**DEPARTMENT OF THE NAVY**
COMMANDER
NAVY REGIONAL MAINTENANCE CENTER
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CNRMCINST 4280.1A
Code 400
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CNRMC INSTRUCTION 4280.1A

From: Commander, Navy Regional Maintenance Center

Subj: MASTER AGREEMENT FOR REPAIR AND ALTERATION OF VESSELS; MASTER SHIP REPAIR AGREEMENT (MSRA) AND AGEEMENT FOR BOAT REPAIR (ABR)

Ref: (a) DOD Federal Acquisition Regulation Supplement, Part 217, Subpart 217.71, Master Agreement for Repair and Alteration of Vessels

Encl: (1) MSRA/ABR Notional Processing Timeline
(2) Master Ship Repair Agreement (MSRA) Eligibility Requirements
(3) Agreement for Boat Repair (ABR) Eligibility Requirements
(4) MSRA Assessment Checklist
(5) ABR Assessment Checklist

1. Purpose. To revise the policy, guidelines, and procedures governing the application for and issuance of the Master Ship Repair Agreement (MSRA) and the Agreement for Boat Repair (ABR) per enclosure (1), to firms meeting the eligibility requirements prescribed in enclosures (2) through (5).

2. Cancellation. CNRMCINST 4280.1.

3. Background. Per reference (a), NAVSEAINST 4280.2C defined the minimum eligibility qualification requirements for obtaining/retaining a Master Ship Repair Agreement (MSRA) and/or Agreement for Boat Repair (ABR). This instruction identifies managerial, technical and facilities characteristics that a ship/boat repair contractor must possess and maintain to ensure that the repair effort on a naval vessel is accomplished satisfactorily. Coordinated by Commander, Navy Regional Maintenance Center (CNRMC), Naval Sea Systems Command (NAVSEA) approves all MSRA and ABR certifications in the continental United States. CNRMC has overall responsibility for the management of the MSRA and ABR certification processes.

4. Discussion

a. Shipboard repair work is complex and demanding. The type of work that comprises ship repair, and the conditions under which it is performed, require that NAVSEA contract only with ship repair companies that are fully capable of conducting all aspects of shipboard work. The compact arrangement of machinery and systems aboard ship, the sophistication of systems installed in naval ships, and the Navy's absolute requirement for reliable operation, create a unique repair environment that demands special expertise and capability. Further, naval ships

are designed and built with a high degree of interaction among components and systems. Repairs or modifications to a single system or component may have wide-spread effects on the operation of many other systems or components that are physically remote from the one being repaired. A thorough understanding of these effects and the ability to manage shipboard work as an integrated package are essential.

b. Successful accomplishment of ship repair work requires careful coordination of a work force possessing a wide mix of skills and trades. Even relatively minor repairs may entail the following, but not limited to:

(1) Advance planning;

(2) Engineering;

(3) Material identification and procurement;

(4) Material management;

(5) Work site preparation;

(6) Rip-out and removal of interferences;

(7) Handling, removal and disposal of hazardous materials/wastes;

(8) Removal, disassembly, repair and reassembly;

(9) Reinstallation and test;

(10) Restoration and test of interferences;

(11) Work site restoration;

(12) Quality Assurance;

(13) Integrated system testing;

(14) Updating of documentation;

(15) Safety Requirements;

(16) Physical and information assurance security;

(17) Maintenance Support Computer Software and Hardware.

c. Timeliness, safety, and quality control are of utmost importance in the conduct of ship repair in order to return the ship to a mission-ready state as well as to provide maximum assurance that it will remain so while deployed until the next scheduled maintenance period.

d. The two-tier vessel repair certification process, the MSRA and the ABR, was established to ensure the Navy receives a satisfactory repair effort and to promote an active, competitive private sector industrial base to repair Navy ships. A Contractor may hold both an MSRA and an ABR, depending on their levels of expertise, capability and workload capacity.

e. This instruction cancels the Remote Site Performance Plan, more commonly referred to as a "Remote Site MSRA." Remote site plans were not in accordance with the intent of the MSRA and created unnecessary confusion in its purpose and execution.

5. Policy

a. Master Ship Repair Agreement (MSRA)

(1) The MSRA is not a contract; it is a location or region-specific contract agreement vehicle issued to those firms that have the facilities, management, organization and production capabilities to perform an entire complex repair and alteration package. This written instrument contains clauses, terms and conditions applying to future contracts for repairs, alterations and/or additions to vessels. Additionally, it contemplates separate future contracts that will incorporate by reference or attachment the required and applicable clauses agreed upon in the master agreement. Contractors must submit separate applications for each location or region for which certification is desired.

(2) MSRA eligibility requirements are set forth in Enclosure (2).

(3) The MSRA is not a qualifying documentation for future contracts, as MSRA eligibility requirements reflect a generic work package requirement. The Procuring Contracting Officer (PCO) may determine that a complete Pre-Award Survey is required prior to award of a job order to verify a contractor's managerial capabilities, financial status, production capacity, percentage of work subcontracted, and/or facilities capabilities and capacities among other factors. PCOs may determine not to award job orders to Contractors based solely on their MSRA certification or their Acquisition and Solicitation Plans. The PCO may determine to use the location-specific MSRA certification survey as a qualifying factor for contract award.

(4) The foundation of an MSRA is that a firm has the internal organization and capability to perform 55% of a work package within its own facilities, utilizing its own shops and work force. Specifically, the firm must possess or have committed access to a pier or drydock located within the firm's immediate geographic region that must be accessible to and capable of berthing vessels in the performance of the duties as outlined in Enclosure (2). The latter requirement, when evaluated during an onsite survey, is viewed generically as having the appropriate mix of capabilities to perform structural, electrical, electronic, machinery and piping work. Since the scope of work will vary between work packages, an MSRA does not automatically certify that a contractor can accomplish a specific work package.

(5) MSRAs will be reviewed every five (5) years, or as required, based on a significant change in a firm's status; e.g. mergers, novation agreements, company closure, etc., or unsatisfactory performance ratings. Major organizational shifts in a firm, including novation agreements, mergers, etc., require a firm to recertify within one (1) year of finalization. If a recertification is required due to unsatisfactory performance ratings, CNRMC will notify the MSRA holder and recertification is to be completed within one (1) year of notification. All MSRA holders will automatically be considered for an ABR.

(6) Contractors failing to qualify for an MSRA are highly encouraged to apply for an ABR in order to maintain or build experience and participation in the surface ship repair environment while working to improve on their MSRA eligibility.

b. Agreement for Boat Repair (ABR)

(1) The ABR is not a contract; it is a location or region-specific contract agreement vehicle issued to those firms that demonstrate managerial capabilities to schedule and to control boat/craft repairs in a specific location or region. This written instrument contains clauses, terms, and conditions applying to future contracts for repairs, alterations and/or additions to vessels. Additionally, it contemplates separate future contracts that will incorporate by reference or attachment the required and applicable clauses agreed upon in the master agreement. Contractors must submit separate applications for each location or region for which certification is desired.

(2) ABR eligibility requirements are set forth in Enclosure (3).

(3) The ABR is not a qualifying documentation for future contracts. As the eligibility requirements reflect a generic work package requirement, a PCO may determine that a complete Pre-Award Survey is required prior to award of a job order to verify a contractor's managerial capabilities, financial status, production capacity, percentage of work subcontracted, and/or facilities capabilities and capacities among other factors. PCOs may determine not to award job orders to Contractors based solely on their ABR certification or their Acquisition and Solicitation Plans. The PCO may determine to use the location specific ABR certification survey as a qualifying factor for contract award.

(4) The foundation for an ABR certification is validation that a firm has the technical and production capabilities to repair steel, aluminum or fiberglass hulled vessels and possess the physical capability and capacity to lift the boat/craft out of the water. Specifically, an ABR holder must have the management, production, organization and facilities to accomplish the scope of work defined for MSRA above. The ABR was established for those contractors who can perform boat/craft repair and overhaul work as well as non-complex work on Navy ships. The scope of work may encompass Chief of Naval Operations (CNO) Availabilities, Fleet Availabilities, boat/craft overhauls and dockside repairs, as well as selective shipboard component repairs.

(5) ABRs will be recertified every five (5) years, or as required, based on unsatisfactory performance ratings. In the event a recertification, due to unsatisfactory performance ratings, is warranted, CNRMC will notify the ABR holder; recertification will be required within one (1)

year of the notification. An ABR holder may request a resurvey in support of an MSRA application, following enclosure (2), should their capabilities or facilities be upgraded to the specifications prescribed therein.

c. Neither the MSRA, nor the ABR, is to be used to evaluate the qualification requirements for submarine repair work.

6. Responsibilities

a. Regional Maintenance Centers (RMC):

(1) Designate an MSRA/ABR Manager to be the single point of contact for MSRA/ABR applications for their region.

(2) Maintain records on all MSRA/ABR applications, site survey results, and command recommendations, and approvals.

(3) Schedule and conduct site surveys in support of certification or re-certification applications following the notional timeline in enclosure (1).

(4) Communicate regularly with the CNRMC MSRA/ABR Program Manager regarding the scheduling, and execution of site surveys.

(5) Provide to CNRMC, on command letterhead, a recommendation to approve or disapprove an application, along with the command's findings and assessment from the site survey documented in enclosures (4) and/or (5) respectively.

b. Commander, Navy Regional Maintenance Center:

(1) The CNRMC Contracts Directorate (C400) will be the MSRA/ABR Program Office. The MSRA/ABR Program Manager will be the point of contact for all applicants and will provide updates, as required, on processing of applications, including adherence to the processing timeline in enclosure (1). The MSRA/ABR Program Manager will facilitate gathering from applicants any additional documentation required in support of their application.

(2) CNRMC will ensure RMCs understand their responsibilities in accordance with this instruction.

(3) CNRMC/C400 will maintain the overall MSRA/ABR and database and notify cognizant RMCs of pending applications and site surveys. The MSRA/ABR Program Manager will maintain the necessary documentation and data in support of survey team and RMC recommendations to facilitate contractor debriefings, media inquiries, or Congressional correspondence.

(4) CNRMC/C200 and C400 will review all MSRA and ABR applications and site surveys received from the RMCs to ensure eligibility criteria have been met. Eligibility

discrepancies noted by the RMC will be presented to the applicant and the application held in suspense until the Contractor makes the appropriate corrections.

(5) The MSRA/ABR Program Manager will conduct briefings with MSRA/ABR applicants on survey results and respond to media and/or Congressional inquiries on non-contractual issues related to the program.

(6) CNRMC/C400 will draft a recommendation to approve, deny, or suspend an application and forward to the CNRMC Executive Director (ED) for signature.

(a) Positive endorsements of an application, will be signed by the CNRMC/ED and forwarded to NAVSEA Contracts (SEA 02) for issuance of an MSRA or ABR.

(b) Should an RMC recommend denying an application, the MSRA/ABR Program Manager will prepare a Letter of Deficiency, to be signed by CNRMC/ED, addressed to the applicant, identifying all the discrepancies with the application or deficiencies noted by the RMC. Further action on the application will be suspended until all deficiencies have been corrected.

(7) The MSRA/ABR Program Manager will coordinate with NAVSEA 024 for the termination or cancelation of existing MSRAs or ABRs, as required.

c. Naval Sea Systems Command, Contracts Directorate (SEA 02):

(1) NAVSEA 02 will review all recommendations to approve MSRA or ABR applications. If SEA02 concurs with the recommendations, they will issue an MSRA or ABR, providing a copy of the signed agreement to CNRMC's MSRA/ABR Program Manager and the cognizant RMC.

(2) If a recommendation is made to suspend or terminate an existing MSRA or ABR, SEA02 will coordinate with CNRMC for supporting documentation and information prior to obtaining approval from the NAVSEA commander.

(3) SEA02 will be the point of contact for all MSRA and ABR contractual issues, as well as serve as liaison with other agencies such as the Maritime Administration, Military Sealift Command, US Coast Guard, and the US Army.

7. Format of the MSRA and the ABR. The format and content of all Master Agreements for Repair and Alteration of Vessels will be in accordance with Defense Acquisition Regulation Supplement (DFARS) Procedures, Guidance, and Information (PGI) Subpart 217.71.

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# MSRA/ABR NOTIONAL PROCESSING TIMELINE

Upon receipt of an application, the CNRMC MSRA/ABR Program Manager will document receipt and provide a notional timeline to completion to the CNRMC/C400 in accordance with the timeline below. This timeline is notional and assumes no significant issues with the application; actual processing time is dependent on the applicant's level of preparation, completeness of the application package, and schedule availability.

| Action | Responsible Office | Time to Complete (days) | Total Time |
|---|---|---|---|
| Document receipt of application | CNRMC/400 | 0 | 0 |
| Complete Package Review | CNRMC/200 & 400 | 14 | 14 |
| Documentation of Package Deficiencies | CNRMC/200 & 400 | 5 | 19 |
| Coordinate Site Survey | CNRMC/400 & RMC & Contractor | 5 | 24 |
| Execute Site Survey | RMC & Contractor | 30 | 54 |
| Document Survey Deficiencies & Issue RMC Recommendation | RMC & CNRMC/400 | 14 | 68 |
| Review Site Survey and RMC Recommendation | CNRMC/200 & 400 | 5 | 73 |
| Prepare CNRMC Recommendation | CNRMC/400 | 5 | 78 |
| Provide CNRMC Recommendation to SEA02 | CNRMC/ED & 400 | 5 | 83 |
| SEA02 issues MSRA/ABR | SEA02 | 5 | 88 |

**Master Ship Repair Agreement (MSRA) Eligibility Requirements**

1. The MSRA is a location and or region-specific contract agreement vehicle and not a qualifying documentation for future contracts. Contractors must submit separate applications for each location for which certification is desired. MSRA contractors are required to be capable of performing 55% of the work package on a Selected Restricted Availabilities (SRA) of vessel with these minimum characteristics: length 387.6 feet. (118.1 meters); beam, 57.7 feet, (17.6 meters); displacement, approximately 3,400 MT full load; and draft, 14.1 feet, (4.3 meters), within their own facilities, utilizing their own shops and work force. Further, the firms must be capable of subcontracting for those elements beyond their managerial, technical, or physical capability or capacity while ensuring adequate oversight of subcontracting effort. MSRA contractors must also be capable of assuming full responsibility for the integrated scheduling, cost and quality and timeliness of subcontractor performance.

2. Therefore, the MSRA contractor must be a company recognized as engaged in ship repair work. The MSRA contractor must possess an organization capable of the full scope of planning, estimating, engineering, quality control, shipboard/off ship production and component/system testing and trials.

3. Such an organization includes established organizational elements as set forth below. These characteristics will be evaluated to determine a firm's eligibility for an MSRA:

a. Administration/Management Control. Established organization geared toward ship repair at all levels of size, value and complexity, and toward technology innovation and process improvement. The contractor must have clear lines of authority, delegation of responsibility and mid-level managerial positions in place. The contractor must also have competent and experienced employees with ship repair experience and the capability to develop and integrate planning, estimating and scheduling functions. Defined managerial responsibilities for production, quality assurance, material procurement/control and subcontractor control.

b. Financial Control (evaluated by DCMA). All new applicants must contact the cognizant Defense Contract Management Agency (DCMA) and request that a formal financial capability evaluation is conducted PRIOR to submitting their application. At a minimum, DCMA should provide an evaluation of the firm's accounting system, their ability to segregate costs, a Z-Score, current and acid test ratios, credit availability or other source of financial income to support the work effort, and whether accounts payable are aging. All recertification applicants must complete a formal financial capability evaluation, which is considered acceptable if it was conducted by the cognizant DCMA within the last five (5) years. Recertification applicants whose financial capability evaluation exceeds five (5) years should contact DCMA one (1) year prior to applying for recertification. All DCMA applicable documentation must be submitted with the application for recertification.

c. Production Control. A production organization, on board (or ability to obtain) trade mix/skills to perform ship repair work. Control of production efforts. Integration of other key functions with production. Established use of scheduling techniques and methods of progressing. Training available to trades employees.

d. Production Technical Support. Engineering and design support capabilities (in-house or subcontracted) with sufficient capability to diagnose and evaluate technical problems and issues and to make competent technical recommendations to the Navy for final approval when necessary and appropriate.

e. Material/Procurement Control. A material purchasing department with staff. Procedures for planning, control of material (purchasing, monitoring, receipt, inspection, segregation, issuance, nonconformance, disposition and disposal). An inventory system – for ordering, tagging, warehousing, managing, and accounting for materials. Contractor Furnished Materials (CFM) / Government Furnished Materials (CFM) storage, control and protection. Existing environmentally- controlled warehouse space. Material handling equipment. Familiarity with the Navy logistics support system.

f. Subcontractor Control. Procedures for selecting, scheduling, managing, monitoring and controlling subcontractors.

g. Quality Control/Test and Trials. Prospective MSRA holders must have a Quality Management System (QMS) manual and the potential to meet ISO 9001 (series) standards. A quality control organization/department/staff. Written Quality Assurance procedures/manual addressing all the requirements of ANSI/ISO/ASQ Q9001-2015, Quality Management Systems. Calibration and metrology system availability. Test memo writing capability. Nondestructive Testing capabilities. Welding procedures and welders' qualifications. Ability to perform trend analysis.

h. Safety/security. Safety Organization/Manager or Engineer. Safety manual/procedures. Safety training. First-aid capabilities or medical services. Fire protection/procedures. Physical yard security/security procedures.

i. Hazardous Material/Waste Control. Proper procedures and facilities to meet the legal requirements for removal, storage and disposal of hazardous waste. Segregated storage. Documentation of licensed subcontractors responsible for control of hazardous waste removal, storage and disposal. Appropriate state/federal agency issued hazardous waste generator number. Disposal records which indicate type of material, date and place of disposal.

j. Facilities. Although facility requirements may vary with the work authorized for a specific ship, the MSRA holder must be a ship repair company that possesses or has available the following facilities:

(1) Pier, with services in place in the immediate homeport area which a vessel with the minimum characteristic of length: 387.6 feet (118.1) meters), beam: 57.7 feet (17.6 meters), displacement: approximately 3,400 MT full load, draft: 14.1 feet (4.3 meters) class size ship can access and be berthed.

(2) Structural Shipfitting Shop

(3) Machine Shop

(4) Pipe Shop

(5) Electrical/Electronics Shop

(6) Carpentry Shop

(7) Rigging Equipment

(8) Welding/NDT Shop

(9) Sheet Metal Shop

(10) Insulator Shop

(11) Paint Shop

4. Further, ship repair firms are evaluated on their ability to accomplish:

a. Shipfitting types of work. Rip out, alteration, repair, and installation of ship's hull and superstructure including hull plates, frame structure, metal deck plating and grating, hull fittings such as davits, fairleads, chocks, bollards, watertight doors, hatches, fittings, scuttles, sockets, and deck rails.

b. Sheet Metal work. Rip out, alteration, repair and installation of ventilation ducting, berthing and messing equipment, partitions, racks, shelving and bin storage, galley and refrigerated space equipment, joiner doors and bulkheads.

c. Non-Nuclear Welding. Welding of ferrous and nonferrous material using shielded metal arc, gas metal arc, gas tungsten arc, oxygen-acetylene, and resistance welding equipment as appropriate.

d. Pipefitting. Manufacture and replace parts, fabricate piping assemblies, perform hydraulic testing on piping assemblies. Assist in alignment of pipe runs, removal of worn or defective piping components.

e. Outside Machine. Repair, troubleshooting, test, reinstall, and align main propulsion and auxiliary feed pumps, including steering, windlass, capstan, compressors, feed pumps, forced draft blowers, steam turbines, shaft seals, evaporators, turbo generators, tank level indicators, deck machinery, gallery and scullery equipment, and laundry equipment.

f. Pump Repair. Disassemble, overhaul, repair, reassemble, inspect and align all types of pumps (except hydraulic) including centrifugal, gear, rotary and reciprocating pumps and air compressors.

g. Electrical. In work center – recondition motors, rewind armatures and stators, load test motors, repair emergency diesel stators, small boat generators, submersible pumps, starters,

signal search lights, Direct Current (DC) power supplies, and overhaul running light panels, Motor Generator (M/G) set control cabinets, reversing controllers, and automatic bus transfers.

h. Outside Electrical. Provide technical assistance, troubleshoot, and test operations of ship's electrical systems and machinery. Inspect, test, and repair onboard ship's electrical equipment such as motors, generators, motor generators, propulsion motors, magnetic clutches, cables, control panels, motor starters, switches, navigation lights, resistor banks, appliances, lighting equipment, and repair starters.

i. Electronic Test, Repair and Alignment. Test and Repair General Purpose Electronic Test Equipment (GPETE), test, disassemble, clean, repair, overhaul, reassemble, calibrate and align communication and radar equipment. Miniature/Microminiature repair and limited automatic circuit card testing.

j. Interior Communication Test and Repair. Troubleshoot, repair and test ship's interior communication systems, alarm systems, machinery control and indicating system, tape recorders and record players, and ship's navigation and control systems.

k. Woodworking and Pattern Making. Manufacture or repair wooden items found aboard Naval vessels. Repair wooden and fiberglass hulls and decks, manufacture patterns and boxes.

l. Riggers Support Activity. Operate cranes, booms, deck winches, chain falls, and other rigging and weight handling equipment including rigging booms and securing guys for loading and off-loading equipment, material and boats.

**Agreement for Boat Repair (ABR) Eligibility Requirements**

1. The ABR is a location and or region-specific contract agreement vehicle and not a qualifying documentation for future contracts. Contractors must submit separate applications for each location for which certification is desired. To qualify for an ABR, a contractor must be primarily engaged in ship and/or boat/craft repair.

2. The Standard Industrial Classification (SIC) Manual, published by the Executive Office of the President, Office of Management and Budget (OMB) (1987), lists codes "for use in the classification of establishments by type of activity. Each establishment is assigned an industry code on the basis of its primary activity."

3. Prospective ABR contractors must provide sufficient documentation to CNRMC to indicate that they meet the general criteria of one of the following applicable SIC codes (Documentation can include the contractor's listing, including one of the below listed SIC codes, in the latest editions of Standard and Poor's Register of Corporations, Dunn and Bradstreet Reference Book, or any similar publication.)

a. 3731 Ship Building and Repairing. Establishments primarily engaged in building and repairing ships, barges, and lighters, whether self-propelled or towed by other craft. This industry also includes the conversion and alteration of ships and the manufacture of offshore oil and gas well drilling and production platforms (whether or not self-propelled). Establishments primarily engaged in fabricating structural assemblies or components for ships, or subcontractors engaged in ship painting, joinery, carpentry work, and electrical wiring installation, etc., classified in other industries.".

b. 3732 Boat Building and Repairing. Establishments primarily engaged in building and repairing boats. Establishments primarily engaged in manufacturing rubber and non-rigid plastic boats are classified in Major Group 30. Establishments primarily engaged in operating marinas and which perform incidental boat repair are classified in Transportation, Industry 7997; and those performing outboard motor repair are classified in Services, Industry 7699.

4. In addition to meeting the general criteria of either SIC codes 3731 or 3732, an ABR contractor must possess, as a minimum, the following capabilities:

a. Administration/Management Control. An established organization. Clear lines of authority. Qualified employees. Rudimentary capability to develop schedules. Defined managerial responsibilities.

b. Financial Control (evaluated by DCMA). All new applicants must contact the cognizant Defense Contract Management Agency (DCMA) and request that a formal financial capability evaluation is conducted. At a minimum, DCMA should provide an evaluation of the firm's accounting system, their ability to segregate costs, a Z-Score, current and acid test ratios, credit availability or other source of financial income to support the work effort, and whether accounts payable are aging. All recertification applicants must complete a formal financial capability evaluation, which is considered acceptable if it was conducted by the cognizant DCMA within

the last five (5) years. Recertification applicants whose financial capability evaluation exceeds five (5) years should contact DCMA one (1) year prior to applying for recertification. All DCMA applicable documentation must be submitted with the application for recertification.

c. Production Control. Production organization. Skilled personnel. Control of production efforts. Integration of key functions with production. Ability to progress job efforts.

d. Production Technical Support. In-house or subcontracted engineering and design support capabilities.

e. Material/Procurement Control. A system for control of material (purchasing, monitoring, receipt, inspection, segregation, issuance, nonconformance and disposal). An inventory system. Adequate warehousing space.

f. Subcontractor Control. Evidence of ability to control subcontractors.

g. Quality Control/Test and Trials. An identified quality control system. Quality control procedures/manual. Calibration and metrology system availability. Potential to meet ISO 9001 Series Standards.

h. Safety/Security. Designated safety responsibilities. Safety procedures. Medical, fire and security protection.

i. Hazardous Material/Waste Control. Proper procedures and facilities to meet the legal requirements for removal, storage and disposal of hazardous waste. Segregated storage. Documentation of licensed subcontractors responsible for control of hazardous waste removal, storage and disposal. Appropriate state/federal agency issued hazardous waste generator number. Disposal records which indicate type of material, date and place of disposal.

j. Facilities. Dockside facilities such as piers or berthing spaces (owned or having committed access). Shop capabilities in structural, machine, pipe, electrical/electronics and/or carpentry.

5. Since ABR firms have the potential to perform a diverse scope of repair work, from boat and/or craft overhauls to selected topside repairs to major vessels, ABR firms will be evaluated on their ability to accomplish:

a. Shipfitting types of work. Rip out, alteration, repair, and installation of ship's hull and superstructure including hull plates, frame structure, metal deck plating and grating, hull fittings such as davits, fairleads, chocks, bollards, watertight, doors, hatches, fittings, scuttles, sockets, and deck rails.

b. Sheet Metal work. Rip out, alteration, repair, and installation of ventilation ducting, berthing and messing equipment, partitions, racks, shelving and bin storage, galley and refrigerated space equipment, joiner doors and bulkheads.

c. Non-Nuclear Welding. Welding of ferrous and nonferrous material using shielded metal arc, gas metal arc, gas tungsten arc, oxygen-acetylene, and resistance welding equipment as appropriate.

d. Pipefitting. Manufacture and replace parts, fabricate piping assemblies, perform hydraulic testing on piping assemblies. Assist in alignment of pipe runs, removal of worn or defective piping components.

e. Outside Machine. Repair, troubleshooting, test, reinstall, and align main propulsion and auxiliary components including steering, windlass, capstan, compressors, feed pumps, forced draft blowers, steam turbines, shaft seals, evaporators, turbo generators, tank level indicators, desk machinery, gallery and scullery equipment, and laundry equipment.

f. Pump Repair. Disassemble, overhaul, repair, reassemble, inspect and align all types of pumps (except hydraulic) including centrifugal, gear, rotary, and reciprocating pumps and air compressors.

g. Electrical. In work center – recondition motors, rewind armatures and stators, load test motors, repair emergency diesel stators, small boat generators, submersible pumps, starters, signal search lights, DC power supplies, and overhaul running light panels, Motor Generator (MG) set control cabinets, reversing controllers, and automatic bus transfers.

h. Outside Electrical. Provide technical assistance, troubleshoot, and test operations of ship's electrical systems and machinery. Inspect, test, repair onboard ship's electrical equipment such as motors, generators, motor generators, propulsion motors, magnetic clutches, cables, control panels, motor starters, switches, navigation lights, resistor banks, appliances, lighting equipment, and repair starters.

i. Electronics. Test and Repair General Purpose Electronic Test Equipment (GPETE), test, disassemble, clean, repair, overhaul, reassemble, calibrate and align communication and radar equipment. Miniature/Microminiature repair and limited automatic circuit card testing.

j. Interior Communication Test and Repair. Troubleshoot, repair and test ship's interior communication systems, alarm systems, machinery control and indicating system, tape recorders and record players, and ship's navigation and control systems.

k. Woodworking and Pattern Making. Manufacture or repair wooden items found aboard Naval vessels. Repair wooden and fiberglass hulls and decks, manufacture patterns and boxes.

l. Riggers Support Activity. Operate cranes, booms, deck winches, chain falls, and other rigging and weight handling equipment including booms and securing guys for loading and off-loading equipment, material and boats.

| MASTER SHIP REPAIR AGREEMENT (MSRA) ASSESSMENT CHECKLIST | | | | | | |
|---|---|---|---|---|---|---|
| **Note: An MSRA does not automatically certify that a contractor can accomplish a specific work package. The PCO may determine that a complete Pre-Award Survey is required prior to award of a job order or contract to verify a contractor's managerial capabilities, financial status, production capacity, percentage of work to be sub-contracted, and/or facilities capabilities and capacities among other factors.** | | | | | | |
| **ASSESSED AREA** | | | **DESCRIPTION** | **YES** | **NO** | **COMMENTS/FINDINGS/NOTES** |
| **1.** | **Organic Capability** | | Firm is capable of performing 55% of the work package on SRAs of a vessel with the minimum characteristics within their own facilities, utilizing their own shops and work force. | | | |
| | 1a. | Sub-Contracting Capacity | Firm is capable of subcontracting for those elements beyond their managerial, technical, or physical capability or capacity while ensuring adequate oversight of subcontracted effort. | | | |
| | 1b. | Scheduling & Performance Management | Firm is capable of assuming full responsibility for the integrated scheduling, cost, quality, and timeliness of subcontractor performance | | | |
| | 1c. | List of Qualifying Contracts | Provide a list of contracts demonstrating or validating the Firm's organic capabilities. | | | |
| **2.** | **Facilities** | | Firm has committed access to a pier located within the firm's immediate geographic region that is accessible to and capable of berthing a vessel of the minimum characteristics | | | |
| **3.** | **Capabilities Assessment** | | | | | |
| | 3a. | Administration & Management Control | Firm has an established organization geared toward ship repair at all levels of size, value and complexity, and toward technology innovation and process improvement. Firm has clear lines of authority, delegation of responsibility, and mid-level managerial positions in place. Firm has competent and experienced employees with ship repair experience and the capability to develop and integrate planning, estimating, and scheduling functions. | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | 3b. | Financial Control ***(Evaluated by DCMA)*** | Firm is able to segregate accounting costs, have an adequate accounting system, favorable cash ratios, availability of a line of credit or other source of financial income to support the work effort, and evidence of prompt payment of subcontractors and suppliers. | | | |
| | 3c. | Production Control | Firm has a production organization (organically or via sub-contract) that has the trade mix/skills to perform ship repair work. Firm can control production efforts, integrate other key functions with production, has an established use of scheduling techniques, and methods of progressing. Firm has training available to trade-level employees. | | | |
| | 3d | Production Technical Support | Firm has engineering and design support capabilities (organic or contracted) with sufficient capability to diagnose and evaluate technical problems and issues and to make competent technical recommendations to the Navy for final approval when necessary and appropriate. | | | |
| | 3e. | Material Procurement & Control | Firm has a material purchasing department with adequate staffing to plan and execute procedures for planning, control of material (purchasing, monitoring, receipt, inspection, segregation, issuance, nonconformance, disposition and disposal) Firm has an inventory management system for ordering, tagging, warehousing, managing, and accounting for materials; including the storage, control, and protection of Government Furnished Material (GFM) and Contractor Furnished Material (CFM). Firm has familiarity with the Navy logistics support system. | | | |
| | 3f. | Sub-Contractor Control | Firm has procedures for selecting, scheduling, managing, monitoring and controlling subcontractors | | | |
| | 3g. | Quality Control, Test, and Trials | Firm has a quality control organization/department/staff. Firm has an established quality assurance procedures/manual with a calibration and metrology system availability, test memo writing capability, non- | | | |

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| | | | destructive testing capabilities, welding procedures and welders' qualifications. Firm is able to perform trend analysis. Firm has the potential to meet ISO 9001-2015 series standards. | | | |
| | 3h. | Safety & Security | Firm has a Safety organization/Manager, or Engineer. Firm conducts regular safety meetings, has First-Aid capabilities or medical services, has fire protection/procedures, and has physical yard security and security procedures. | | | |
| | 3i. | Hazardous Material & Waste Control | Firm has proper procedures and facilities to meet the legal requirements for removal, storage, and disposal of hazardous waste to include segregated storage. Firm must show documentation of licensed sub-contractors responsible for control of hazardous waste removal, storage and disposal. Disposal records must indicate type of material, date, and place of disposal. Firm has a location-specific state/federal agency issued hazardous waste generator number. | | | |
| | 3j. | Shipfitting Types of Work | Firm has the capability (organic or contracted) for the rip out, alteration, repair, and installation of ship's hull and superstructure including hull plates, frame structure, metal deck plating and grating, hull fittings such as davits, fairleads, chocks, bollards, watertight doors, hatches, fittings, scuttles, sockets, and deck rails. | | | |
| | 3k. | Sheet Metal Work | Firm has the capability (organic or contracted) for the rip out, alteration, repair and installation of ventilation ducting, berthing and messing equipment, partitions, racks, shelving and bin storage, galley and refrigerated space equipment, joiner doors, and bulkheads. | | | |
| | 3l. | Non-Nuclear Welding | Firm has the capability (organic or contracted) for welding of ferrous and nonferrous material using shielded metal arc, gas metal arc, gas tungsten arc, oxygen-acetylene, and resistance welding equipment as appropriate. | | | |
| | 3m. | Pipefitting | Firm has the capability (organic or contracted) to manufacture and replace parts, fabricate piping assemblies, perform hydraulic testing on piping | | | |

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| | | | assemblies, assist in the alignment of piping runs, and removal of worn or defective piping components. | | | |
| | 3n. | Outside Machining | Firm has the capability (organic or contracted) to repair, troubleshoot, test, reinstall, and align main propulsion and auxiliary components; including steering, windlass, capstan, compressors, feed pumps, forces draft blowers, steam turbines, shaft seals, evaporators, turbo generators, tank level indicators, deck machinery, galley and scullery equipment, and laundry equipment. | | | |
| | 3o. | Pump Repair | Firm has the capability (organic or contracted) to disassemble, overhaul, repair, reassemble, inspect, and align all types of pumps (except hydraulic) including centrifugal, gear, rotary, and reciprocating pumps and air compressors. | | | |
| | 3p. | Electrical | Firm has the organic capability to recondition motors, rewind armatures and stators, load test motors, repair emergency diesel stators, small boat generators, submersible pumps, starters, signal search lights, Direct Current (DC) power supplies, and overhaul running light panels, motor generator (M/G) set control cabinets, reversing controllers, and automatic bus transfers. | | | |
| | 3q. | Outside Electrical | Firm has the capability (organic or contracted) to provide technical assistance, troubleshoot, and test operations of ship's electrical systems and machinery. Inspect, test, and repair onboard ship's electrical equipment such as motors, generators, motor generators, propulsion motors, magnetic clutches, cable, control panels, motor starters, switches, navigation lights, resistor banks, appliances, lighting equipment, and repair starters. | | | |
| | 3r. | Electronic Test, Repair & Alignment | Firm has the capability (organic or contracted) to test and repair General Purpose Electronic Test Equipment (GPETE), test, disassemble, clean, repair, overhaul, reassemble, calibrate, and align communication and RADAR equipment. | | | |

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| | 3s. | Interior Communication Test & Repair | Firm has the capability (organic or contracted) to troubleshoot, repair and test ship's interior communication systems, alarm systems, machinery control and indicating systems, tape recorders and record players, and ship's navigation and control systems. | | | |
| | 3t. | Woodworking & Pattern Making | Firm has the capability (organic or contracted) to manufacture or repair wooden items found aboard Naval vessels; repair wooden and fiberglass hulls and decks, and manufacture patterns and boxes. | | | |
| | 3u. | Rigger Support | Firm has the capability (organic or contracted) to operate cranes, booms, deck winches, chain falls, and other rigging and weight handling equipment including rigging booms and securing guys for loading and off-loading equipment, material, and boats. | | | |
| 4. | **Sub-Contracting Plan** | | List of Capabilities the firm intends to sub-contract. | | | |

| AGREEMENT FOR BOAT REPAIR (ABR) ASSESSMENT CHECKLIST | | | | | | |
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| ASSESSED AREA | | | DESCRIPTION | YES | NO | COMMENTS/FINDINGS/NOTES |
| 1. | **Eligibility** | | Firm is primarily engaged in ship/boat/craft repair | | | |
| | 1a. | List of qualifying contracts | List all contracts indicating engagement in ship/boat/craft repair | | | |
| 2. | **Standard Industrial Classification (SIC)** | | Firm meets the standard SIC of 3731, "Ship Building & Repairing," or 3732, "Boat Building & Repairing." | | | |
| 3. | **Assessed Capabilities** | | | | | |
| | 3a. | Administrative & Management Control | Firm has an established organization with clear lines of authority, qualified employees, the rudimentary capability to develop schedules, and defined managerial responsibilities. | | | |
| | 3b. | Financial Control (Evaluated by DCMA) | Firm has the ability to segregate accounting costs, has an adequate accounting system, favorable cash flow ratios, a line of credit or other source of financial income to support the work effort and can demonstrate prompt payment of subcontractors and suppliers | | | |
| | 3c. | Production Control | Firm has a production organization with skilled personnel that can control production efforts, integrate key functions with production, and has the ability to progress job effort. | | | |
| | 3d. | Production Technical Support | Firm has in-house (organic) or sub-contracted engineering and design support capabilities | | | |
| | 3e. | Material Procurement Control | Firm has a system for control of material (i.e. purchasing, monitoring, receipt, inspection, segregation, issuance, nonconformance, and | | | |

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| | | | disposal), an inventory system, and adequate warehousing space. | | | |
| | 3f. | Sub-Contractor Control | Firm can demonstrate the ability to manage subcontractors | | | |
| | 3g. | Quality Control, Test, & Trials | Firm has an identified quality control system, quality control procedures and manuals, and availability to a calibration and metrology system. | | | |
| | 3h. | Safety & Security | Firm has designated safety responsibilities, safety procedures, and adequate medical, fire and security protection. | | | |
| | 3i. | Hazardous Material & Waste Control | Firm has proper procedures and facilities to meet the legal requirements for removal, storage, and disposal of hazardous waste, the ability to segregate storage, documentation of licensed subcontractors responsible for control of hazardous waste removal/storage/disposal, and the appropriate state/federal agency issued hazardous waste generator number. Firm has disposal records indicating type of material, date and place of disposal. | | | |
| | 3j. | Facilities | Firm has committed access to dockside facilities such as piers or berthing spaces (organic or contracted). Firm has access to shops (organic or contracted) for structural, machine, pipe, electrical/electronics, and carpentry. | | | |
| 4. | **Ability to Accomplish** | | | | | |
| | 4a. | Shipfitting Work | Firm must have the capability (organic or contracted) for the rip out, alteration, repair, and installation of ship's hull and superstructure; including hull plates, frame structure, metal deck plating and grating, hull fittings (e.g. davits, fairleads, chocks, bollards, watertight | | | |

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| | | | doors, hatches, fittings, scuttles, sockets, and deck rails). | | | |
| | 4b. | Sheet Metal Work | Firm must have the capability (organic or contracted) for the rip out, alteration, and installation of ventilation ducting, berthing and messing equipment, partitions, racks, shelving and bin storage, galley and refrigerated space equipment, joiner doors, and bulkheads. | | | |
| | 4c. | Non-Nuclear Welding. | Firm must have the capability (organic or contracted) for the welding of ferrous and nonferrous material using shielded metal arc, gas metal arc, gas tungsten arc, oxygen-acetylene, and resistance welding equipment. | | | |
| | 4d. | Pipefitting | Firm must have the capability (organic or contracted) to manufacture and replace parts, fabricate piping assemblies, perform hydraulic testing on piping assemblies, assist in alignment of pipe runs, and remove worn or defective piping components. | | | |
| | 4e. | Outside Machine | Firm must have the capability (organic or contracted) for the repair, troubleshooting, test, reinstall, and alignment of main propulsion and auxiliary components; including steering, windlass, capstan, compressors, feed pumps, forced draft blowers, steam turbines, shaft seals, evaporators, turbo generators, tank level indicators, deck machinery, galley and scullery equipment, and laundry equipment. | | | |
| | 4f. | Pump Repair | Firm must have the capability (organic or contracted) to disassemble, overhaul, repair, reassemble, inspect and align all types of pumps (except hydraulic); including centrifugal, gear, | | | |

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| | | | rotary, and reciprocating pumps and air compressors. | | | |
| | 4g. | Electrical | Firm must have the organic capability to recondition motors, rewind armatures and stators, load test motors, repair emergency diesel stators, small boat generators, submersible pumps, starters, signal search lights, DC power supplies, and overhaul running light panels, Motor Generator (M/G) set control cabinets, reversing controllers, and automatic bus transfers. | | | |
| | 4h. | Outside Electrical | Firm must have the capability (organic or contracted) to provide technical assistance, troubleshoot, and test operations of ship's electrical systems and machinery. Inspect, test, and repair onboard ship's electrical equipment such as motors, generators, motor generators, propulsion motors, magnetic clutches, cables, control panels, motor starters, switches, navigation lights, resistor banks, appliances, lighting equipment, and repair starters. | | | |
| | 4i. | Electronic Test, Repair, & Alignment | Firm must have the capability (organic or contracted) to test and Repair General Purpose Electronic Test Equipment (GPETE), test, disassemble, clean, repair, overhaul, reassemble, calibrate and align communication and radar equipment. Miniature/Microminiature repair and limited automatic circuit card testing. | | | |
| | 4j. | Interior Communication Test & Repair | Firm must have the capability (organic or contracted) to troubleshoot, repair and test ship's interior communication systems, alarm systems, machinery control and indicating | | | |

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| | | | system, tape recorders and record players, and ship's navigation and control systems. | | | |
| | 4k. | Woodworking & Pattern Making. | Firm must have the capability (organic or contracted) to manufacture or repair wooden items found aboard Naval vessels. Repair wooden and fiberglass hulls and decks, manufacture patterns and boxes. | | | |
| | 4l. | Rigger Support | Firm must have the capability (organic or contracted) to Operate cranes, booms, deck winches, chain falls, and other rigging and weight handling equipment including rigging booms and securing guys for loading and off-loading equipment, material and boats. | | | |
| 5. | **Sub-Contracting Plan** | | The Firm intends to sub-contract for the following capabilities. | | | |