The purpose of this Amendment is to 1) Respond to Bidder's Questions for the N00024-18-R-2210 HPIB DD&C RFP, 2) Change the Volume II Price Proposal submission date from 14 September 2018 to 16 October 2018, and 3) Make an administrative change.
The following items are applicable to this modification:

SUMMARY OF CHANGES

Responses to Bidders’ Questions:

179. QUESTION: As referenced in Attachment J-1 System Specification Section 625.4.1 Outfitting, will the government consider reducing the wiper speed to the standard vendor approximate speed range of 3 to 9 seconds per strike? Section 625.4.1 requires wiper speed range from 120 to 250 strikes per minute. This would be an unrealistic speed of 1/2 to 1/4 of a second per strike.

RESPONSE: Attachment J-1 System Specification Section 625.4.1 will be deleted and replaced with the below text. This change will be incorporated into the solicitation at the time of award.

"625.4.1 Heated windows shall have windshield wipers meeting ISO 17899. Wipers shall be of the straight-line type, 115 volt, AC, with internally mounted motors and a minimum of a 25” rubber blade. The control equipment shall be located on or near the wiper it controls in the interior of the cutter. Wiper speeds shall be adjustable."

180. QUESTION: As referenced in Attachment J-1 System Specification Section 589.3.6 Primary Crane(s), will the Government consider allowing adjustments to equipment/supporting components or placing electrical components in an overload condition during the required overload test?

RESPONSE: Attachment J-1 System Specification Section 583 correctly states the desired performance characteristics of the shipboard cranes. This requirement remains unchanged.

181. QUESTION: The Attachment J-1 System Specification Section 100.7.5.1 Stem requirement calls for construction from rolled bar, cast or forged steel. Can the Government please clarify by sketch or otherwise what "rolled bar" is in this context?

RESPONSE: There is no special meaning for rolled bar in this context. The requirement is for a solid stem as opposed to a shaped plate stem.

182. QUESTION: As referenced in Attachment J-1 System Specification Section 100.7.6 Inspections, the NDE requirement is very onerous and will represent a significant cost and schedule driver for construction. Can the Government consider an ABS inspection (ABS SVR 2018 Part 2) approach?

RESPONSE: The referenced requirement is consistent with an ABS inspection (Part 2) approach. SVR Part 2-1-4/5.17 states that "Inspection of welded joints in important locations is to be carried out by an approved nondestructive test method such as radiographic, ultrasonic...inspection." The Government considers intersections of full penetration welds within the ice belt structure to be important locations for HPIB. This requirement remains unchanged.

183. QUESTION: As referenced in Attachment J-1 System Specification Section 150.1.3 Superstructure, the revised specification introduces a requirement that the superstructure be B or AH grade or better. Does this apply to all
structure, including internal? If required for superstructure internals does this also apply to all hull internals? Please
explain rationale.

RESPONSE: The requirement in Attachment J-1 System Specification Section 150.1.3 applies to all steel plate
applications in the superstructure or deckhouse, both external and internal. Material requirements for hull internal
structure other than the superstructure or deckhouse are addressed by ABS SVR.

184. QUESTION: As referenced in Attachment J-1 System Specification Section 235.3.5.2 Power quality, the
revised specification introduces a MIL-STD power quality requirement for both the HV and LV bus in regenerative
power conditions. The Offeror considers this as unnecessary for the HV side in particular based on much successful
service experience. Can the previous requirement that "cutbacks shall be ... tolerable by the loads and equipment..." be reinstated?

RESPONSE: MIL-STD-1399 requirements must be incorporated for both the high voltage and low voltage systems
as required by the Attachment J-1 System Specification. The requirement remains unchanged.

185. QUESTION: The answer to Q&A 97 states that slip rings are required; however, the revised Attachment J-1
System Specification Section 235.4.2.1 Slip Ring appears to delete this requirement. The Offeror assumes the
System Specification takes precedence over the Q&As. Will the Government please confirm this assumption?

RESPONSE: The response to Question 97 incorrectly stated that the Attachment J-1 System Specification was
unchanged. All Offerors should refer to the updated Attachment J-1 System Specification, Section 235.4 provided
with Amendment 0008.

186. QUESTION: As referenced in Attachment J-1 System Specification Section 235.5.15 MTBF, the requirement
for a motor MTBF of 500,000 hrs. seems to conflict with the requirement for a 30-year motor life, as this MTBF
represents over 200 years with the profile provided. Can the Government revisit this requirement?

RESPONSE: This requirement follows NAVSEA practice established in NAVSEA T9300-AF-PRO-020. MTBF is
used to describe a failure probability and is separate from the service life requirement.

Offerors should note the response to Question 47 provided in Amendment 0006, and the updated Attachment J-1
System Specification provided with Amendment 0008.

187. QUESTION: Attachment J-1 System Specification Section 100 requires compliance with ABS Enhanced
notation requirements, but permits the use of direct calculation as an alternative to meeting prescriptive formula
requirements. As this is not an option under the ABS notation, can the Government confirm that ABS will issue an
Statement of Fact (SoF) for the alternative approach?

RESPONSE: Attachment J-1A PPD 070-01 requires the Contractor to pursue an ABS Statement of Fact which
reflects "Aspects of the Enhanced Polar Class Notation incorporated into HPIB Specification Sect. 100."

188. QUESTION: The revised Attachment J-1A PPD 070-01 requires full compliance with provisions of the ABS
LTE Guide except as modified; and the applicable parts in LTE are 2-7. Offerors are therefore now required to
comply with (e.g.) LTE 3-4 "All exterior stairs are to be installed at a lower angle of about 35 degrees". Can the
Government confirm that this and all other LTE requirements are now mandatory?

RESPONSE: Yes, compliance is required with all LTE requirements other than the exceptions identified in
Attachment J-1A PPD-070-01.
189. QUESTION: As referenced in Attachment J-1 System Specification Section 542.2 Valve Selection, it appears
information from MIL-STD-777 Rev E was used to populate PPD 505. This limits the available materials and
components, the current design is in accordance with MIL-STD-777 Rev F, per previous revisions of the systems
spec (J-1 Attachment). Will the PPD be updated to reflect Revision F?

For example, this limits the gate and globe valves allowable pressure to below typical system design and will require
valves to be reworked.

RESPONSE: PPD505 was based on MIL-STD-777 Rev F except for category I-1, JP-5, which is based on Rev E.

Table XXI: Category I-1 contains an error for gate valves which are shown as limited to 100 psi in the Remarks
column. This note will be deleted.

A change page is provided to illustrate the change to the PPD. This change will be incorporated into the solicitation
at the time of award.

190. QUESTION: As referenced in Attachment J-1 System Specification Section 542.2 JP-5 Valves, with respect to
JP-5 material schedule, the question concerns the PPD with the limitation of 100 psi maximum listed for Gate/Globe
(angle & cross) valve. The system is required (again by spec) to be able to operate in 200 psi and we are using both
Gate & Globe valves extensively. Did the Government mis-interpret or mis-copy from MIL-STD-777? The 100 psi
maximum (restriction) is ONLY applied to one valve (803-1385541) in the original 777 and we want to ensure we
are not violating the Spec.

RESPONSE: Please refer to the response to Question 189.

191. QUESTION: As referenced in Attachment J-1 System Specification Table 100-1 Hull Area Factor, a) Has a
Polar Code Operational Assessment been undertaken; and if so can it be provided to give Offerors a better
understanding of requirements?

b) If the answer to (a) is negative, will the successful Offeror be required to participate in the development of the
Operational Assessment following contract award?

c) If so, will the design requirements be re-assessed at that point to allow for a more-cost-effective mix of design and
operational restrictions to be implemented?

d) Irrespective of the answers to (a)-(c), are Offerors permitted to propose alternative ice strengthening approaches
that will meet the HPIB’s operational requirements and safety considerations, provided that the approach is
adequately supported by analysis and data?

RESPONSE: As it relates to the Attachment J-1 System Specification Table 100-1 Hull Area Factor, a) A Polar
Code Operational Assessment has not been conducted. The Solicitation and its attachments identify the
Government's full requirements for the HPIB.

b) This Solicitation does not have a requirement for the Contractor to participate in an Operational Assessment as
described in the question.

c) The Government does not anticipate any future modifications to the Solicitation as a result of an Operational
Assessment.

d) Responses to the Solicitation must conform to the requirements established therein.
192. QUESTION: The Attachment J-1 System Specification Section 070 Requirements for Panama Canal visibility conflict with the system specification requirements in respect to bridgewings.

The Attachment J-1 System Specification Requires 2 conning stations...

Panama conning station requirements:

(1) Conning Position 1 is located directly behind and close to the forward center wheelhouse window.
(2) Conning Position 2 is located to port of Conning Position 1 directly behind and close to the nearest window thereto that provides a clear unobstructed view ahead.
(3) Conning Position 3 is located to starboard of Conning Position 1, directly behind and close to the nearest window thereto that provides a clear unobstructed view ahead.
(4) Conning Position 4 is located at the extreme end of the port bridge wing and must provide a clear and unobstructed view fore and aft of the vessel's port side.
(5) Conning Position 5 is located at the extreme end of the starboard bridge wing and must provide a clear and unobstructed view fore and aft of the vessel's starboard side.

Due to the conflicting direction between Ship Specification and Panama Conning Station Requirements, will the Government please advise on the quantity of conning stations required, 2 or 5?

RESPONSE: The requirements for conning workstations are established in Attachment J-1 System Specification Section 428. Offerors should note that the Conning Positions identified in OP Notice to Shipping N-1-2018 define positions where personnel can effectively see and command the ship but do not require additional conning workstations.

193. QUESTION: As referenced in Attachment J-1 Ship Specification Section 568.2.7 Bow Thruster Torque, can you please clarify if the requirement still stands that the bow thrusters handle theoretical input torque of twice the motor output torque?

RESPONSE: Yes, this requirement still stands, as established in Attachment J-1 System Specification Section 568.2.7: "The mechanical components of maneuvering thrusters (e.g., propellers, gears, shafts, couplings, etc.) shall meet the applicable requirements of ABS SVR 4-3-5 for a theoretical input torque of twice the motor output torque."

194. QUESTION: As per Section L.1.1.1. Proposal Submission, given that some equipment may be sourced overseas where summer holidays will delay responses, will the Government provide a one (1) month extension for the price proposal submittal (from September 14th) to allow contractors more time to competitively price the technical scope of work and subsequently reduce pricing risk?

RESPONSE: This amendment to the Solicitation revises the Volume II Price Proposal submittal date to 16 October 2018.

195. QUESTION: Due to the major changes issued by Amendment 0008, will the Government provide a 60-day extension to the final submission date for the Volume 2 Price Proposal submittal?

RESPONSE: Please refer to the response to Question 195.
SECTION C - DESCRIPTIONS AND SPECIFICATIONS

HQ C-2-0066 CONTRACTOR SAFETY AND HEALTH REQUIREMENTS FOR ACCESS TO NAVSEA/PEO SITE (NAVSEA) (MAY 2012) (MODIFIED) (JUL 2018)

(a) Contractor personnel shall comply with all badging and security procedures required to gain access to any NAVSEA/PEO/USCG site. Contact the Contracting Officer’s Representative (COR) for specific requirements.

(b) Contractors are required to adhere to the requirements of 29 CFR 1910, 29 CFR 1926 and applicable state and local requirements while in NAVSEA/PEO/USCG government spaces. Contractors who are injured on site shall notify the Safety Office, via the COR.

(c) NAVSEA/PEO/USCG site facilities are low to mid-rise buildings with elevators and a contractor operated restaurant facility in building 197. Utility areas, electrical/phone closets and the roof are generally secured areas with restricted access. NAVSEA/PEO/USCG HQ sites generally exhibit low hazards with no personal protection equipment (PPE) requirements. Hazards are those typically found in an office environment. Slips, trips and falls on wet/icy surfaces, pest control, and ergonomic concerns are the primary hazards. It is expected that contractor employees will have received training from their employer on hazards associated with the areas in which they will be working and know what to do in order to protect themselves.

(d) Contractors whose employees perform work within NAVSEA/PEO/USCG government spaces in excess of 1000 hours per calendar quarter during a calendar year shall submit the data elements on OSHA Form 300A, Summary of Work Related Injuries and Illnesses, for those employees to the Safety Office via the Contracting Officer’s Representative by 15 January for the previous calendar year, even if no work related injuries or illnesses occurred.

(e) Any contractor employee exhibiting unsafe behavior may be removed from the NAVSEA/PEO/USCG site. Such removal shall not relieve the contractor from meeting its contractual obligations and shall not be considered an excusable delay as defined in FAR 52.249-14.

SECTION L - INSTRUCTIONS, CONDITIONS AND NOTICES TO BIDDERS

FROM:
L.1. INSTRUCTIONS TO OFFERORS

L.1.1. GENERAL INFORMATION

L.1.1.1. Proposal Submission

Proposal Due Dates:
VOLUME I - TECHNICAL PROPOSAL: 24 August 2018 at 12:00 PM EST
VOLUME II - PRICE PROPOSAL: 14 September 2018 at 12:00 PM EST

TO:
Proposal Due Dates:
VOLUME I - TECHNICAL PROPOSAL: 24 August 2018 at 12:00 PM EST
VOLUME II - PRICE PROPOSAL: 16 October 2018 at 12:00 PM EST