AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. CONTRACT ID CODE	PAGE	OF	PAGES
J	1		9

2. AMENDMENT/MODIFICATION NUMBER	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQUISITION NUMBER	5. PROJECT NUMBER *(If applicable)*
0004	25 Jun 2026	See Continuation Sheet	

6. ISSUED BY CODE N62649

NAVSUP FLT LOG CTR YOKOSUKA
PSC 473 BOX 11, FPO AP 96349-1500
FPO, AP 96349-1500
UNITED STATES
Neil Flint, Email: neil.s.flint.civ@us.navy.mil Telephone: 315-243-7198

7. ADMINISTERED BY *(If other than Item 6)* CODE

SCD: PAS:

8. NAME AND ADDRESS OF CONTRACTOR *(Number, street, county, State and ZIP Code)*

CODE FACILITY CODE

(X)

☒ 9A. AMENDMENT OF SOLICITATION NUMBER N6264926RA024

9B. DATED *(SEE ITEM 11)* 16 Jan 2026

☐ 10A. MODIFICATION OF CONTRACT/ORDER NUMBER

10B. DATED *(SEE ITEM 13)*

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended. ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or electronic communication which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by letter or electronic communication, provided each letter or electronic communication makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA *(If required)*

See Section G - Contract Administration Data

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NUMBER AS DESCRIBED IN ITEM 14.

CHECK ONE	
☐	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: *(Specify authority)* THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NUMBER IN ITEM 10A.
☐	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES *(such as changes in paying office, appropriation data, etc.)* SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
☐	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
☐	D. OTHER *(Specify type of modification and authority)*

E. IMPORTANT: Contractor ☐ is not ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (*Organized by UCF section headings, including solicitation/contract subject matter where feasible.*)

The purpose of this amendment is to update Section C-70 and Section I of the solicitation as shown herein.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER *(Type or print)*		16A. NAME AND TITLE OF CONTRACTING OFFICER *(Type or print)*	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED
(Signature of person authorized to sign)		*(Signature of Contracting Officer)*	

Previous edition unusable

STANDARD FORM 30 (REV. 11/2016)
Prescribed by GSA FAR (48 CFR) 53.243

Created On:
25 Jun 2026, 08:34 AM Greenwich Mean Time

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

Section C - Description/Specifications/Statement of Work

Miscellaneous text in this section has been modified to:

C-1.0 General Requirements: The Contractor, under the direction of the U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) as an independent Contractor and not as an agent of the Government, shall furnish the material, support (electrical, crane, rigging, etc.) and facilities (except those furnished by the Government under express provisions of this contract) and provide the management, technical, procurement, production, testing and quality assurance necessary to prepare and accomplish the repairs and maintenance required to complete the USS DEWEY (DDG 105) FY26 6C1 Docking Selected Restricted Availability (SRA(d)) in accordance with the requirements stated in this Section, the Work Item Specifications / Task Group Instructions (TGIs) and Work Item Plans, Drawings, and Other References, the Delivery Schedule, and all other terms and conditions set forth in this contract

C-1.1 Technical Description and Specifications: The work to be performed hereunder shall conform to the description of work/work specification described in Section B. The Contractor shall accomplish the contract requirements listed in Attachment (I) of Section J. Actual physical shipboard work shall begin and end in accordance with the dates listed in Section F of this solicitation.

C-1.2 Applicable Reference Documents: The Contractor shall accomplish all work in accordance with applicable NAVSEA Standard Items (NSIs) and SRF-JRMC Local Standard Items (LSIs). SRF-JRMC will determine which NSIs and LSI versions are applicable for all Chief of Naval Operations (CNO) availabilities to include Selected Repair Availability (SRA), Docking SRA (DSRA), and Extended DSRA (EDSRA); Continuous Maintenance Availability (CMAV); Emergent Maintenance (EM); and Surface Incremental Availability (SIA) scheduled for each ship. The same version continues to apply until the completion of each availability and maintenance regardless of whether the work crosses fiscal years.

CATEGORY-I items are invoked for all work resulting from this solicitation under the Master Agreement for Agreement for Repair and Alteration of Vessels; Master Ship Repair Agreement (MSRA) or Agreement for Boat Repair (ABR). CATEGORY-II items are invoked only to the extent specifically indicated within Attachment (I). Ship repair contractors are also subject to the applicable laws and regulations of the Host Nation.

Category I NAVSEA Fiscal Year 2026 (FY26) CH1 Standard Items are applicable to all items without further reference. Category II NAVSEA FY25 CH1 Standard Items are applicable when invoked and/or referenced in individual Task Group Instruction (TGI) specified in Attachment (I). NSIs may be found at:

https://www.navsea.navy.mil/Home/RMC/CNRMC/Our-Programs/SSRAC/

Category I U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) FY26 Local Standard Items (LSI), FY26 SRF- JRMC LSI is applicable to all items without further reference. Category II SRF-JRMC FY26 LSI is applicable when invoked and/or referenced in individual TGIs specified in Attachment (I). FY26 LSIs and subsequent Changes have been distributed to all MSRA/ABR holders. Please refer to Section A of this Solicitation when requesting copy of these references.

C-1.3 Government Furnished Material: The contractor is to coordinate the delivery and/or pick-up of all Government Furnished Material (GFM) as cited in work specification(s), supporting drawings, references and/or Statement of Work (SOW). The Contractor is required to manage all GFM upon receipt which includes monitoring, inspecting, segregating, determining nonconformance, and returning unused or nonconforming material o the Government for final disposition.

C-1.4 Contractor Furnished Material: The Contractor shall accomplish planning and scheduling to ensure a rational, integrated and timely plan for procurement, receipt, storage and installation of Contractor Furnished Material (CFM). All materials must meet the specified standard military performance specifications, Federal performance standards, and may require to be listed on a Qualified Products List (QPL) for shipboard installations.

C-1.5 Integrated Production Schedule: The Contractor is required to submit a production schedule encompassing, to the

maximum extent possible, all contractor work requirements to the Government at the following milestones:
(1) Work Package Execution Review;
(2) Start of the Availability;
(3) 25% complete conference;
(4) 50% complete conference;
(5) 75% complete conference;
(6) Production Completion Date (PCD);
(7) Work Completion;
(8) Pre-Sea Trials requirements.

C-2.0 Availability Preparation and Meeting Participation: The Contractor, under the direction of SRF-JRMC shall complete the following efforts after contract award in preparation to execute the ship's availability. The Contractor shall include meetings attendance as part of their fully-burdened ship repair labor rates.

(a) The contractor shall attend and support the Integrated Project Team Development (IPTD) Work Package Integration Conference (WPIC) as needed prior to the scheduled availability. The contractor shall support the conference by evaluating the Availability Work Package and pinpointing work requirements or issues that conflict, prevent or impact other work items from being accomplished.

(b) The contractor shall conduct final ship-checks and coordination with assigned Zone Managers (ZMs) and Work Integration Managers (WIMs) who will liaison with the project team.

(c) The contractor shall attend and support the IPTD Work Package Execution Review (WPER) and Schedule Model Review (SMR) events as needed prior to availability. The contractor shall support the mandated conference executed during planning period leading up to execution of an availability to review work, schedule, and ensure material and resource availability.

(d) The contractor shall support the early start period of availability at the time of award. Contractor is required to begin work and therefore needs time to coordinate and stage materials and equipment prior to starting the physical work.

(e) The contractor is required to order all long lead time structural materials some of which has long duration for fabrication and shipping from United States manufacturers.

(f) The contractor is required to ensure the schedule is submitted to the project team in order to integrate with existing project schedule and mitigate risks due to space/location constraints to avoid work stoppages.

C-3.0 Identification of Condition Found: In accordance with the requirements of NSI 009-01, the Contractor shall identify needed repairs and recommend corrective action during contract performance for work/deficiencies discovered which are not covered by the existing work package. For conditions that impact the critical path(s) /controlling item(s), the Contractor shall notify the Government via electronic media within 24-hours of discovery. This initial notification need not include all content required for a Condition Found Report (CFR), but must include a description of the condition/deficiency and an estimated timeframe for the offeror's professional recommendation for resolution, which shall not exceed five (5) working days as specified below. Recommended repairs and corrective actions shall be submitted to the Government in the form of a CFR (intended to represent the "Work Request" described in DFARS 252.217-7028 "Over and Above Work").

C-3.1 Condition Found Notification to Government: Submit CFRs within five (5) working days via hard copy or approved electronic media to SRF-JRMC after discovery of the condition. At a minimum, the CFR must include the following:

(1) Identify contract, ship, and hull number

(2) Identification of the applicable Work Item number

(3) Date requirement was discovered

(4) Description of the work requirement

(5) Specific location of the work

(6) Recommendation for corrective action

(7) Recommendation for the appropriate/best time to accomplish the work (i.e. during current availability with or without schedule change, future CNO or Continuous Maintenance Availability). Provide supporting rationale for the recommendation, such as cost efficiencies, availability of work force, availability of material, premium expenditures, etc.

(8) Identification of related changes, if any, to the internal milestones and production and contract completion dates.

C-3.2 Government Review and Response to CFR: The Maintenance Team will review the CFR. If the CFR is inadequate or incomplete, it will be rejected with time continuing to accrue (relative to five (5) working day requirement). As appropriate, the

Government and contractor shall meet and discuss the recommendation for corrective action further, conducting ship checks as necessary, to determine the full scope of work required prior to final approval of the CFR. Accuracy of CFR submissions may be evaluated in CPARS and utilized for past performance ratings on future requirements.

C-4.0 Descoping of Requirements: The Government reserves the right to descope any requirement under this contract at any time and for any reason. Descopes are incorporated into the contract via Deficiency List (DLs) and can either be a partial deletion of paragraph(s) from the work specification or deletion of a work item in its entirety. The Government will rely on the fully burdened labor rates entered in Section H-6.0 GROWTH CLIN for negotiating and settling descope DLs. The Government will rely on the fully burdened labor rates. At no time may the Contractor amend its pricing for full or partial work deletion.

C-4.1 Descope DLs: The Contractor agrees to price descope DLs at the same labor rate proposed in the original award. Partial or full work item deletion from the original work item or TGI will be processed via the usual contract modification process. Partial or full work item deletion from the settled Growth Management Request (GMR) will be processed as a descope GMR.

C-4.2 Minimum Technically Required (MTR) repairs deletion: MTR refers to the anticipated repairs that could not be clearly defined at the start of availability but were included in the TGI (based upon historical analysis published by Commander Navy Regional Maintenance Center and NAVSEA Contracting) to enable the Contractor to proceed with the work efficiently, if necessary. In certain instances where the ship's condition were found satisfactory after a thorough inspection, these MTR repair are cancelled and descoped before the end of the availability. As a result of the deletion of work, the Contractor is expected to return the awarded costs in full. The Contractor must be able to demonstrate production cost and provide justification of work incurred to the Administrative Contracting Officer if the proposing cost is different from the awarded amounts. Program management, idle time not worked and other indirect costs will not be considered.

C-5.0 DELAYS / DISRUPTIONS: The Contractor shall coordinate the work effort with SRF-JRMC Project Manager on a daily basis to prevent changing situations from causing delays and disruptions. Disruption due to minor delays in obtaining access to spaces and operation of equipment are to be expected. A minor delay is defined as eight clock (8) hours or less in duration (and is not the cumulative effect of labor hour impact). Minor delays and/or disruptions are considered normal rather than unusual occurrences during the performance of tasks ordered under the resulting contract. The Government will not provide any schedule relief for minor delays /disruptions.

C-6.0 NON-NAVY OWNED CRANES:
Sections 11.1 and 11.2 of NAVSUPFLCYINST 4200.9 series are invoked for the incidental use of non- Navy owned cranes at Navy shore installations.

NAVSUP FLCY STANDARD CONTRACT TEXT "NON-NAVY OWNED CRANES"

CONTRACTOR AND OTHER NON-NAVY OWNED WEIGHT HANDLING EQUIPMENT

11.1 Contractor Operated Cranes (and Multi-Purpose Machines, Materials Handling Equipment (MHE) and Construction Equipment When Used as Cranes to Lift Suspended Loads) and Rigging Equipment. Non-Navy-owned cranes, multi-purpose machines, MHE and construction equipment are frequently used on Navy property to lift suspended loads. Rigging equipment may be used with these machines or by itself in contractor weight handling operations. These cranes and equipment can be from a variety of sources and are generally incidental to construction contracts, ship repair contracts, demolition contracts, maintenance and other service contracts and deliveries of supplies and equipment. Numerous organizations, including tenant activities, ships, supply departments and Facilities engineering and Acquisition Division/Resident Office in Charge of Construction (FEAD/ROICCs) have contracting authority and often the need for cranes is not anticipated when contract documents are written. The following requirements apply to any contracted work utilizing non-Navy-owned cranes (and multi-purpose machines, MHE and construction equipment used to lift loads suspended by rigging gear) and to all rigging equipment used in weight handling operations at a naval activity. These requirements do not apply to shipboard cranes or rigging equipment. These requirements also do not apply to: commercial truck mounted and articulating boom cranes used solely to deliver material and supplies where the lift consists of moving materials and supplies (not prefabricated components, structural steel or components of a systems-engineered metal building) from a truck or trailer to the ground; to cranes installed on mechanic's trucks that are utilized solely in the repair of shore-based equipment; to cranes that enter the activity but are not used for lifting; nor other machines not used to lift loads suspended by rigging equipment. The Public Works Office (PRY33) is responsible for the oversight of all contractor cranes on bases within Commander, Fleet Activities Yokosuka in accordance with COMFEACTINST 11262.1B series. However, any Weight Handling Equipment (WHE) or crane accidents shall be reported in accordance with paragraphs 11.1.h and 11.1.i:

a. The contractor is required to comply with specific activity regulations pertaining to crane safety and operation (including allowable access routes and ground loading limitations) and to notify the PRY33 office, in advance, of any cranes entering the activity or of any multi-purpose machines, MHE or construction equipment that may be used in a crane-like application to lift suspended loads. For contractor-owned cranes, machines and rigging equipment at naval activities in foreign countries, the contractor-owned cranes, machines and rigging equipment shall comply with the appropriate host nation safety standards. For floating cranes and barge-mounted mobile cranes, require a third party certification from an Occupational Safety and Health Administration (OSHA) accredited organization (or a third party certification from a state accredited organization for those states with OSHA approved state plans), a load indicating device, a wind speed indicating device and a marine type list and trim indicator readable in one-half degree increments. Third party certification is not required for floating cranes and barge-mounted mobile cranes at Navy activities in foreign countries.

b. For cranes (or other machines used to lift suspended loads) and rigging equipment at naval activities in foreign countries, the contractor shall certify that the crane (or other machine) and the rigging equipment conform to the appropriate host nation safety standards. The contractor shall also certify that all of its crane (or other machine) safety devices are enabled and functioning properly, that all personnel working on the naval activity job site have been trained to not stand under or in the fall zone of a

suspended load unless specifically allowed by USACE EM 385-1-1, and that operators have been trained to not bypass safety devices (e.g., anti-two block devices, Load Moment Indicator's) during lifting operations. The contractor-owned crane certifications is required to be available on the crane or in the contractor's on-site office for rigging operations.
c. The contractor-owned mobile cranes, commercial truck mounted cranes and articulating boom cranes with Original Equipment Manufacturer (OEM) rated capacities of greater than 2000 pounds, require that the crane operator be designated as qualified by a source that qualifies crane operators (i.e., a union, a government agency or an organization that tests and qualifies crane operators). Proof of current qualification shall be provided to PRY33. Operators of cranes used in construction at activities under US jurisdiction shall follow the qualification and certification requirements of 29 CFR 1926.1427. For Navy activities in foreign countries, follow host nation requirements as applicable in lieu of the CFR.

d. The contractor is required to certify (appendix P, figure P-1) that the crane operator is qualified and trained for the operation of the crane or machine to be used.

e. For multi-purpose machines, MHE and construction equipment used to lift loads suspended by rigging equipment, the contractor is required to provide proof of authorization from the machine OEM that the machine is capable of making lifts of loads suspended by rigging equipment. Written approval from a qualified registered professional engineer, after a safety analysis is performed, is allowed in lieu of the OEM's approval. The contractor is required to demonstrate that the equipment is properly configured to make such lifts and is equipped with a load chart.
Note: MHE attachments covered by and used in accordance with NAVSEA SW023-AH- WHM-010 have been pre-approved for use with all MHE. These attachments are exempt from the OEM authorization requirement above.

f. The contractor is required to provide all hooks used on cranes, hoists, other machines and rigging gear shall have self-closing latches or the throat opening shall be "moused" (secured with wire, rope, heavy tape, etc.) or otherwise secured to prevent the attached item from coming free of the hook under a slack condition. The following exceptions apply and shall be approved by the contractor's technical organization (i.e. the Japan Construction Information Center Foundation) with PRY33 coordination: items where the hook throat is fully obstructed and not available for manual securing; and lifts where securing the hook throat increases the danger to personnel, such as forge shop, dip tank or underwater work.

g. The contractor is required to have a critical lift plan for each of the following lifts: lifts over 75 percent of the capacity of the crane, hoist or other machine (lifts over 50 percent of the capacity of a barge- mounted mobile crane's hoists) at any radius of lift; lifts involving more than one crane, hoist or other machine; lifts of personnel (lifts of personnel suspended by rigging equipment from multi-purpose machines, MHE or construction equipment shall not be permitted); lifts made in the vicinity of overhead power lines (see subparagraph (7); erection of cranes; lifts of submerged or partially submerged objects (see exceptions in paragraph 10.4.1.e); lifts involving binding conditions; lifts of hazardous materials (see exceptions in paragraph 10.4.1.a); and lifts involving non-routine rigging or operation, sensitive equipment or unusual safety risks. The plan shall include the following as applicable:

(1) The size and weight of the load to be lifted, including crane (or other machine) equipment and rigging equipment that add to the weight. The OEM's maximum load capacities for the entire range of the lift shall also be provided.

(2) The lift geometry, including the crane (or other machine) position, boom length and angle, height of lift and radius for the entire range of the lift. Applies to both single and multiple-crane/machine lifts.

(3) A rigging plan, showing the lift points, rigging equipment and rigging procedures.

(4) The environmental conditions under which lift operations are to be stopped.

(5) For lifts of personnel, the plan shall demonstrate compliance with the requirements of 29 CFR 1926.1431. For Navy activities in foreign countries follow host nation requirements as applicable in lieu of the CFR.

(6) For barge mounted mobile cranes, barge stability calculations identifying crane placement/footprint; barge list and trim based on anticipated loading; and load charts based on calculated list and trim specific to the barge the crane is mounted on. The amount of list and trim shall be within the crane OEM's requirements.

(7) For lifts in the vicinity of overhead power lines (i.e., if any part of the crane or other machine, including the fully extended boom of a telescoping boom crane or machine or the load could approach the distances noted in figure 10-3 during a proposed operation), the plan shall demonstrate compliance with 29 CFR 1926.1408-1411. For Navy activities in foreign countries follow host nation requirements as applicable in lieu of the CFR.

h. The contractor shall notify the PRY33 office as soon as practical, but not later than four hours, after any WHE accident is identified in NAVFAC P-307 section 12. The contractor is required to secure the accident site and protect evidence until released by the PRY33 office. The contractor shall conduct an investigation to establish the root cause(s) of any WHE accident, near miss or unplanned occurrence. Crane operations shall not proceed until the cause is determined and corrective actions have been implemented to the satisfaction of PRY33 office and/or the contracting officer. The contractor shall certify (appendix P, figure P-1) that the operators, riggers and company officials are aware of the actions required in the event of an accident as specified in the contract.

i. The contractor shall provide a report for an accident or near miss within 30 days to the BSV&E office and the contracting officer using the appropriate form provided in section 12 consisting of a summary of circumstances, an explanation of causes(s), photographs (if available) and corrective actions taken. These notifications and reporting requirements are in addition to those promulgated by OPNAVINST 5100.23 and related command instructions.

j. The contractor shall certify (appendix P, figure P-1) that signal persons employed in construction work are qualified in accordance with 29 CFR 1926.1428. For Navy activities in foreign countries follow host nation requirements as applicable in lieu of the CFR.

k. The contractor shall certify (appendix P, figure P-1) that the riggers are qualified to perform the work by either signing a statement of compliance, providing proof of successful completion of a rigging apprenticeship by a union or other organization providing apprenticeship training or proof of successful completion of training courses from a recognized source such as a trade union, a government agency or an organization that tests and qualifies riggers.

l. The following additional documentation is required for contracts involving tower cranes:

(1) Foundation design and requirements.

(2) Installation instructions.

(3) Assembly and disassembly instructions including climbing/jumping instructions if applicable.

(4) Operating manual, limitations and precautions.

(5) Periodic inspection and maintenance requirements. For tower cranes at Navy activities in foreign countries, the tower cranes shall comply with the appropriate host nation safety standards and industry consensus safety standards (e.g., EN or ISO standards).

m. The following additional requirements apply to contracts involving work on telecommunication towers or with personnel hoists on telecommunication towers:

(1) Base mounted drum hoists used in communication tower work shall comply with TIA-1019, TIA- 222G, ASME B30.7 and 29 CFR 1926.552 and 29 CFR 1926.553. For Navy activities in foreign countries follow host nation requirements as applicable in lieu of the CFR.

(2) When used for hoisting personnel, base mounted drum hoists shall comply with OSHA Instruction CPL 02-01-056; National Association of Tower Erectors standard "Base Mounted Hoist Mechanism Design Use Standard for Lifting Personnel While Working on Telecommunication Structures"; ANSI/ASSE A10.22; and AMSE B30.23 (or equivalent host nation safety standards for Navy activities in foreign countries).

(3) The use of a pickup truck or any other equipment besides a base mounted drum hoist for hoisting materials and/or personnel is prohibited.

(4) Rough-terrain forklifts, bulldozers and similar equipment may be utilized for towing and anchorage purposes of guys. The use of such equipment for trolley/tag and load lines is prohibited, with the exception of using construction equipment for the sole purpose of anchorage that will not be moved during operations.

(5) Rigging gear utilized in communication tower work shall comply with the applicable ASME/OSHA standards. Operator, signal person and rigger qualifications shall be in accordance with OSHA standards and this section. For Navy activities in foreign countries, follow host nation requirements as applicable in lieu of the CFR or ASME standards.
n. For construction contracts, follow the Unified Facilities Guide Specification UFGS-01 35 26 and U.S. Army Corps of Engineers EM-385-1-1 in lieu of paragraphs 11.1.a through 11.1.g, 11.1.j through 11.1.m and appendix P, figures P-1 and P-2.

11.2 Contracting Officer Responsibilities

a. The contracting officer will rely on PRY33 office technical expertise for oversight of all contractor-owned crane and rigging operations. Additionally, the PRY33 office to provide oversight of contractor accident investigations and corrective actions. The degree of oversight shall be based upon the risk to personnel and property; however, oversight shall be performed at least once and the minimum periodicity shall be not more than every 30 days. When critical lifts are involved, oversight periodicity shall be not more than every 14 days. Appendix P, figure P-2, provides a checklist that shall be used during oversight of contractor crane and rigging operations. Copies of appendix P, figure P-2, shall be kept on file for one year. Personnel performing oversight shall complete the Contractor Crane Awareness training course (see section 7) or the NAVFAC 40-hr Contract Hazard Awareness Training Course.

b. The PRY33 office will notify the contracting officer via email of any WHE or crane accident upon notification by the contractor. Additionally, the PRY33 office will consolidate the required documents and reports for the contracting officer concurrence and submission to the Navy Crane Center. Upon receipt of required reporting documents from the PRY33 office, the contracting officer shall notify the Navy Crane Center, by e-mail (m_nfsh_ncc_accident@navy.mil) of an accident involving a fatality, in-patient hospitalization, overturned crane, collapsed boom or any other major damage to the crane or adjacent property as soon as possible when notified by the contractor. For all other accidents, notify the Navy Crane Center as soon as practical but no later than three working days after the accident.

c. The PRY33 office will provide the contracting officer a copy of every accident and near miss report, regardless of severity, upon receipt from the contractor. These requirements are in addition to any notification and reporting requirements promulgated in OPNAVINST 5100.23 and command instructions. Upon receipt of required documents from the PRY33 office, the contracting

officer shall sign all crane and rigging accident and near miss reports to indicate that they are satisfied that the contractor's investigation and corrective action are sufficient.

d. For construction contracts, the forms in U.S. Army Corps of Engineers EM-385-1-1 are acceptable in lieu of paragraph appendix P, figure P-2.

11.3 Host Activity Responsibilities. The host activity shall ensure that contracts contain the above requirements, concur with the contracting officer's oversight plan, ensure that the oversight plan is being carried out and provide oversight of contractor accident and near miss investigations and corrective actions.

11.4 Other non-Navy-owned cranes and rigging equipment at Naval Activities.

11.4.1 Rented or leased cranes or other WHE Operated by Navy or Base Operation Support (BOS) contractors and cranes and rigging equipment owned and operated by BOS contractors and by contractors engaged in NAVSEA OP-5 operations in the United States and its territories. Any rented or leased cranes shall be inspected, load tested and certified to the requirements of section 4 prior to use (except for appendix E hook NDT requirements). Other WHE shall be inspected, tested and marked in accordance with section 14 requirements. For third party certified mobile cranes that cannot be load tested to the specified overload tests of this publication due to OEM restrictions or designs that prevent periodic overload tests, the cranes shall be down rated to 90 percent of the OEM's rated capacity (80 percent for non-mobile cranes) and tested to the requirements of this publication. For long term-leases (over 4 months) and for BOS contractor owned cranes, the maintenance and inspection requirements of section 3 and appendix E hook NDT requirements shall also apply. Additionally, an equipment history file in accordance with section 5, containing those documents required by sections 3 and 4 and their applicable appendices, shall be maintained on each crane. These history files shall be retained for one year after the end of the lease (seven years if the crane is involved in a crane or rigging accident). These requirements shall be included in applicable contracts. See paragraph 4.8 for third party certification requirements. Crane operators shall be licensed/qualified in accordance with the requirements of section 8 (this includes BOS contractor personnel). Crane operations and accident reporting shall be in accordance with sections 9, 10, and 12 (BOS contractor crane and rigging accidents shall be treated and reported as Navy crane and rigging accidents). Rigging equipment and usage practices shall be in accordance with section 14.

C-7.0 SECURITY REQUIREMENTS

INSTALLATION

The Contractor and all associated personnel shall comply with the application requirements delineated in COMFLEACT YOKOSUKA INSTRUCTION 5700.1 (CFAYINST 5700.1) to conduct business within the Commander, Fleet Activities (FLEACT) Yokosuka jurisdiction. The Contractor shall submit all installation access applications to the FLEACT Yokosuka Visitor Control Center (VCC). The Contractor shall ensure all personnel are registered in the Defense Biometrics Identification System (DBIDS) via the VCC. When authorized by the Government, access will be designated as unescorted, escorted, or trusted traveler. Contractor personnel access times to the installation shall be restricted to 0500 through 2359. Except as otherwise noted, all passes are issued through DBIDS. Personnel requiring access for 31 days or more shall be issued DBIDS cards. Personnel requesting access for 60 days or fewer shall be issued paper passes. The Contractor shall direct any questions, administrative issues, or security concerns regarding the installation access and badging process to the FLEACT Yokosuka VCC office.

REGISTRATION AND DE-REGISTRATION PROCEDURE

1. Upon acceptance of any contract renewal or subsequent purchase orders, the Contractor shall immediately confirm its active registration status with the FLEACT Yokosuka VCC.

2. The Contractor shall immediately notify the FLEACT Yokosuka VCC in writing of any changes to company details, to include change of company name, address, corporate officials, or personnel who no longer require installation access.

3. Upon expiration or termination of a valid contract or purchase order, the Contractor's registration status shall be automatically terminated. All associated access passes shall expire immediately.

4. Following contract expiration or de-registration, the Contractor shall immediately return all issued access passes to the FLEACT Yokosuka VCC. Failure to return passes shall result in the responsible individuals, the Contractor, or both being placed on the installation access denial list.

5. The Contractor may voluntarily request company de-registration at any time by submitting a written request and returning all issued access passes to the FLEACT Yokosuka VCC.

SECURITY REQUIREMENTS FOR PERSONNEL HAVING ACCESS TO U.S. NAVAL FORCES/NAVY REGION JAPAN INSTALLATIONS

In accordance with COMNAVFORJAPAN/COMNAVREGJAPAN INSTRUCTION 5500.7, all non-exempt Contractor personnel requiring installation access shall be subject to comprehensive security and background screening. Appropriate security and background checks will be conducted utilizing any available resources, on all Contractor employees requiring access within FLEACT Yokosuka or its jurisdiction. The Contractor shall submit all prescribed documents (listed below) to the Government to facilitate the required security checks for all personnel requesting access.

a. Required documents pertaining to Japanese Nationals who are not specifically exempted:

(1) One copy of the Personal History Statement.

(2) Valid and accepted proof of residency (i.e., passport, resident alien card or GoJ Alien Registration) in accordance with local policy.

(3) Valid and accepted proof of ID in accordance with local policy (i.e., driver's license).

(4) One copy of SECNAV Form 5512/1.

b. Required documents pertaining to U.S. citizens who are not specifically exempted:

(1) One copy of the SECNAV Form 5512/1.

(2) Proof of current and valid visa/residency status.

(3) Valid and accepted proof of identification per USFJ Instruction 31-206.

c. Third Country Nationals who are not specifically exempted or addressed as designated Third Country Nationals in USFJ Instruction 31-204:

(1) One copy of the Statement of Personal History.

(2) Proof of current and valid visa/residency status.

(3) Valid and accepted proof of ID in accordance with reference (c).

(4) One copy of SECNAV Form 5512/1.

Investigative and security agencies may occasionally require additional documentation or information to complete background checks. Upon notification by the appropriate security agency, the Contractor, or individual Contractor employee shall promptly provide all requested documentation and information to facilitate the security review process.

SRF-JRMC SECURITY

Per NAVSHIPREPFAC M-5500.1, all visitors entering SRF-JRMC spaces must check-in with the C1110 security office to receive visitor badges as applicable. Foreign nationals who fall outside of the Master Labor Agreement are not authorized to access, generate, or destroy CUI information or materials. Access to classified information or systems is not authorized for foreign nationals at SRF-JRMC.

Per NAVSHIPREPFAC Yokosuka M- 5239.3, access to the SRF network or other command IT systems requires the member to possess a valid clearance, verified need-to-know, and a CAC. As such, foreign national contractors who do not meet the above criteria are not authorized to access SRF systems.

SHIPBOARD ACCESS REQUIREMENTS

The Contractor shall comply with all current Senior Officer Present Afloat (SOPA) directives and OPNAVINST 5530.14 requirements for all personnel requiring access to U.S. Navy vessels moored or stationed within the installation.

Section I - Contract Clauses

Additional Information/Notes

242-9405SUPTXT242-9405 EXPEDITING CONTRACT CLOSEOUT(Jan 2024)

SUPTXT242-9405 EXPEDITING CONTRACT CLOSEOUT

(a) As part of the negotiated fixed price or total estimated amount of this contract, both the Government and the Contractor have agreed to waive any entitlement that otherwise might accrue to either party in any residual dollar amount of $1,000 or less at the time of final contract closeout. The term "residual dollar amount" shall include all money that would otherwise be owed to either party at the end of the contract, except that, amounts connected in any way with taxation, allegations of fraud and/or antitrust violations shall be excluded. For purposes of determining residual dollar amounts, offsets of money owed by one party against money that would otherwise be paid by that party may be considered to the extent permitted by law.

(b) This agreement to waive entitlement to residual dollar amounts has been considered by both parties. It is agreed that the administrative costs for either party associated with collecting such small dollar amounts could exceed the amount to be recovered.