Ship Critical Safety Item: Any ship part, assembly, or support equipment containing a characteristic, the failure, malfunction, or absence of which would cause a catastrophic or critical failure resulting in loss of or serious damage to the ship; or unacceptable risk of personal injury or loss of life. Ship critical safety items include:

1. Main Propulsion Diesel Engines/Main Propulsion Motors/Gas Turbine Engines.
2. Ship Service Diesel Engines/Ships Service Turbine Generators.
3. High Pressure/Low Pressure Propulsion Turbines.
4. Emergency Diesel Generators.
5. Propulsion/Machinery Control Systems.
6. Main Propulsion and Turbine Generator Reduction Gears.
7. Propulsion Shafting, Bearings and Couplings.
14. Mission Equipment (Vehicle Ramps; Cargo Cranes; Cargo Hold Water Tight Doors and Ramps) (structural, electronics and hydraulic control systems; not hydraulic components and hoses, and other common components).

OEM Authorized Parts: Items specified in the OEM equipment technical manual or component drawing for the specific piece of equipment. They are direct replacements of the original as-built parts and components. OEM authorized parts may be ordered directly through the OEM or an OEM designated parts distributor.

MSC Qualified Non-OEM Parts: The Design Control Activity (DCA) shall evaluate contractor proposed "Or equal" repair parts to determine equivalency to OEM specifications. Proof of industry use of the "or equal" repair parts shall be at least one factor considered in the determination. The burden to prove equivalency of proposed parts to OEM parts rests with the Offeror. At a minimum, the following salient physical, functional, performance and other essential salient characteristics which "or equal" products meet shall be addressed in a request for qualification:

1. Compliance of proposed item, equipment, component, or material
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with regulatory body requirements and other design standards.

2. Data that demonstrates that the proposed item, equipment, component, or material meets or exceeds the OEM specified design, fabrication and performance requirements. MSC in general does not hold OEM proprietary information on specific OEM items, equipment, components or material. It is incumbent on the Contractor to provide objective comparison data that demonstrates equivalency.

3. Data that demonstrates that the proposed item, equipment, component, or material has functional equivalency to the OEM item, equipment, component or material:
   a. Dimensions.
   b. Weight.
   c. Form, fit, function
   d. Power, HVAC, cooling water, and other required services.
   e. Suitability for marine service.
   f. Material characteristics
   g. Maintenance features and requirements.
   h. Vendor furnished training.
   i. Life cycle cost and maintenance cost.
   j. Structure-borne and airborne noise characteristics.
   k. Warranty provisions.
   l. Maintenance manpower requirements.
   m. Worldwide support and service infrastructure.
   n. Spare parts availability.
   o. Prior provisioning through the Naval Supply System.
   p. Estimated spare parts costs for one year's use.
   q. Compatibility with interrelated systems and arrangements.

OEM Authorized Service Providers: OEM authorized service technicians and technical service providers shall be required to produce proper training and authorization documentation from the OEM proving their qualification to perform or oversee maintenance and repair work on the designated ship critical safety item equipment. They shall have all technical documentation, service bulletins and reach-back to the OEM engineering department to assess, diagnose and properly accomplish maintenance and repair.
MSC Qualified non-OEM technical field service provider: Interested contractors who meet the criteria provided below may request MSC designation as a MSC qualified non-OEM technical field service provider. For those contractors found qualified, MSC will issue a letter which permits the contractor to provide parts and maintenance and repair technical field support services for the ship critical safety items noted in the letter. These MSC qualified non-OEM technical field service providers will be considered as acceptable offerors under a prime or sub-contractor arrangement to perform or oversee work on MSC ship critical safety items.

Contractors may request qualification as a MSC qualified non-OEM technical field service provider. These service providers will be required to have the following qualifications:

a. Substantial journeyman-level documented work experience which includes formal training in a field service organization as an authorized manufacturer's technical representative or field service provider for the type of equipment or systems being serviced, repaired, installed, modified, or relocated.

b. Demonstrated competency in analyzing repair requirements and maintenance and repair process performance and making recommendations based upon as-found condition results and/or performance analysis.

c. Recent references (within the last 3 years) from at least three different clients for whom service was provided as a qualified technical representative on the type of equipment or systems being serviced, repaired, installed, modified, or relocated.

d. Ability to procure OEM authorized parts and access to manufacturer's current and previous available drawings, technical manuals, technical service bulletins, and special tools for the equipment or machinery specified in the work item. Further, they shall have the ability to reach-back to the OEM’s engineering department to assess, diagnose and properly accomplish maintenance and repair (M&R), or provide their own expert engineering assessment.

e. The MSC qualified non-OEM technical field service provider shall have expert knowledge of the equipment or system and shall be able to provide detailed repair requirements, including identification of parts required, authorized sources for those parts, and step-by-step repair procedures to the shipyard or other industrial assistance contractor and the MSCREP to return the equipment functionality to proper full operating parameters.
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Contractors may request qualification review by submitting a package
demonstrating compliance with the criteria above to the following email
address: msc_nonoem_qual.fct@navy.mil . DCA will perform qualification
review and notify the requestor of additional information required or will
provide a qualification letter. Qualification letters are valid for 2 years. Once
this period has lapsed, contractors must request and obtain renewals. A
listing of MSC qualified non-OEM technical field service providers is
maintained on the MSC public access web page at
https://procurement.msc.navy.mil/.