



**SOUTHWEST REGIONAL
MAINTENANCE CENTER**

(formerly Supervisor Of Shipbuilding Conversion And Repair, USN)

3755 Brinser Street, Suite 4, SAN DIEGO, CA 92136-5205

**MASTER SHIP REPAIR AGREEMENT
&
AGREEMENT FOR BOAT REPAIR
(MSRA & ABR)
APPLICATION INFORMATION**

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Refer to these links on SWRMC Web site (<http://www.swrmc.navy.mil/>):

- NAVSEA INST. 4280.2C dated 27 NOV 1996
- SF-17 Facilities Available for the Construction or Repair of Ships Application
- List of San Diego Area Master Ship Repair Agreement and Agreement for Boat Repair contractors

Message from Deputy for Small Business

Your interest in obtaining a Master Ship Repair Agreement (MSRA) or an Agreement for Boat Repair (ABR) is appreciated.

The Southwest Regional Maintenance Center (SWRMC) awards and administers contracts for ship/boat repair and new construction with firms who hold a MSRA or an ABR issued by the Naval Sea Systems Command (NAVSEA). Refer to the NAVSEA Instruction 4280.2C link on the SWRMC Web site <http://www.swrmc.navy.mil/>. *SWRMC does not contract directly with suppliers for the materials used in ship/boat repair and new construction.*

To apply for a MSRA or an ABR you must provide your company's name, address phone number, DUNS number, point(s) of contact name(s), phone number(s), and e-mail address (es) for the MSR/ABR request, and for the Defense Contract Audit Agency.

In addition, the Defense Federal Acquisition Regulation Supplement (DFARS) 204.7302 requires Department of Defense (DOD) contractors to be registered in the Central Contractor Registration (CCR) database. CCR registration information can be obtained at the CCR Web site (<http://www.ccr.gov>).

Submit the above information with the completed Standard Form 17, Facilities Available for the Construction or Repair of Ships to SWRMC, Attn: Contracts Dept. After receipt of the application, a representative(s) from SWRMC will review the application package to ensure that it is complete. Contractors

submitting complete applications will be subject to a Financial Capability Audit by the Defense Contract Audit Agency (DCAA). If the contractor's audit is successful, the application and audit information will be forwarded to NAVSEA.

A team from NAVSEA will perform a certification survey at the contractor's facility. Personnel from SWRMC may be included as members of the survey team.

Submit complete application to:

SWRMC, Attn: Code 410A
3755 Brinser St., Ste 4,
San Diego, CA 92136-5205.

Contractors are also encouraged to contact the MSR/ABR firms, other contracting offices or the Small Business Administration directly to discuss their firm's capabilities.

Should you have further inquiries, please contact me at 619-556-1169 or the Small Business Specialist at 619-556-2311.

DEPUTY FOR SMALL BUSINESS

Master Ship Repair Agreement (MSRA)

Eligibility Requirements

1. MSRA contractors are required to be capable of performing 55% of the work package on Navy ship Selected Restricted Availabilities (SRAs) of Frigate Guided Missile (FFG-7) Class size 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. MSRA contractors must also be capable of assuming full responsibility for the integrated scheduling, cost and quality 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, 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:

- **Administration/Management Control.** Established organization geared toward ship repair at all levels of size, value and complexity, and toward technology innovation and process improvement. Clear lines of authority. Delegation of responsibility. Mid-level managerial positions in place. Competent and experienced employees with ship repair experience. Capability to develop and integrate planning, estimating and scheduling functions. Defined managerial responsibilities for production, quality assurance, material procurement/control and subcontractor control.
- **Financial Control (evaluated by DCAA).** Segregation of accounting costs. Adequate accounting system. Favorable cash flow-ratios. Availability of a line of credit or other source of financial income to support the work effort. Prompt payment of subcontractors and suppliers.
- **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. Use of scheduling techniques. Methods of progressing. Training available to trades employees.
- **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 when necessary and appropriate.

- Material/Procurement Control. A material purchasing department with staff. Procedures for control of material (purchasing, monitoring, receipt, inspection, segregation, issuance, nonconformance and disposal). An inventory system ordering, tagging, warehousing. CFM/GFM storage, control and protection. Existing environmentally controlled warehouse space. Material handling equipment. Familiarity with the Navy logistics support system.
- Subcontractor Control. Procedures for selecting, scheduling, managing, monitoring and controlling subcontractors.
- Quality Control/Test and Trials. A quality control organization/department staff. Quality assurance procedures/manual. Calibration and metrology system availability. Test memo writing capability. Nondestructive Testing capabilities. Welding procedures and welders' qualifications. Ability to perform trend analysis. Potential to meet ISO 9000 Series Standards.
- 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.
- 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.
- 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:
 - Pier, with services in place in the immediate homeport area which a FFG-7 Class size ship can access and be berthed at.
 - Structural Shop;
 - Machine Shop;
 - Pipe Shop;
 - Electrical/Electronics Shop;
 - Carpentry Shop;
 - Rigging Equipment.

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

- Shipfitting types of work. Cutting (gas, arc and shear), rolling, shaping, grinding and fitting steel plates and shapes.
- Sheet Metal work. Forming, shaping, cutting (gas, arc and shear) and stamping steel and aluminum sheets.
- Welding. Welding plates and shapes (steel and aluminum), sheet metal (steel and aluminum) and piping joints and fittings.
- Pipefitting. Targeting, fitting, bending, pickling, testing, stress relieving and threading all kinds of pipe (including brazing).
- Machinist/Mechanical (shop and marine). Removing, machining, repairing, testing, cleaning, hydraulic flushing and reinstalling shafting, propellers, sea chests, foundations, winches, elevator, hoists, davits, deck equipment, pumps, valves and bearing among other items.
- Electrical. Installing and checking out ships' cabling, controllers, switchboards, equipment, motors (including motor rewind and repair), lighting, communications, telephones, solenoids, pressure level indicators and metering.
- Electronics. Removing, repairing, (re) installing and operational testing of electronic equipment.
- Woodworking. Ability to repair hulls made of wood.
- Rigging. Availability of equipment to remove and to install major ship components and equipment.

Agreement for Boat Repair (ABR) Eligibility Requirements

1. 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 the cognizant SWRMC 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.) “3731 Ship Building and Repairing”; Establishment 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 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.” “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, and ABR contractor must possess, as a minimum the following capabilities:
 - Administration/Management Control. An established organization. Clear lines of authority. Qualified employees. Rudimentary capability to develop schedules. Defined managerial responsibilities.
 - Financial Control (evaluated by DCAA). Segregation of accounting costs. Adequate accounting system. Favorable cash flow-ratios. A line of credit or other source of financial income to support the work effort. Prompt payment of subcontractors and suppliers.

- Production Control. A production organization. Skilled personnel. Control of production efforts. Integration of key functions with production. Ability to progress job efforts.
- Production Technical Support. In-house or subcontracted engineering and design support capabilities.
- Material/Procurement Control. A system for control of material (purchasing, monitoring, receipt, inspection, segregation, issuance, nonconformance and disposal). An inventory system. Adequate warehousing space.
- Subcontractor Control. Evidence of ability to control subcontractors.
- Quality Control/Test and Trials. An identified quality control system. Quality control procedures/manual. Calibration and metrology system availability.
- Safety/Security. Designated safety responsibilities. Safety procedures. Medical, fire and security protection.
- 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.
- Facilities. Capability (possess or have access) to lift/haul boats/craft from the water (Navy or non-Navy certified: dry-docks, synchrolifts or marine railways, or boat ramps, floating cranes, etc.). 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:

- Shipfitting types of work. Cutting (gas, arc and shear), rolling, shaping, grinding and fitting steel plates and shapes.
- Sheet Metal work. Forming, shaping, cutting (gas, arc and shear) and stamping steel and aluminum sheets.
- Welding. Welding plates and shapes (steel and aluminum), sheet metal (steel and aluminum) and piping joints and fittings.
- Pipefitting. Targeting, fitting, bending, pickling, testing, stress relieving and threading all kinds of pipe (including brazing).
- Machinist/Mechanical (shop and marine). Removing, machining, repairing, testing, cleaning, hydraulic flushing and reinstalling shafting, propellers, sea chests, foundations, winches, elevators, hoists, davits, deck equipment, pumps, valves and bearings among other things.
- Electrical. Installing and checking out ships' cabling, controllers, switchboards, equipment, motors (including motor rewind and repair), lighting, communications, telephones, solenoids, pressure level indicators metering.
- Electronics. Removing, repairing, (re) installing and operational testing of electronic equipment.
- Woodworking. Ability to repair hulls made of wood.
- Rigging. Availability of equipment to remove and install major ship components and equipment.

The following is a listing of a few helpful Web site links:

CCR - Central Contractor Registration (CCR) is a central repository containing vendor information pertinent to business and financial transactions. Within the Department of Defense, registration is required in order to receive contract awards or invoice payments. CCR, is a "self-service" application where the vendor controls their own data by entering, updating and renewing their information, allows the Government to keep standard and accurate data, especially financial data, on both current and potential contractors.

CCR Web site link (<http://www.ccr.gov>)

CCR e-mail link (contact.ccr@us.pwcglobal.com)

FEDBIZOpps - Federal-wide entry point to business opportunities
(<http://www.eps.gov/spg/>)

Small Business Administration (<http://www.sbaonline.sba.gov/>)

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