the operational day.

(c) The Contractor shall possess and maintain the organizational capacity and logistical framework to execute a minimum of two (2) active Task Orders (TOs) simultaneously, including instances where these TOs are geographically dispersed across multiple global locations (CONUS and OCONUS).

Ship Class: All ships with a similar hull design; the hull type designator will be used to indicate the ship's class (unit) in Tasks 01 and 02. When the design parameters change significantly, a separate class will be identified, and the same hull type designator will be used followed by the first hull number indicating the new class. All subsequent ships shall be charged to this class (unit). This list will be amended on a case-by-case basis to reflect new construction, decommissioned, and re-commissioned ships.

Underwater Coating Application: Hull coating repairs shall be defined as the surface preparation and application of coatings to include anti-corrosion coatings and dielectric shields. Unit area is a square foot. The typical surface preparation and application is approximately 130 square feet. These coating restorations are typically performed on, but not limited to, ships' hull, rudders, struts, rope guards, fairwaters, and impressed current cathodic protection system.

Underwater Hull Survey: For the purpose of this contract, an underwater hull survey shall be defined as a quantitative inspection and digital record of the condition of a vessel's underwater hull and appendages. The survey shall consist of a series of measurements of the hull plate thickness, hull coating thickness, and hull electro-potential. Data readings shall be evenly distributed across the surveyed surface and each reading shall be correlated to its relative hull position. The survey shall also include video of the surveyed surfaces and digital still images of all damage discovered.

Ship Debrief: Upon conclusion of the operation, the contractor shall brief the ship's Chief Engineer or the Command Duty Officer on the material condition observed and reported on each underwater system inspected, cleaned, or repaired.

2.3 References:

2.3.1 Naval Ships Technical Manual (NSTM) Chapter 081
2.3.2. Joint Fleet Maintenance Manual (JFMM)
2.3.3 Underwater Ship Husbandry Manual, Chapter 16/Chapter 17/Chapter 28
2.3.4 MSC SMS for Cofferdam and Freeboard Requirements

3.0 Work Specifications

All diving shall be done in accordance with best commercial standards and practices. The contractor shall comply with applicable Country, Federal, State, OSHA, and United States Coast Guard regulations and stay abreast of any changes.

Tasks 01 through 10 shall be performed in accordance with the procedures for hull cleaning set forth in Naval Ships' Technical Manual, Chapter 081, Naval Sea Systems Command (NAVSEA) S9086-CQ-STM-000/CH-081 (hereinafter referred to as NSTM-081) if applicable.

Cleaning equipment shall comply with NSTM-081 if applicable. The Qualified Products List (QPL) shall be used in accordance with NSTM-081 if applicable. Any deviations from the use of the equipment proposed by the

contractor shall be approved by NAVSEA 00C prior to employment following the requirements of Section 5 of the NSTM-081 if applicable.

The contractor shall comply with the Best Management Practices set forth in the Underwater Ship Husbandry Manual, Chapter 28 entitled “Pollution Prevention” (NAVSEA S0600-AA-PRO-280) if applicable.

The contractor shall comply with and document inspections as identified in the Underwater Ship Husbandry Manual, Chapter 17 entitled “Inspections” (NAVSEA S0600-AA-PRO-170) if applicable.

The contractor shall be an ABS Recognized External Specialist for In-Water Surveys.

All divers performing a propeller/water jet cleaning must have completed the NAVSEA 00C on-line training. Certificates of completion shall be tracked and recorded by the Contractor and provided to the Government upon request. For details on the Propeller Inspection and Cleaning Interactive Courseware (ICW) visit: https://supsalv.navy.mil/00c5_ICW.asp?dest=00c5

Contractors shall perform Task 11-02 with NAVSEA/DCMA trained and certified personnel for propeller/water jet visual inspections if applicable. Reporting shall be presented in the appropriate NAVSEA inspection form (i.e. Forms 9245/3 or 9247/1 as applicable). For details on becoming certified to perform Visual Technical Inspections (VTI) on propellers see: https://www.dcma.mil/NPP/

Upon the conclusion of the operation, the contractor shall debrief the ship’s Chief Engineer, Command Duty Officer or their representative on the material condition observed and report on each underwater system inspected, cleaned, or repaired.

Government Owned/Contractor Operated (GOCO) vessels must utilize the GOCO contracts administered by N105 to complete all supportive services. Only under an approved case-by-case emergency situations where the services cannot be obtained via the N105 GOCO contracts, will services be executed under this contract.

The contractor shall perform the following:

Task 01- Full Hull Cleaning:

When the fouling meets NSTM-081 thresholds for cleaning, the contractor shall completely remove all marine fouling from the entire underwater hull; appendages including propeller(s) and dunce cap(s), shaft(s), associated strut(s) and bearing housing(s) and rotating coupling cover(s) and fairwater(s) and rope guard(s); rudder(s); bilge keels, all gratings, screens, and splitter bars on hull penetrations, appendages; and stabilization systems (e.g. fins, auxiliary propulsion units, secondary propulsion motors). The area along the ship waterline shall be cleaned to a height of 12 inches above the waterline; based on ships draft during the cleaning operation. At completion of the cleaning, the cleaned surface shall conform to NSTM Chapter 081. Extreme caution shall be exercised by the contractor to prevent damage to the coating and ship systems by any of its operations, procedures, or equipment.

In the event propeller damage (e.g. erosion) prohibits attaining a 'B' finish (as defined in NSTM chapter 081), the Military Sealift Command Representative (Port Engineer) and Contracting Officer Representative (COR) shall be contacted for guidance. MSC may, on a case basis, waive requirements for surface finish for damaged propellers.

The contractor shall inspect the condition of the underwater hull and ship systems both before and after the cleaning operation as follows:

(a) The contractor, for his own protection, shall inspect the hull and appendages to determine the condition prior to cleaning and document on the pre-cleaning biofouling inspection data form.

(b) In the event underwater inspection reveals only light fouling, or in the event underwater inspection reveals excessive calcareous fouling, paint deterioration, or other gross defects affecting the operational capabilities of the ship, e.g., propeller damage; the contractor shall inform the Military Sealift Command Representative or Port Engineer and COR and the Ship's Engineering Officer of the location, and request a decision to

proceed or cancel the cleaning operation.

(c) Immediately upon completion of cleaning, the contractor shall inspect the hull and appendages to determine the condition of accessible components. The contractor shall inspect, photograph, and document the general condition of each accessible component and any damage discovered shall be inspected and documented to the detail of a Level I inspection, as defined in the Underwater Ship Husbandry Manual, Chapter 17, "Inspections", (NAVSEA S0600-AA-PRO-170). The ship's Chief Engineer, with advice from the Military Sealift Command Representative or Port Engineer and COR, may request the contractor to perform a more detailed Level II inspection of the damage under Task 11.

(d) In either case, whether a cleaning was performed or canceled, these inspections shall be performed and recorded on the diver hull inspection data sheets.

Experience to date has shown that certain ship classes can be cleaned and inspected in less time than that indicated below, unless delayed by unforeseen circumstances.

(a) AK-5158, ATF, ARS, AGOS, AGM, AGS, HST, and all other ships not listed 2 workdays,
(b) AO, AOE, AOT, AS, AVB, AFSB, AH, AK, ASB, ESB, ESD, LCC, LPD, AKE, AKR 5 workdays

The contractor shall clean and inspect all ships within these time frames.

This task is normally performed in conjunction with an Underwater Inspection in Lieu of Drydocking Survey (UWILD) with the American Bureau of Shipping (ABS), however, the UWILD inspection is not included in this fixed rate task and would fall under the hourly rate tasks when specifically called out in a TO.

The contractor shall follow cleaning guidance as per NSTM chapter 081, Section 2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

Task 02 - Interim Cleaning:

When the fouling meets NSTM-081 thresholds for cleaning, the contractor shall completely remove all marine fouling from running gear; propeller(s) and dunce cap(s), shaft(s), associated strut(s) and bearing housing(s), fairwaters and rope guards, rotating coupling cover(s); rudder(s), and stern flap. At completion of the cleaning, the cleaned surfaces shall conform to NSTM Chapter 081. Extreme caution shall be exercised by the contractor to prevent damage to the coating and ship systems by any of its operations, procedures, or equipment.

In the event propeller damage (e. g. erosion) prohibits attaining a 'B' finish (as defined in NSTM chapter 081), the Military Sealift Command Representative or Port Engineer and COR shall be contacted for guidance. MSC may, on a case-by-case basis, waive requirements for surface finish for damaged propellers.

The contractor shall inspect the condition of the underwater hull and ship systems both before and after the cleaning operation as follows:

(a) The contractor, for his own protection, shall inspect the hull and appendages to determine the condition prior to cleaning and document on the pre-cleaning biofouling inspection data form.

(b) In the event underwater inspection reveals only light fouling, or in the event underwater inspection reveals excessive calcareous fouling, paint deterioration, or other gross defects affecting the operational capabilities of the ship, e.g., propeller damage, the contractor shall inform the Military Sealift Command Representative or Port Engineer and COR and the Ship's Engineering Officer of the location, and request a decision to proceed or cancel the cleaning operation.

(c) Immediately upon completion of cleaning, the contractor shall inspect the running gear to determine the condition of the components. The contractor shall inspect, photograph, and document the general condition of each component of the running gear and any damage discovered shall be inspected and documented to the

detail of aLevel I inspection, as defined in the Underwater Ship Husbandry Manual, Chapter 17, "Inspections", (NAVSEA S0600-AA-PRO-170).

(d) The contractor shall conduct a general inspection of the ship's hull and appendages, document the general condition of each component, and any damage discovered shall be inspected and documented to the detail of a Level I inspection, as defined in the Underwater Ship Husbandry Manual, Chapter 17, "Inspections", (NAVSEA S0600-AA-PRO-170).

(e) In either case, whether a cleaning was performed or canceled, these inspections shall be performed and recorded on the diver hull inspection data sheets.

Experience to date has shown that Interim cleaning and inspection of certain ship classes can be accomplished in less time than that is indicated below, unless delayed by unforeseen circumstances.

(a) AK-5158, ATF, ARS, AGOS, AGM, AGS, AO, HST, AOE, AOT, AS, AVB, AFSB, AH, AK, ASB, ESB, ESD, LCC, LPD, AKE, AKR, and all other ships not listed	2 workdays
(b) EPF	5 workdays

The contractor shall clean and inspect all ships within these time frames. No premium time will be paid during this time unless work in excess of a normal workday is requested by the Military Sealift Command Representative or Port Engineer and COR.

The contractor shall follow cleaning guidance as per NSTM chapter 081, Section 2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

Task 03 - RESERVED
Task 04 – RESERVED
Task 05 - RESERVED

Task 06 - Multi-Brush Unit and Crew:

Task 06 is considered a "partial cleaning" Task under which the contractor shall provide one multi-brush unit, associated equipment, and one crew to perform work as directed by the TO.

The contractor shall follow cleaning guidance as per NSTM chapter 081, Section 2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

Task 07 - Single Brush Units and Crew:

Task 07 is considered a "partial cleaning" task under which the contractor shall provide two single brush hydraulic units, associated equipment, and one crew to perform work as directed by the TO.

The contractor shall follow cleaning guidance as per NSTM chapter 081, Section 2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

Task 08 - High Pressure Water Jet System and Crew:

The contractor shall provide one high-pressure water jet system (working pressure of 10,000 PSI) and crew to perform operations that include, but are not limited to sea chest, and/or bow thrusters as directed by the TO.

The contractor shall follow cleaning guidance as per NSTM chapter 081, Section 2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port

engineer, chief engineer, and/or their designated representatives

Task 09 – Low Pressure Water Jet System and Crew:

The contractor shall provide one low pressure (working pressure range from 1,000 to 5,000 PSI water jet system (single-nozzle gun or lance)) and crew to perform operations that include, but are not limited to: cleaning shaft bearing staves, and foul release coating systems, as directed by the TO.
The contractor shall follow cleaning guidance as per NSTM chapter 081, Section 2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

Task 10 – Incidental repairs

Task 10-01 Minor Repairs

Minor repairs are considered to be repairs of short duration, for work such as, but not limited to, minor propeller repair, replacement of missing or damaged cover/access plates, rope guard repair, and impressed current cathodic protection system component replacements. The contractor shall provide a crew of divers and the associated equipment to perform the work required hereunder. Associated equipment is considered all the equipment and tools normally carried in a diving company's inventory, which shall include, but not be limited to, the following:

2.1 Underwater oxygen arc burning and welding rig with welding machine,

2.2 Utility air compressor, hydraulic power unit, and underwater pneumatic and hand tools such as grinders, impact wrenches, drills, wrenches, torque wrenches, drivers, etc.,

2.3 Standard rigging equipment (e.g. chain falls, slings, shackles),

2.4 Underwater color photography system (Digital Camera).

Each repair procedure shall include preparation of a Technical Work document, as specified in the Joint Fleet Maintenance Manual (unless otherwise approved by the Hull Cleaning Representative) and shall be submitted to the Military Sealift Command Representative or Port Engineer and the COR for approval prior to execution of the task. The approved repair procedure shall be included in the final report.

Repairs shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

Task 10-02 Controlled Work

Controlled work is considered more extensive tasking and includes plugging hull penetrations and the use of cofferdams. The contractor can expect to support such tasking for an extended duration, and coordinate with other repair contractors and facilities associated with this work. The contractor must be familiar with the Joint Fleet Maintenance Manual (JFMM) and the Underwater Ship Husbandry Manual, Chapter 16 concerning these tasks. The contractor will be required to prepare a written Process Control Procedure and Formal Work Package (PCP/FWP) for each task and submit this documentation for approval by the Technical Authority, MSC Engineering Directorate (N7), via the Principal Port Engineer before any work begins. All FWP submissions must meet the design requirements outlined in Underwater Ship Husbandry Manual, Chapter 16 and MSC's SMS Procedure for Cofferdam and Freeboard Requirements. The contractor will also need to coordinate with the vessel's master and crew in reviewing the ship's CargoMax and Risk Assessment Programs for compliance. A final report of the completed Task will be prepared, including the (PCP/FWP), and submitted to the Principal Port Engineer.

Repairs shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives

All designed deliverables and their associated calculations including cofferdam(s), gasketing, positive securing

device(s), fastener(s), rigging plan(s), internal sealing blank(s), and welding processes, are to be certified by a Professional Engineer (PE). The Professional Engineer of Record must sign and seal each sheet of the deliverables. By signing and sealing the deliverables, The PE accepts the responsibility for the design and has the engineering expertise required to produce the deliverables.

Registered Design Professional Requirements: Professional engineering seals and signatures by a Registered Design Professional (RDP) as called out in this PWS are to certify that the work accomplished is completed by or under the supervision of the RDP, the RDP accepts the responsibility that the sealed documents meet the requirements of the PWS/order and the references required, and the RDP has the engineering expertise required to produce the documents.

For RDP's in the United States, a current Professional Engineer (PE) license in good standing from any US State or Territory is acceptable for meeting the RDP requirements. For RDP's internationally, the (intPE) status is acceptable for meeting the RDP requirements, as long as the intPE status is current and in good standing with the host nation's registry for design professionals.

When hand signing and sealing, every sheet of engineering design document must be signed, dated, and sealed by the RDP in responsible charge. A title block on each sheet must contain your printed name, address, and license number, and the qualified engineering business's name and address. When digitally signing and sealing, your digital signature and seal, with the date the document was sealed, should appear on the first page of the engineering document. With either of methods, a title block should appear on each sheet of the document.

Task 10-02.1 Cofferdam Ship Sets and Cofferdam Storage

Additionally, the Contractor shall design and fabricate cofferdams for use in ship set applications. Cofferdams designed for ship sets shall meet all requirements previously outlined in the PWS. All work packages, drawings and calculations shall be submitted for approval by the Technical Authority, MSC Engineering Directorate (N7).

MSC retains exclusive ownership of all technical data and cofferdams fabricated under this contract. All cofferdams shall be serialized for tracking purposes.

The Contractor shall provide a designated and secured area for the stowage of cofferdams when not in use. The stowage area shall:

- Provide storage capability for multiple sets of cofferdams (at least 500 sq. ft. of storage is required)
- Be located in a manner that minimizes the risk of damage from weather, UV exposure, traffic, or other potential hazards.
- Be clearly marked and identified.
- Provide adequate support to maintain the structural integrity of the cofferdams (such as preventing deformation or damage).
- Include measures to prevent the accumulation of water or debris within the cofferdams during stowage.
- Be accessible for inspection and maintenance.

The Contractor shall submit a cofferdam stowage and handling plan for Government review and approval prior to the commencement of cofferdam operations. This plan shall address the above requirements and include procedures for inspection, maintenance, and transportation of cofferdams. Contractor shall also provide serialization and inventory services for all MSC cofferdams.

The Contractor shall be responsible for all aspects of cofferdam transportation between the designated storage facility and the designated ship(s). The contractor shall be prepared to transport equipment worldwide in a short time duration.

Upon contract award, the Contractor shall receive MSC owned cofferdams, which shall be stored in accordance with previously established requirements. The Contractor is responsible for inspecting and certifying that these cofferdams are in a safe and operable condition within 10 business days of receiving equipment. Should any cofferdam be deemed unsatisfactory, the Contractor shall immediately notify the COR.

The Contractor shall maintain a comprehensive inventory of all cofferdams, including Government Furnished

Property (GFP) cofferdams owned by MSC (detailed in the provided GFP spreadsheet) and those fabricated under this contract.

This inventory, maintained in a spreadsheet format, shall include, at a minimum, the following information for each cofferdam:

Serial Number
Applicable Ship Class
Associated System
Dimensions/Size
Type
Current Location

This spreadsheet shall be updated monthly and made available to the COR upon request.

Task 11 - Inspection and Documentation:

Task 11 -01 Level II Inspection and Documentation
The contractor shall provide personnel and equipment to visually and quantitatively inspect, record, and document the condition of the ship systems(s) as directed by the TO and to the detail of a Level II inspection, as defined in the Underwater Ship Husbandry Manual, Chapter 17, "Inspections". Inspection shall include precise measurements, and color digital photography or color video. This Task shall fully depict the physical condition of the component(s) and document the extent of any damage to the component(s). Color digital photography shall be focused, adequately illuminated, color balanced, and be free of turbidity. Color video shall be focused, adequately illuminated, color balanced. Digital photographs shall be composed to depict clearly the material condition being reported. Video images shall clearly depict the location of the subject relative to known ship feature(s), as well as close ups of the significant features being reported. The video shall include an audio recording of the diver's narration of the inspection to include description of the location, size, and extent of damage.

The contractor shall follow documentation guidance as per NSTM chapter 081, Section 2.2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 11 -02 Visual Technical Inspection
The contractor shall provide equipment and qualified personnel to inspect and record the condition of propeller/water jets on ships and in accordance with NAVSEA's propeller/propulsor Visual Technical Inspection (VTI) requirements. Inspection divers and data recorders shall be certified to perform the applicable VTI's.

The contractor shall follow documentation guidance as per NSTM chapter 081, Section 2.2, Waterborne Underwater Hull Cleaning of Navy Ships. Cleaning shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 12 - Non-Destructive Examinations

The contractor shall provide personnel and equipment to conduct diver operated Non-Destructive Examination equipment (including Radiographic Testing (RT), Penetrant Testing (PT), Magnetic Particle Testing (MT), Ultrasonic Thickness (UT), and Dry Film Thickness (DFT) of select areas of the ship hull, appendages or dome. Survey plan, procedure, equipment, and personnel shall meet requirements of Underwater Ship Husbandry Manual, Chapter 17, "Inspections". NDT shall comply with ASNT-TC-1A and/or NAVSEA Technical Publication T9074-AS-GIB-010/271.

The contractor shall follow guidance for Non-Destructive Testing found in the US Navy Underwater Ship Husbandry Manual, Chapter 7. Examinations shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 13 - Underwater Coating Applications:

The contractor shall provide one crew and associated diving equipment, surface preparation and application equipment and materials to conduct coating repairs. The contractor shall inspect and quantitatively (square feet) document the extent of coating degradation prior to and following repairs. The contractor shall utilize color photographs to document the extent of all damage discovered and subsequent repairs. Repairs shall be accomplished in accordance with the Underwater Ship Husbandry Manual, Chapter 20, "Painting and Fairing Compounds", S0600-AA-PRO-200. COATING APPLICATIONS SHALL NOT BE ATTEMPTED WHEN WATER TEMPERATURES ARE BELOW 50 DEGREES FAHRENHEIT.

Applications shall be well documented and completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 14 – Diver Tag-out Process:

The contractor shall provide one diver; without diving equipment, to support Ship System and Component Tag-outs for Work Authorization Form (WAF) initiation with ship and tag-out Repair Activity (RA) witness prior to commencing with the diving operation. Deviations to the tag-out process are authorized only with the agreement from the ship's Chief Engineer.

Tag Out compliance shall be completed to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 15 – Diver and Associated Equipment:

The contractor shall provide one diver and associated diving equipment to support the required diving hours for the duration of the Task. Diving shall be completed, and hours documented to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 16 – Tender and Associated Equipment:

The contractor shall provide one tender and associated equipment for the duration of the Task. The dive tender shall be provided, and hours documented to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 17 - Underwater Hull:

Task 17 -01 – Underwater Hull Survey:

The contractor shall provide personnel and equipment to conduct a hull survey to quantitatively inspect and record the material condition of the underwater hull. The underwater hull survey shall provide accurate and repeatable records of the structural material condition, coating condition, corrosion protection systems effectiveness, visual inspection, and measurement of discovered damage. This task shall be as follows:

(a) The contractor shall measure and record the hull plate thickness, hull coating thickness and hull electro-potential across the surveyed areas. Data measurements shall be evenly distributed across the surveyed surface and each reading shall be correlated to its relative hull position with an accuracy of no less than +/- 6-inches. A minimum of one measurement per square foot of wetted surface area surveyed shall be taken for the hull plate thickness data category. A minimum of one measurement per four square foot of wetted surface area surveyed shall be taken for the hull coating data category. A minimum of one measurement per four square feet of wetted surface area surveyed shall be taken for the hull electro-potential data category.

(b) The contractor shall visually record the surveyed surfaces utilizing color video system. The video shall be correlated to the relative hull positions.

(c) The contractor shall document all damage discovered utilizing a digital still imaging system. The images shall be correlated to the relative hull positions and provide a visual reference of measure.

(d) The results of the hull survey shall be provided as an electronic report:
   a. All data collected shall be accessible both graphically and in tabular form.
   b. The data shall be analyzed and compared to design specifications and to measurements collected during previous survey(s).

c. Graphical display shall be in 2 dimensional layout. The 2 dimensional graphics shall be displayed with corresponding ship shell plate features.
d. The graphical display shall depict the ship structure and include an integrated data management function which displays the overall hull condition of each of the measurement channels (hull plate, hull coating, hull electro-potential) and the location of any digital images collected. Additionally, the individual measurements and images shall be directly accessible from the interactive graphics display.
e. The report shall include, in graphic, tabular and narrative form, the findings and recommendations from the data analysis and clearly identify the extent; in percentage of the area(s) surveyed, of system degradation (hull plate, coating thickness, and hull electro-potential) exceeding the design values (e.g. 15 and 25%; as provided by MSC prior to commencing survey). Additionally, the color graphics shall depict with a color scale gradient changes from design values.
f. Interactive graphics of inspection results shall include color gradient (diminution) display of measurements with automatic links to associated digital images and measurement data at the corresponding coordinate.

The hull survey performed on an individual ship shall establish the parameters for the hull structure, record the material condition, and generate an electronic map of the respective hull plating arrangement.

Experience to date has proven that the hull surveys of certain ship classes can be accomplished in less time than that indicated below, unless delayed by unforeseen circumstances.

(a) AK-5158, ATF, ARS, AGOS, AGM, AGS, HST,	5 workdays,
(b) AS, AH, AK, ESB, ESD, LPD, and all other ships not listed	6 workdays
(c) AKE, AKR, AO, AOE, AOT, LCC, AFSB, AH	8 workdays

Each survey will require on-site equipment set-up and calibration, as well as possible modifications to that set-up and re-calibration during the course of the survey. This will be dependent on ship class, mooring requirements, and existing underwater acoustic conditions. Equipment set-up will include, but is not limited to, deployment and calibration of acoustic and manual positioning systems, assembly of pier-side handling equipment, and evaluating the impact of underwater acoustic characteristics of the surrounding environment.

The contractor shall conduct the hull survey within these time frames. When an operation requires a hull cleaning to facilitate the hull survey, these times will exclude the time required for cleaning unless additional equipment and/or personnel are provided.

The survey is to be completed and documented to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 17 -02 - Equipment Setup:
Each survey will require on-site equipment set-up and calibration, as well as possible modifications to that set-up and re-calibration during the course of the survey. This will be dependent on ship class, mooring requirements and existing underwater acoustic conditions. Equipment set-up will include, but is not limited to, deployment and calibration of acoustic and manual positioning systems, assembly of pier-side handling equipment, and evaluating the impact of underwater acoustic characteristics of the surrounding environment.\
The contractor will set up all equipment to the satisfaction of the vessel's port engineer, chief engineer, and/or their designated representatives.

Task 18 - Premium Time:
Under certain circumstances of necessity, the contractor may be requested to perform work outside the normal workday or work week.

Task 18-01 – Hourly Rate Tasks:
Premium time will be paid in addition to the hourly rate for Tasks 06 through 12 when:
(a) Work is performed in excess of eight hours per day, during the normal work week, at the request of the

Military Sealift Command Representative or Port Engineer and COR;

(b) Work performed on days outside the normal workweek and on holidays at the request of the Military Sealift Command Representative or Port Engineer and COR.

(c) It is expected that ships shall be completed within the time frames set forth in Tasks 01, 02, 13 and 17; therefore, premium time will not be paid unless the contractor is specifically requested to work in excess of eight hours per day, during the normal workweek, by the Military Sealift Command Representative or Port Engineer and COR.

Premium time will not be paid when the contractor elects to work beyond the normal workday or outside the normal workweek.

Task 19 - Delay/Standby:

The contractor may charge for Government-caused delays in hull cleaning and associated work, or in the event the contractor's equipment is delayed at the fault of Government transport. The security requirements for base access (e.g., vehicle inspections); excluding time required for identification card/pass issuance, are considered delays.

Delays are associated with all operational Tasks (Tasks 01 through 17). The contractor shall record and report the duration and cause of each delay and the contract task(s) impacted.

Task 19-01 – Standby:

During the normal workweek, four (4) hours standby charges may be claimed by the contractor in the event that a scheduled ship hull cleaning and associated service is cancelled after the contractor's crew has arrived at the worksite and no substitution is made.

Standby charges resulting from Government caused delays or ship cancellation as specified above occurring during Government requested work outside the normal workweek and holidays shall be considered as Premium Time and shall be charged under Task 18.

Task 20 – CONUS Mobilization and Demobilization:

Mobilization and Demobilization are the total costs incurred by the contractor to move the equipment to and from work locations (outside the normal base of operations) within the CONUS. The Task 20 unit price is the sum total of all costs incurred per mile to mobilize and demobilize equipment required to complete the assigned task. The costs for transportation, lodging, meals and incidental expenses for personnel will be in accordance with General Service Administration (GSA), Joint Travel Regulations (JTR), etc rates. Any applicable costs eligible for billing under Task 20 shall be included in the TO quote. A table of distance will provided for CONUS areas.

The Contractor shall be capable of mobilizing all necessary personnel, equipment, and resources and arriving at the designated work location within ten (10) business days following official notification of task award.

The following areas are the normal base of operations and are not subject to mobilization/demobilization charges:
Zone A: Norfolk, Virginia
Zone B: San Diego, California

This Task is not applicable for work performed in:

Zone A - Region H
Zone B – Region D through H
Zone C – Regions A through D

Overseas Travel:

All travel expenses will be firm fixed price at the task order level in accordance with the Joint Travel Regulations.

The contractor may submit costs for expediting fees when personnel are required to obtain work Visa's and permits when the lead time is 30 days or less for work to be performed in a remote overseas location requiring such documents.

OCONUS Mobilization and Demobilization

If the contractor is tasked to perform work requiring specialized equipment at locations that are outside the United States or outside the normal bases of operation, this cost will be firm fixed price and determined fair and reasonable at the TO level.

4.0 Deliverables

4.1 SHIP MAINTENANCE (CDRL A006)
Inspection results shall be thoroughly reviewed for technical accuracy. Material conditions and proposed recommended solution reported to MSC N7. The 4790/2K's are required when damage is initially discovered and reported. The 4790/2K must describe the present condition as well as indicate that the damage has increased.

4.2 INSPECTION/CLEANING DOCUMENTATION (CDRL A001 through A007)
The contractor shall submit all inspection reports, photographs and sketches used to document each Hull Cleaning and Associated Task to MSC's Technical Library for future reference. The operations shall be documented on the standard diver hull inspection data sheet format contained in the Underwater Ship Husbandry Manual. The contractor shall maintain the data for the length of this contract. The Government and its' contractors may use this data for future analysis and trending. The raw data, figures, sketches and photographs shall be backed up and submitted to MSC's Technical Library no less than quarterly and to the COR and the Chief Engineer upon task order completions.

4.3 FORMAL WORK PACKAGE (CDRL A008)
The contractor will be required to prepare a written Process Control Procedure and Formal Work Package (PCP/FWP) for each service under Task 10-2 of the PWS and submit this documentation for approval by the Technical Authority, MSC Engineering Directorate (N7), via the Principal Port Engineer before any work begins.

All FWP submissions must meet the design requirements outlined in Underwater Ship Husbandry Manual, Chapter 16 and MSC's SMS Procedure for Cofferdam and Freeboard Requirements.

4.4 COFFERDAM TRACKING SPREADSHEET (CDRL A009)
The Contractor shall maintain a comprehensive inventory of all cofferdams, including GFP cofferdams owned by MSC (detailed in the provided GFP spreadsheet) and those fabricated under this contract. This inventory, maintained in a spreadsheet format, shall include, at a minimum, the following information for each cofferdam:

- Serial Number
- Applicable Ship Class
- Associated System
- Dimensions/Size
- Type
- Current Location

This spreadsheet shall be updated monthly and made available to the Contracting Officer Representative (COR) upon request.

4.5 PERSONNEL RESUME(S) AND SUPPORTING DOCUMENTATION (CDRL A010)
When requested, the Contractor is to submit the resumes of any key personnel along with any supporting documentation. The Contractor shall provide the resume(s) and supporting documentation within three (3) business days of the request. Resume(s) and supporting documentation shall be in either Microsoft Word or PDF version and shall be submitted electronically via email.

4.6 CERTIFICATION REGARDING TRAFFICKING IN PERSONS COMPLIANCE PLAN (CDRL A011)
In accordance with FAR 52.222-50, the Contractor is required to submit a certification to the Contracting Officer annually after receiving an award that they have implemented a compliance plan regarding combating trafficking in persons.

5.0 General Requirements

5.1 Performance of Work on Nuclear Powered Support Vessels

The physical performance of work on nuclear powered support vessels under this contract shall be accomplished by contractor and subcontract personnel that are U.S. Citizens. Under no circumstances will foreign national be authorized to physically perform work on nuclear powered vessels and/or associated support craft under this contract. This shall apply to any person that dives on or under the vessel or requires access on board the vessel. Work on nuclear powered vessels and support craft shall require personnel to be trained and comply with the applicable radiological controls manual (NAVSEA 389-0288 or NAVSEA S9213-33-MMA-000).

5.2 Foreign National Contractor Work Visa

The contractor shall obtain all the necessary Visa's and permits required by the United States for any Foreign Nationals that will be visiting the United States to perform work at any US Navy Installation under this contract.

5.3 Military Sealift Command Representative or Port Engineer and COR

The ship's Port Engineer or his/her designative representative will be assigned as the hull cleaning representative unless otherwise identified by the Government for each operation. The responsibilities of the Military Sealift Command Representative or Port Engineer and COR are defined in the Underwater Ship Husbandry Manual, Chapter 28 "Pollution Prevention"; Appendix A – Best Management Practices For Waterborne Underwater Hull Cleaning".

5.4 Environmental Stewardship

The contractor shall comply with the Best Management Practices set forth in the Underwater Ship Husbandry Manual, Chapter 28 entitled "Pollution Prevention", (NAVSEA S0600-AA-PRO-280). The contractor shall ensure all underwater hydraulic systems utilize an appropriate biodegradable fluid approved by NAVSEA. Additionally, the contractor shall comply with local Navy policies for the storage, transport, use, and disposal of hazardous materials and hazardous waste while performing work on Navy property. Training record reports as well as monthly and annual usage, emission, and discharge reports shall be recorded and provided to MSC if requested.

5.5 Crane and Weight Handling Equipment

The contractor shall prepare and maintain a crane and weight management plan and shall comply with federal, state, and local requirements for the training, maintenance, inspection and operation of crane and weight handling equipment used at Naval Facilities. Federal Requirements include but are not limited to:

29 CFR Part 1910, Occupational Safety and Health Standards
29 CFR Part 1915, Occupational Safety and Health Standards for Shipyard Employment 29 CFR Part 1917, Marine Terminals
29 CFR Part 1926, Safety and Health Regulations for Construction
NAVFAC P-307, Management of Weight Handling Equipment

Prior to entering a Naval Facility, the contractor shall:

- Comply with Paragraph 1.7.2 of NAVFAC P-307.
- Maintain written documentation of the last weight test of the crane/weight handling equipment on site;
- Perform daily pre-use inspections and testing; and
- Conduct a joint verification with the Government representative to ensure that a legible and indelible completed copy of Appendix P, Figure P-1 of NAVFAC P-307 is maintained on the crane/weight handling equipment.

The following certification and testing documentation shall be on site prior to entry and use on any Naval facility:

- Crane/load handling equipment certification,
- Load testing,
- Yearly, monthly, and daily inspection logs,
- Rope/sling certifications,
- Operator certifications/designations,
- Designation of person performing log inspections,
- Develop and maintain on site a critical lift plan in accordance with Paragraph 1.7.2 of NAVFAC P-307.

In the event of a crane accident, the contractor shall:

- Report verbally each accident to MSC as soon as management becomes aware but not later than 4 hours of such an event;
- Conduct an accident investigation to establish root cause(s) of any accident.
- Provide a formal written report of the event to MSC within 48 hours of each accident,

5.6 Personnel Security Requirements

Work performed under this Contract will be at the CONTROLLED UNCLASSIFIED INFORMATION level. Work performed under this Contract may require a Confidential or higher clearance, however it is not known at this time. At a minimum, all Nuclear Support Craft Detachment Personnel, Program Manager, and Contractor personnel handling classified information necessary to carry out their duties and responsibilities must have CONFIDENTIAL (or higher) security clearances. The level of facility security clearance (FCL) required will be identified at the task order level. If an active FCL is deemed to be needed, a DD 254 will be required. If a Confidential or higher security clearance level is required, the Contractor and their key personnel shall be able to possess the necessary security clearance through the Defense Security Service (DSS). The task order will identify the specific classified material needed to complete the work and the level of classification. If classified information is required, FAR clause FAR 52.204-2 (Security Requirements) will be unilaterally implemented at the task order level. Before performing any work under this Contract that is classified as Confidential or higher, the Contractor must have the proper Government approved FCL.

6.0 Designation of Contracting Officer's Representative (COR)

The Contracting Officer has designated the person named below as the authorized COR for this Contract:

Shannon Marcinko
MSC N712
Military Sealift Command
9276 3rd Ave, Bldg N19
Naval Station Norfolk, VA 23511
shannon.m.marcinko.civ@us.navy.mil

The COR will represent the Contracting Officer in the administration of technical details within the scope of this contract. The COR is not otherwise authorized to make any representations or commitments of any kind on behalf of the Contracting Officer or the Government. The COR does not have the authority to alter the Contractor's obligations or change the specifications in the contract or issue Task Orders. If, as a result of technical discussions, it is desirable to alter contract obligations or statements of work, a modification must be issued in writing and

signed by the Contracting Officer. The COR authority is not delegable. As such, this individual is responsible for the overall technical surveillance of services to be performed under this contract and should be contacted regarding questions or problems of a technical nature. In no event will any understanding or agreement, modification, change order, or other matter deviating "from the terms of the basic contract between the contractor and any person other than the Contracting Officer be effective or binding upon the Government. When in the opinion of the Contractor, the COR requests effort outside the existing scope of the contract, the Contractor will promptly notify the Contracting Officer. No action will be taken by the Contractor under such task order unless the Contracting Officer has issued a contractual document authorizing the change.

List of duties to be performed by COR in the Technical monitoring of the Contract:

(1) Serve as the contact point through which the contractor can relay questions or problems of a technical nature to the Contracting Officer.
(2) Monitor services being performed to ensure the contractor is following the regulations and qualification requirements cited in the contract.
(3) Alert the Contracting Officer, as appropriate, to any potential problems which may affect cost or performance schedules.
(4) Determine causative factors for any slippage in the performance schedule and report to the Contracting Officer making recommendations for corrective action to eliminate the cause of the slippage. In addition, the contractor's performance should be monitored to ensure that corrective action is being taken.
(5) Have the authority to cancel the operation based on the contractor's inspection of the underwater hull condition.

7.0 Authorized Changes Only by the Contracting Officer

a) No order, statement, or conduct of Government personnel who visit the Contractor's facilities or in any other manner communicates with Contractor personnel during the performance of this contract shall constitute a change under the Changes clause of this contract.

b) The Contractor shall not comply with any order, direction or request of Government personnel unless it is issued in writing and signed by the Contracting Officer or is pursuant to specific authority otherwise included as a part of this contract.

c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and notwithstanding provisions contained elsewhere in this contract, said authority remains solely the Contracting Officer's. In the event the Contractor effects any change at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority and no adjustment will be made in the contract price to cover any increase incurred as a result thereof.

8.0 Additional Information

8.1 PERMITS AND RESPONSIBILITIES

The Contractor shall, without additional expense to the Government, be responsible for obtaining any necessary licenses and permits, and for complying with any applicable Federal, State, and Municipal laws, codes, and regulations, in connection with any movement over the public highways of overweight/over dimensional materials.

8.2 QUALIFICATION OF CONTRACTOR NONDESTRUCTIVE TESTING (NDT) PERSONNEL

The Contractor and any Nondestructive Testing (NDT) subcontractor shall utilize for the performance of required NDT, only Level I, II and III personnel currently certified in accordance with NAVSEA Technical Publication T9074-AS-GIB-010/271, ACN Notice 1 of 16 Feb 99 or The American Society for Nondestructive Testing (ASNT). Documentation pertaining to the qualification and certification of NDT personnel shall be made available to the Contracting Officer and the COR for review upon request.

8.3 UPDATING SPECIFICATIONS AND STANDARDS

If, during the performance of this or any other contract, the contractor believes that any contract contains outdated or different versions of any specifications or standards, the contractor may request that all of its contracts be updated to include the current version of the applicable specification or standard including any technical justification for the change. Updating shall not affect the form, fit or function of any deliverable item or increase the cost/price of the item to the Government. The contractor should submit update requests to the Contracting Officer with copies to the Contracting Officer Representative for approval. The contractor shall perform the contract in accordance with the existing specifications and standards until notified of approval/disapproval by the Contracting Officer. Any approved alternate specifications or standards will be incorporated into the contract.

8.4 PROTECTION OF NAVAL NUCLEAR PROPULSION INFORMATION

During the performance of this contract Naval Nuclear Propulsion Information (NNPI) may be developed or used. Naval Nuclear Propulsion Information is defined as that information and/or hardware concerning the design, arrangement, development, manufacturing, testing, operation, administration, training, maintenance, and repair of the propulsion plans of Naval Nuclear Powered Ships including the associated shipboard and shore-based nuclear support facilities. Appropriate safeguards must be followed by the Contractor for the safeguarding from actual, potential or inadvertent release by the Contractor, or any subcontractor, of any Naval Nuclear Propulsion Information in any form, classified or unclassified. Such safeguards shall ensure that only Governmental and Contractor parties, including subcontractors, that have an established need-to-know, have access in order to perform work under this contract, and then only under conditions which ensure that the information is properly protected. Access by foreign nationals or immigrant aliens is not permitted. A foreign national or immigrant alien is defined as a person not a United States citizen or a United States National. United States citizens representing a foreign government, foreign private interest or other foreign nationals, are considered to be foreign nationals for industrial security purposes and the purpose of this restriction. In addition, any and all issue or release of such information beyond such necessary parties, whether or not ordered through an administrative or judicial tribunal, shall be brought to the attention of the Contracting Officer.

8.5 MARKING OF REPORTS

All reportsdelivered by the Contractor to the Governmentunder this contract shallprominently show on the cover of the report:

(1) Nameand businessaddress of the Contractor
(2) Contract number
(3) Contractdollar amount
(4) Ships Name (if applicable)
(5) Date(s)

8.6 CONTRACT TYPE

This will be an Indefinite-Delivery Indefinite-Quantity (IDIQ) type contract with firm-fixed-price task orders. Under this type of contract, no work may be performed until directed by an order issued by the Contracting Officer. Electronic mail is an acceptable form of transmission for all DOs, TOs, modifications, and correspondence issued under this contract. DOs and TOsmay be issued orally; however, orally issued orderswill be followed up with a written DO or TO. The contractperformance is a five (5) year ordering period beginning upon award lasting for a total of five (5) years.

8.7 REQUIRED STANDARD OF WORKMANSHIP/PERFORMANCE STANDARDS

Services will be acquired under this contract, and the Task orders will be structured as performancebased in accordance with FAR Subpart 37.6. This contract, as supplemented by performance work statements(PWS) contained in each service task order, provides specific requirements to accomplish the work. The contractor shall be evaluated on its ability to provide quality service and deliverables in an efficient manner. The Government shall monitor the Contractor'sperformance under this contract using the Quality Assurance Surveillance Plan (QASP) developed by the Government. Unsatisfactory/Poor Performance willbe documented in CPARS. Failure to meet a Performance Requirement Standard metric is a considered a major non-conformance that adversely impacts (or has the potential to) mission, safety of personnel and/or equipment, environment, performance (quality), schedule (delivery), and/or cost. The government's contracting officer will communicate major non-conformances to the contractor on a Contract Discrepancy Report (CDR) form with a suspense date for the contractor's corrective action plan.

Deliverableor Service Requirement	Measurement/Metric	Performance Standards	Performance Threshold	Methodof Surveillance	Incentives (Negative)
Para 3.0 - Work Specifications and Para 4.0 - Deliverables	Timeliness	The contractor completes the assigned task within the time prescribed in para 3.0 and as supplemented by the PWS contained in each Task Order.	95% of the work is completed in accordance with the base contract and Task Order PWS.	COR Tracking and Customer Feedback	Unsatisfactory/Poor Performance will be documented in CPARS. 2% of the Task Order dollar value shall be deducted from the total firm fixed price for every one (1) business day late, up to a maximum of 10% of the Task Order value.
Para 4.0 - Deliverables	Quality	The contractor shall provide all complete and accurate deliverables to the government as prescribed in para 4.0 and as supplemented by the PWS contained in each Task Order.	No more than 3 errors per deliverable.	COR Tracking and Customer Feedback	Unsatisfactory/Poor Performance will be documented in CPARS. Deliverablesreceived that have more than three (3) errors result in rejection of the deliverable as incomplete and returned to the Contractor. MSC shall not inspect the entire deliverable, rather MSC shall identify, if present, the first three errors and return the deliverable to the Contractor. Errors shall be defined as transcription differences between markupsandthefinal deliverable, as wellas formatting errors. Each time the deliverable is returned, 2% of the awarded Contract dollar value shallbe deducted from the total price for each instance in which a deliverable is determined to be incomplete, up to a maximum (for all instancesofreturned

					documents) of 10% of the awarded contractdollarvalue.
Para 8.9 - Personnel Qualifications	Personnel Qualifications	The contractor shall provide personnel with qualifications that meet or exceed those specified in para 8.9.	100% of personnel meet the key personnel requirements	COR Tracking and Customer Feedback	Unsatisfactory/Poor Performance will be documented in CPARS. 5% of the Task Order dollar value shall be deducted from the total firm fixed price for every one (1) contractor personnel that is un-qualified, up to a maximum of 15% of the Task Order value. Notwithstanding the foregoing, the Contractor may be terminated for cause.
Contract Clause: (FAR 52.222-50) Combating Trafficking in Persons (PWS 1.5.13.3)	Compliance	Contract requirements must meet the terms of FAR 52.222-50.	100% compliance required as per US Zero tolerance policy.	Periodic Surveillance of the requirements of FAR 52.222-50	Non-conformance will be documented in CPARS. Corrective action to be implemented.
Inform Employees of Whistleblower Rights	Compliance	Contractor must meet the terms of DFARS 252.203-7002	100% compliance required as per US Zero tolerance policy.	Periodic Surveillance of the requirements of DFARS 252.203-7002	Non-conformance will be documented in CPARS. Corrective action to be implemented.

8.8 METHODLOGIES TO MONITORPERFORMANCE

In an effort to minimize the contract administration burden, simplified methods of surveillance techniques shall be used by the Government to evaluate contractor performance. The primary methods of surveillance are Customer Input / Feedback. Customer feedback may be obtained either from the results of the formal customer satisfaction surveys or from random customer complaints.

Customer feedback may be obtained either from the results of formal customer satisfaction surveys or from random customer complaints. Customer complaints, to be considered valid, must be set forth in writing the detailed nature of the complaint, and must be certified by the COR. The complaint will then be forwarded to the Contracting Officer for review. If the Contracting Officer determines that the complaint is valid, the Contractor will be formally notified in writing. The Contractor will have 5 business days to formulate a response detailing the actions taken to remedy the complaint filed.

Inspection of the deliverables may be conducted by either the COR, Contracting Officer, or otherofficially designated Government representative. The level of inspection will be determined based on the task order deliverable requirements and the frequency of deliverables. For deliverablesidentified as failing to meettherequirements, the Contractor willhavefive (5) businessdays to formulate a response detailing the actions taken to remedy the failure unless a shorter timeframe is necessary in order to comply with the period of performance of the task order.

8.9 PERSONNEL QUALIFICATIONS

The contractor shall providequalified personnel to perform all contractwork and serviceswithin specified time frames. The Contractor shall establish and maintain an internal training program encompassing all dive operationsand ship husbandry work. Thisprogram shall ensure that all personnel assigned to this contract are fully qualified, knowledgeable, and demonstrably capable of successfully executing all requirements specified within this Performance Work Statement (PWS). Contractor personnel performing under this contract shall be able to visit overseas locations, unless local service technicians are available and approved by the COR to perform the required effort. Contractor personnel must be capable of obtaining clearance to access the ships. Qualification requirements are as follows:

Program Manager: Contractor shall provide a Program Manager (PM) or single point of contact that is readily available to the government to discuss solutions or disputes regarding performance or issues. The Program Manager (PM) or single point of contact shall have experience with working in the shipyard environment and have extensive knowledge regarding these services. A program manager shall also meet the following requirements:

- Graduate of the Master Diver Evaluation Course (CIN A-433-00199) or possess a Dive Supervisor Certification from a Commercial Dive School
- Must have at least 3 years of experience working as a Dive Supervisor performing underwater hull cleanings, inspections, repairs, and other associated work in similar environments, including but not limited to Navy or other government agencies
- Possess Surface-Supplied Diving Certification
- Must have at least 3,000 dive hours logged

Administrative support: The contractor shall possess administrative support that will be responsible for: tracking task orders, processing invoices, scheduling, and record keeping. The administrative support personnel must meet the following requirements:

- Proficient in Microsoft Word and Excel
- Excellent communication skills
- Strong organization skills
- Possess basic understanding of Diving operations

Supervisor: A dive supervisor shall meet the following requirements:

- Be certified as a Dive Supervisor through Navy or a Commercial Dive School (IMCA, ADCI, etc.)
- Have 2 years of experience working as a Dive Supervisor performing underwater hull cleanings, inspections, repairs, and other associated work in similar environments, including but not limited to Navy or other government agencies
- Shall have Visual Technical Inspection training through NAVSEA/DCMA
- Must have at least 2000 dive hours logged
- Possess Surface-Supplied Diving Certification
- Current certifications in advanced first aid, CPR, oxygen administration, and Diver Medic Technician or Diving First Aid

Operator: A Console/Rack Operator Thoroughly trained on the systems used to support the divers

- Experience working with surface-supplied diving equipment and procedures
- Current certifications in advanced first aid, CPR, and oxygen administration.

Diver- Primary and Standby Divers: Diver shall be qualified and experienced and will meet the following requirements:

- Possess a diver certification from the Navy or a commercial dive school (ADCI, IMCA, etc.)

- Possess Surface-Supplied Diving Certification
- Have 2 years' experience performing underwater hull cleanings, inspections, repairs, and other associated work in similar environments, including but not limited to Navy or other government agencies
- Skilled in the use of underwater power tools commonly used for hull cleaning
- Familiarity with Navy diving procedures and safety regulations
- Shall have a minimum of 1000 logged dive hours
- Current certifications in advanced first aid, CPR, and oxygen administration.

Dive Tender: Dive tenders shall meet the following requirements:

- Trained in diving operations,
- Certified in CPR and first aid.
- Completed a course in Dive Tending
- Basic understanding of diving equipment, procedures, and terminology and Navy Diving regulations and safety
- Possess formal training in surface-supplied diving techniques
- Experience working as a Dive tender performing underwater hull cleanings, inspections, repairs, and other associated work in similar environments, including but not limited to Navy or other government agencies

Log Keeper: The log keeper shall be able to ensure accurate and comprehensive record-keeping, which is vital for safety, regulatory compliance. Responsibilities would include dive log maintenance, equipment log maintenance, personnel certification tracking, incident reporting, and compliance. They must meet the following requirements:

- Be familiar with diving terminology, equipment names, and common diving procedures
- A solid understanding of relevant diving regulations and standards (e.g., OSHA, ADCI, U.S. Navy Diving Manual).
- Previous experience as a log keeper for navy dive operations

Machinery Support Technicians (Support Personnel): Laborers, crane operators, winch operators, small boat operators, and deck crew shall meet the following requirements:

- Must possess extensive experience working hull cleaning operations for the Navy or equivalent government agency
- Must have required OSHA training
- Must have First Aid and CPR certifications
- Small boat operators shall have certifications and licenses as required by the USCG
- Crane operators shall be certified as required in OSHA (29 CFR 1926.1427) OSHA guidelines require you to hold a crane operating license for each type of crane you'll be operating through an accredited testing organization like the National Commission for the Certification of Crane Operators (NCCCO)

Divers- Dive Team: Dive Team for Navy ship husbandry requires a highly skilled, experienced, and well-coordinated group of individuals who are committed to safety and security. The Dive team shall be made up of qualified and experienced personnel. At a minimum the following personal shall make up a dive team. Personnel shall meet requirements previously defined.

- Dive Supervisor
- Primary Diver
- Standby Diver
- Dive Tender
- Support personnel as required

Contractor shall provide personnel to meet historical demands of support for services. Personnel shall be able to

read, write, speak, and understand English fluently. Personnel shall be experienced with completing the work listed in this contract for the Navy.

The contractor shall warrant that personnel sent to perform any work under the contract are fully qualified at all times and qualified to perform the services that are required.

The Contractor shall submit resumes and applicable certification documentation as requested by Military Sealift Command.

The Contractor's proposed key personnel, as defined in Section 8.8, who will be directly responsible for tasks outlined in Section 3 of this Statement of Work, must possess demonstrable experience and a proven record of successful performance on projects of similar scope and complexity for the U.S. Navy. The Contractor's proposal shall provide clear evidence of this experience, including specific Navy projects on which these key personnel have served, their roles and responsibilities on those projects, and relevant project completion reports or performance evaluations. Furthermore, the Contractor shall demonstrate established experience with Military Sealift Command (MSC) or equivalent U.S. Navy standards and practices for FWP generation, cofferdam design, development, calculation/modeling, drawing development, fabrication, installation, and removal.

8.10 LABOR RATES

The Contractor's fully burdened labor rate (FBLR) will be used to negotiate work to be performed under each task order and includes task order modifications. The contractor agrees that the number of man-hours included in its price quote for each task order shall include only direct production man-hours.

Direct production man-hours will include those functions (whether charged directly or indirectly by the contractor's accounting system) which are herein defined as support for production functions. Necessary support functions shall be considered to be included in the contractor's fully burdened rate for direct production man-hours.

Specific task orders may be bound by the Service Contract Labor Standards and its associated wage Determination if applicable.

G&A and Profit will not be allowed as a separate charge for anything.

8.11 TRAVEL

CONUS and OCONUS travel are required under this contract. Travel will occur in accordance with the specific terms of the Task Orders issued under this IDIQ. The Government will award travel on a firm-fixed-price basis. All travel shall be in accordance with governing regulations (GSA, DOD JTR, etc). Proposed travel prices will be analyzed to ensure fair and reasonable prices prior to award.

8.12 SHIP& BASE ACCESS

Vendors are responsible for correctly submitting forms/applications. Vendors are encouraged to monitor email using the "Request a Read Receipt" function and to confirm receipt of facsimile transmissions.

Due to enhanced security measures, ship and base access is required for pre-award ship visits (e.g. ship-check) and contract performance. Specifically, the following permissions are required:

1. Navy Installation Access
2. Ship Access List (vendor-provided)

Navy Installation Access: Offerors must complete a Department of the Navy Local Population ID Card/Base Access Pass Registration form (SECNAV 5512/1). This form is required to conduct the background vetting and

complete the access credentialing process. Contact Shannon Marcinko/Carol Embrey at shannon.m.marcinko.civ@us.navy.mil / carol.s.embrey.civ@us.navy.mil for a DoD SAFE link to submit the form encrypted.

Ship Access List (Vendor-Provided): On company letterhead, the vendor is required to provide an accurate, current list of visiting personnel prior to being admitted aboard the vessel. This list shall include name, title, and company name. No PII shall be submitted. A hand-delivered list will not be accepted. E-mail the letter at least four (4) days prior to the scheduled site visit to list e-mail addresses for Master, Chief Mate, Chief Engineer, and PPE.

8.13 CONTRACTOR IDENTIFICATION

Contractor employees must be clearly identifiable while on Government property by wearing appropriate badges.

Contractor personnel and their subcontractors must identify themselves as Contractors during meetings, telephone conversations, in electronic messages, or correspondence related to this Contract.

Contractor-occupied facilities (on Department of the Navy or other Government installations) such as offices, separate rooms, or cubicles must be clearly identified with Contractor supplied signs, name plates, or other identification, showing that these are work areas for Contractor or subcontractor personnel.

8.14 LICENSES, PERMITS, AND PRECAUTIONS

The Contractor shall, at the Contractor's expense, be responsible for obtaining any necessary licenses and permits, and for complying with any applicable laws, codes, and regulations, in connection with the performance of work. Further, the Contractor is responsible to ensure that proper safety and health precautions are taken to protect the work, the workers, the public, and the property of others.

8.15 CONTRACTOR PERSONNEL

The Contractor is hereby advised that some Contract requirements may take place at facilities where a visitor security clearance may be required. Therefore, the Government reserves the right to request any appropriate information concerning Contractor personnel as necessary to provide security check and/or clearances to enter such facilities. The Contractor must comply with COMSCINST 5521.1 Series or latest revision.

8.16 PROCEDURES FOR TASK ORDERS

After Contract award, individual task/delivery orders will be issued by the Command as necessary to support contract requirements.

Products and services will be ordered by the Contracting Officer through a DO/TO. The Contractor shall respond within the time established by the Government for response (will vary on an Order by Order basis) with a formal and detailed quote that identifies the number of labor hours, material, and travel required to complete the requirements. The submitted quote shall identify the proposed tasks, labor hours required per task, and number of personnel and days required to complete the requirements. The quote shall provide a breakdown of required travel, if applicable, into airfare, lodging, rental vehicles, and per diem in accordance with the Joint Travel Regulations (JTR). Material shall be itemized with a description, quantity, and unit price for each item required. If the Contractor is obtaining services/material from a subcontractor, the name of the subcontractor shall be provided. The quote will be evaluated for technical acceptability and price reasonableness to be eligible for award. Price analysis will be conducted in accordance with FAR 15.4, DFARS 215.4, and DFARS PGI 215.4 (Class Deviation 2026-O0043). When there is no other means for the Contracting Officer to determine that prices are fair and reasonable, the Contractor is required to submit "data other than certified cost or pricing data" to support the quoted prices. MSCHQ Contracting personnel will notify the Contractor of the acceptance/rejection of the estimate. The Contractor will be directed to commence work via a Task Order/Delivery Order sent from the Contracting Officer or Contract Specialist. The Contractor shall provide notice of acceptance of the Task Order by signing and returning the order to the Contracting Officer or Contract Specialist.

In accordance with DFARS 252.217-7028, Over and Above Work, the Government can establish a contract line-item number (CLIN) in the TO for additional work that is within scope as long as agreed-to procedures are followed by the Government and the Contractor, and the Government can verify/accomplish the following in accordance with DFARS 252.217-7028(d):
(1) Promptly review the work request;
(2) Verify that the proposed work is required and not covered under the basic contract line item(s);
(3) Verify that the proposed corrective action is appropriate; and
(4) Authorize over and above work as necessary.

8.17 INVOICING REQUIREMENTS

The Contractor shall utilize Wide Area Workflow (WAWF) when submitting invoices. Contractor will follow the procedures at DFARS 252.232-7006. Specific WAWF instructions will be included in each TO.

8.18 CONTRACTOR PERFORMANCE APPRAISAL REPORTING SYSTEM (CPARS)

Past performance information will be collected and maintained under this contract using the Department of Defense CPARS. CPARS is a web-enabled application that collects and manages the Contractor's performance information on a given contract during a specific period of time. Additional information is available at http://www.cpars.navy.mil/.

The Contractor will receive notification via email when a CPARS has been completed and is available for review and comment on any element of the proposed rating before the rating becomes final. Within 30 days after contract award, the Contractor shall provide the name, title, e-mail address and telephone number of the company's individual or individuals who will have the responsibility of reviewing and approving any CPARS developed under the contract to the Contracting Officer. If during the life of this contract, the company individual(s) are replaced, the substituted individual's information will be provided to the Contracting Officer within 30 days of the replacement.

CPARS reports will be completed on an annual period which will take into account the cumulative performance over the course of the rating period.

8.19 H-5 MANDATORY ELIGIBILITY FOR CONTRACT AWARD AND INSTALLATION ACCESS WITHIN USCENTCOM AOR

For performance within the USCENTCOM AOR, after award, at the beginning of each performance period, the contractor, as the prime contractor must certify that they have an acceptable Joint Contingency Contracting System (JCCS) vendor rating.

Failure to be approved in JCCS -- and thereby be eligible for installation access at the prime contractor levels –may render the offeror/contractor ineligible for award or continued performance. Additionally, any firm that is declared ineligible for installation access will be deemed non-responsible until such time as that firm is again deemed eligible by the appropriate access approval authority.

a. U.S. and Coalition Commanders possess inherent authority to maintain law and order, provide security, and impose discipline necessary to protect the inhabitants of U.S. and/or Coalition installations, U.S. and Coalition personnel operating outside of installations, and U.S. or Coalition-funded developmental projects in the entire USCENTCOM AOR. This authority allows commanders to administratively and physically control access to installations and/or project sites, and to bar contractors – including prime contractors, subcontractors at any tier, and any employees, from an installation or site. A commander' s inherent force protection (FP) authority is independent of an agency' s contracting authority, and it may not be superseded by any contractual term or provision.

b. The Prime Contractor/Vendor acknowledges that: submission of a bid, offer, or a proposal; acceptance of

contract award of any type; or continuing effort under any contract that includes this language; requires that the Prime Contractor/Vendor be initially eligible -- and remain eligible during the entire period of contract performance to include any warranty period – for installation access to a U.S. and/or Coalition installation, regardless of whether the performance will take place on or off a U.S. or Coalition installation. As part of the responsibility determination in accordance with FAR Part 9, prior to awarding a contract in support of contingency operations in the USCENTCOM AOR, all contacting activities shall verify that the Awardee has an acceptable JCCS vendor FP rating of "A" or "B".

c. To be eligible for contract award and installation access, Contractors at all tiers are required to register for installation access in the US Government Information Technology (IT) Joint Contingency and Expeditionary Services (JCXS) system containing the JCCS module and are responsible for keeping the information in this system updated at all times. Prime Contractors or contractors at any tier may verify their registration at https://www.jccs.gov/jccscoe/ by selecting the "Vendors Login" module and logging in with their user name and password. The offeror must be registered, approved, and eligible for installation access prior to award, and remain eligible for installation access for the life of the contract.

d. Installation access determinations arise from the Combatant Commander's inherent authority and are separate and distinct from any law, regulation, or policy regarding suspension and debarment authority. Contractor queries or requests for reconsideration related to U.S. or Coalition installation base access eligibility must be directed to the authority responsible for base access decisions.