

Response Boat - Medium (RB-M) System Replacement Project Request for Proposal - DTICG23-02-R-ARB048

Questions and Answers

Only those questions/comments that have received responses are shown. Please contact the Contracting Officer with any additional questions or comments.

Document: RB-M Specification **Section:** 051-4

Question 1: Are the towing requirements defined in terms of thrust (lbs) vs. speed (knots)? This could have a substantial impact on the size of the waterjet required to achieve the objective.

Answer: Towing requirements in the specification are not stated in terms of thrust versus speed, but rather in terms of the size of the vessels that need to be towed. Information on current towing practices with regards to potential towing speeds is available in COMDTINST M16114.5B, Boat Crew Seamanship Manual, which is referenced in specification sections 042-6 and 044-1.7.

Document: RB-M Specification **Section:** 051-2.4

Question 2: In paragraph 051-2.4, the second sentence reads: "Inboard heel shall be maintained throughout the turns". Question 1. Why is the requirement in the RFP? Question 2. Why is the boat required to heel inboard? Question 3. Is there a way to remove the requirement? Question 4. Could the requirement be changed to permit the boat to turn flat or heel slightly outward?

Answer: Coast Guard experience indicates that a lack of inboard heel makes it very difficult for the crew to maintain their footing in high speed turns. Therefore, the requirement will not be changed or removed.

Document: Other **Section:**

Question 3: As subcontractor, I would like to get a list of potential prime contractors. Are you maintaining such a list for public distribution? If so, I would formally like to request a copy of the interested parties to this solicitation.

Answer: A list of responses to the sources sought synopsis published in March 2002 was provided on 30 Aug 2002 and is now posted on the website.

Document: RB-M Specification **Section:** 044-2.1.6, 583-1.1

Question 4: The referenced specification requirements state that if the craft is "self-righting" then a 6 man coastal life raft is not required. Shouldn't a life raft be required on any RB-M, regardless of self-righting characteristics, to provide safe escape of the crew in case of fire, sinking, etc? If a life raft is required, shouldn't the capacity be at least equal to the maximum amount of people specified at 9 (4 crew and 5 passengers)? If the craft is "self-righting", would the USCG consider a portable life raft similar to Zodiac Valise 6 man coastal life raft (West Marine 1556)?

Answer: The life raft requirements are in line with current USCG policy.

Document: RB-M Specification **Section:** 097-2

Question 5: Section 097-2 requires that the RB-M craft be inclined afloat and scale weighed/inclined while suspended in the air. Will this be done on the first craft only of the fleet or will all craft require an inclining test?

Answer: The requirements for the frequency of phase II testing have not been established.

Document: RB-M Specification **Section:** 581-1.3

Question 6: Is the anchor line reel required to be powered or manual?

Answer: Manual

Document: RB-M Specification **Section:** 600-1, 670-2.2

Question 7: QUESTION: 1) Does CLIN 003 Outfit include the Outfit items listed in Section 600-1 and the Onboard spares in Section 670-2.2 or just the items in Section 600-1? 2) Are the outfit items listed in Section 600, particularly the consumable items, and the onboard spares listed in Section 670-2.2 a "one-time" buy or will they have to be replenished or replaced during the Maintenance, Logistics and Operational Support periods?

Answer: 1. Items listed in Tables 600-1, 600-2, 600-3, 600-4, and 670-2 are considered outfit. 2. These items are considered consumables and need to be replaced during the Maintenance, Logistics and Operational Support periods.

Document: Section C **Section:** 3/1

Question 8: Could the USCG expand on the statement All Maintenance? Does this include keeping the vessel clean?

Answer: "All maintenance" is intended to be maintenance required for the RB-M, its trailer, and any other equipment or outfit provided under the contract. Maintenance does not include keeping the boat clean but does include cleaning up after any specific maintenance performed by the Contractor or as a result of a casualty.

Document: CDRL **Section:** 24/25/26

Question 9: CDRL #'s 088-001/088-002/088-003 the referenced Authority Document has been superceded by: DI-SESS-81518B DI-SESS-81522B DI-SESS-81523B Is the contractor to use the superceded DID for proposal purposes?

Answer: These CDRLs were replaced as part of Amendment A0002. The newer Authority Documents were included.

Document: RB-M Specification **Section:** 044-1.1

Question 10: This paragraph requires the RB-M to be a "multi-mission capable boat" and goes on to describe various missions that the RB-M be capable of performing. Are the missions in par. 044-1.1.1-1.1.7 listed in order of importance? Would the USCG describe how the missions should be weighted in terms of relative importance?

Answer: The missions are not listed in order of importance, and no weighting factors have been assigned.

Document: Section B **Section:** CLIN 0002

Question 11: Will a trailer be required for all of the boats provided in the production contract (Phase II)?

Answer: Although specific details for Phase II requirements are still being finalized, it is anticipated that trailers will not be provided for each boat.

Document: RB-M Specification **Section:** 078-3.2

Question 12: The referenced section does not allow wood in any form to be used. Wood or wood by products are used in many laminates and composite panels. Will wood products that are fully encapsulated in non-wood (epoxy resin) materials be acceptable?

Answer: No. Wood in any form including wood products and encapsulated wood products are not acceptable.

Document: Section C **Section:** C.17, third paragraph

Question 13: The referenced section states the test period may be extended due to lack of required test criteria or other conditions not expressly defined. CLIN 0007 is bid in one week increments. Is this period consecutive? That is, if the test period is extended due to lack of required test criteria or other conditions is an option CLIN awarded or is the Contractor to provide 7 days of support, not necessarily 7 days in a row?

Answer: The 1-week increment is 7 consecutive days.

Document: RB-M Specification **Section:** 044-1.1.1.4

Question 14: Please define the reference document where the Coast Guard procedures for safe helicopter transfers may be found.

Answer: Helicopter operations are discussed in detail in the "Boat Crew Seamanship Manual", COMDTINST M16114.5B.

Document: RB-M Specification **Section:** 114-3.1

Question 15: Does the USCG consider any of the currently available inflatable collar systems "highly resistant to puncture and tearing"?

Answer: The Coast Guard believes that inflatable collar (fendering) systems that are "highly resistant to puncture and tearing" are currently available.

Document: RB-M Specification **Section:** 200-1

Question 16: Would the USCG accept a proposal for an RB-M powered by triple diesel engines and propulsors if that arrangement offered a lower cost, lighter weight vessel that meets or exceeds all other requirements of the specification?

Answer: No.

Document: RB-M Specification **Section:** 233-4

Question 17: Our experience suggests that an engine crank case re-breather system allows an unacceptable risk of engine "run-away" due to the ingestion of crank case oil in the event of a roll-over. We suggest that the specification for the RB-M address this matter.

Answer: The Coast Guard has not shared this experience, and considers the benefits of an engine crankcase re-breather system outweigh the risk of possible engine "run-away" in a roll-over.

Document: RB-M Specification **Section:** 259-1.2

Question 18: For what duration shall the exhaust system be capable of withstanding the interruption of cooling water?

Answer: The time period would depend on operations and engine loading, but may be estimated as the time required for the engine to activate the high water temperature alarm (see Specification section 410-4) when cooling water is no longer available.

Document: RB-M Specification **Section:** 044-1.1.1.3, 051-4.1

Question 19: Specification Section 044-1.1.1.3 and Section 051-4.1 require that the RB-M shall be capable of towing disabled vessels (up to 50 long tons displacement (threshold), (100 long tons (objective)), astern and alongside, up to mission capable limits (8 feet significant wave height and 30 knots wind speed). Section 044-1.1.1.3 further describes the method and equipment used in astern towing. Method and equipment for the alongside towing are not described anywhere in the specifications. What kind of deck fittings (bitts/bollards, capstan etc.) are expected for the alongside towing? Is the fendering system is to be designed for the absorption of Impact Energy for the alongside towing?

Answer: Further information on towing methods is available in the "Boat Crew Seamanship Manual", the "47' Motor Lifeboat Operator's Handbook", and the "41' Utility Boat (41' UTB) Operator's Handbook". The Contractor is responsible for selecting fittings to meet the mission requirements per Specification section 582-1. The fendering system must be suitable for alongside towing per Specification section 114.

Document: Section J **Section:** 423-6.2

Question 20: The Specification requires open array radar. Will the USCG consider a close array (dome style) if all other requirements of Section 423 can be met?

Answer: No.

Document: Section L **Section:** Part 4 2.(a) (4)

Question 21: Facilities as described in the aforementioned section, states that "as described in Phase II, Information Package". Is it the customer's intent to have the contractor provide for Phase 1, the same scope of facilities that is required for Phase II (Pg. 41,sect. 4.5.1)? The Contractor recommends that the USCG consider a reduced staff since the scope of the prototype phase is considerably less than the production phase.

Answer: Facilities for an on-site Government inspection staff at the construction site are not required in Phase I.

Document: Section C **Section:** C.14

Question 22: The referenced section states that the testing will include Contractor-demonstrated maintenance on the RB-M. What type of maintenance will be required to be demonstrated?

Answer: Specific maintenance items have not been defined. All maintenance performed may be observed by government representatives.

Document: Section C **Section:** C.14

Question 23: The referenced section states that the testing will include Contractor-demonstrated maintenance on the RB-M. The stated purpose of the testing in section C.2 is to determine how well the test boat will meet the requirements of the RB-M contract. What Contract requirements are to be evaluated through the demonstrated maintenance?

Answer: The purpose of demonstrating maintenance procedures is to ensure the access for the maintenance and repair requirements of C-6 and section 070-1 of the specification are achieved.

Document: Section J **Section:** Spec Section 233-1

Question 24: The section states that the engine manufacturer is certify compliance with the exhaust emission requirements that will come into effect 1 January 2004 (objective). These requirements are for engines with displacement of up to 2.5 liters per cylinder. The EPA regulations for engines with displacements of more than 2.5 liters per cylinder will be effective after January 2007. Is it the intent to have all engines certified to meet the January 2004 standard? Would an engine with a displacement of more than 2.5 liters per cylinder meet the objective if it were certified to meet the January 2007 standard?

Answer: Yes.

Document: Section J **Section:** Spec Section 044-1.1.1.4

Question 25: What is the minimum square footage of aft deck area required on the RB-M to adequately support helicopter transfers?

Answer: Minimum square footage is not specified. Required area will be highly dependent on arrangements.

Document: Section J **Section:** Att 1 Spec Section 084-2.7

Question 26: Are the fuel tanks required to be gas-free during shipping?

Answer: No.

Document: Section J **Section:** Att 1 Spec Section 631-1.1

Question 27: COMDTINST M10360.3 requires numerous markings and coatings not addressed in this section, specifically a USCG hull stripe and shield. Please clarify whether a hull stripe and shield will be required. In addition, this reference requires that hull lettering in unpainted aluminum hulls be white in color. Please confirm your desire for black hull letters and numbers.

Answer: Specification section 602-3 covers the requirements for hull markings, and addresses the issue of the letter colors. There is no requirement for the Coast Guard stripe or emblem on the hull of the Phase I RB-Ms.

Document: Section J **Section:** 423-3.1 line 1 & 423-4.1

Question 28: Integrated Navigation System Paragraph 423-3.1 states as a minimum, of one radar/chart plotter. Paragraph 423-4.1 states shall have one primary and two secondary radar/chart plotter display units. Need clarification of quantity.

Answer: Additional units listed in the specification section are repeaters. Total monitors required are three, one primary and two secondary.

Document: Section C **Section:** : C.14, C.16.b, C.19, & C.20

Question 29: 1."C.14 states that "The Contractor is solely responsible for all maintenance,". C.16.b states that the Contractor provided classroom training "shall provide an overview of the unit level Preventative Maintenance procedures for all systems and equipment." It appears that the USCG is requesting that training material be developed and that training be conducted for maintenance that the USCG intends to have performed by the contractor. Please clarify. 2."Paragraph C. 18 states that "the Contractor is solely responsible for all maintenance,". C.19 states that Station/Boat Crew Training "shall provide detailed instructions of the unit level preventative maintenance". While CLIN's 0008 and 0009 are option CLIN's, it appears that the USCG is

requesting that training material be developed and that training be conducted for maintenance that the USCG intends to have performed by the contractor. Please clarify.

Answer: The training is intended to make sure the test crews and station crews fully understand the maintenance required, can assess the quality of the training, and can carry out maintenance at the end of the contractor maintenance periods or if the optional CLINS are not awarded.

Document: Section I **Section:** I.3.b (1)(a)

Question 30: Please clarify or provide a definition of "manufacturer's defects or structural degradation".

Answer: "Defect" under Transportation Acquisition Regulation 1246.701-70 means "any condition or characteristic in any supplies or services furnished by the contractor under the contract that is not in compliance with the requirements of the contract." The term 'manufacturer's defect' means any defects in the hull, deck, and pilot house caused by the manufacturer. The Contractor is responsible for any structural degradation of these components that would compromise their integrity for 5 years.

Document: Section I **Section:** I.3.b (1)(c)

Question 31: Is it correct that the parts and service on the propulsion system do not include fasteners, couplings, hose fittings, electrical, electronic components, gages and light bulbs?

Answer: No, these parts are included.

Document: RB-M Specification **Section:** 051-2.6

Question 32: The requirements for the emergency stop has remained the same (12 seconds) even though the maximum speed has increased from 35 to 40 knots (Threshold). Should the time to stop be increased because of the increased speed?

Answer: No.

Document: Section M **Section:** 051-4

Question 33: This paragraph states that "The RBM shall be capable of towing a variety of craft (up to 50 long tons displacement (threshold), (11 long tons (objective)), astern and alongside, up to the mission capable limits shown in Figure 044-2. Figure 044-2 shows the mission capable operating envelope extending to 8 ft significant wave height, and 30 kt winds. Section 044-1.1.1.3 states that "The RB-M must be capable of towing disabled vessels astern and alongside. Typically, tows will be conducted astern until the RB-M reaches restricted waters or is maneuvering into a slip or alongside a dock." Can it be assumed that towing operations in 8 ft seas will be limited to the astern configuration, with towing alongside restricted to some lower sea state, without violating the intent of paragraph 051-4?

Answer: Yes.

Document: RB-M Specification **Section:** 051-4.1

Question 34: Is there a towing speed requirement under each defined load? The statement indicates that the towing requirements are contained in Figure 044-2, which shows a mission capable envelope up to 30 knot winds and 8 ft seas. Is it the intent of the USCG to require this vessel to tow the required (threshold) vessel up to and including these maximum conditions or some lower conditions?

Answer: Towing speeds are dependant upon the vessel being towed and the prevailing sea conditions. Further guidance is provided in the Boat Crew Seamanship Manual, COMDTINST M1614.5B. The intent is that the RB-M be able to conduct astern tows up to the Mission Capable limits.

Document: RB-M Specification **Section:** 073-1.1

Question 35: Can any of the maximum level noise set forth in table 073-1 be increased, in light of the fact that current similar vessels cannot meet some these requirements?

Answer: No.

Document: RB-M Specification **Section:** 078-2.1

Question 36: Does this section exclude the use of 18-8 family material?

Answer: The 18-8 family of materials includes some of the stainless steels allowed by section 078-2 of the Specification. Other members of the 18-8 family are not acceptable.

Document: RB-M Specification **Section:** 078-3.3

Question 37: Does this restriction on asbestos and refractory fiber materials apply to engine exhaust systems and the engine mounted exhaust system?

Answer: Yes.

Document: RB-M Specification **Section:** 085-1.3

Question 38: This paragraph states that drawings shall be in AutoCAD Release 14 or 2000/2002; however, CDRL 085-001, Attachment 1, Paragraph 2 states that drawings shall be developed in AutoCAD Release 14. Can both the spec and the CDRL be revised to read "AutoCAD Release 14 or later"?

Answer: AutoCAD Release 14 or 2000/2002 are acceptable. The change has been made to CDRL 085-001 in Amendment A0003.

Document: RB-M Specification **Section:** 086-2.1.4

Question 39: Please clarify "information on air and water draft" requirements.

Answer: This change has been made in Amendment A0003.

Document: RB-M Specification **Section:** 097-2.3

Question 40: Would it be acceptable for the requirement that the vessel weighting be done suspended in the air be alternately done using a current-industry multi-load cell support arrangement?

Answer: Yes. This will be corrected in Amendment A0004.

Document: RB-M Specification **Section:** 097-2.3

Question 41: In view of the fact that inclining tests with vessels suspended in air are typically done on much smaller boats, and in view of the short timing for the RB-M phase I delivery and therefore the Contractor's available testing schedule, is it possible to remove the requirements for having this inclining test done both in the water and in the air and have it done only in the water?.

Answer: No. Both are required.

Document: RB-M Specification **Section:** 100-2.9

Question 42: There appear to be an inconsistencies among this section, sections 120-1.4, 304-2.5 and maybe 4.4-3.3, with regard to mounting, hanging, drilling and taping of structural members. Please clarify

Answer: The last sentence of paragraph 120-1.4 of the Specification was deleted in Amendment A0004.

Document: RB-M Specification **Section:** 100-3.1

Question 43: Table 100-3 referenced in this paragraph has been deleted.

Answer: Correct. This has been changed in Amendment A0003.

Document: RB-M Specification **Section:** 100-5.3

Question 44: Does this requirement apply to only the defined areas, or could this section in the future be interpreted as to areas such as frames (tight and none tight), girders, consoles, handrails, vent ducts, etc?

Answer: The requirement applies to structural components.

Document: RB-M Specification **Section:** 180-1.7

Question 45: Can the cres fasteners be any 300 series or 18-8 family material?

Answer: Requirements of section 078 of the Specification apply. See previous comment in question #36.

Document: RB-M Specification **Section:** 200-1.3

Question 46: Is there an estimate of the idle operation anticipated yearly?

Answer: Yes. See table 044-4 of the Specification.

Document: RB-M Specification **Section:** 261-1.2

Question 47: Will the USCG accept the diesel engine manufacturers electronic instrumentation for fuel flow?

Answer: Yes, as long as it meets the requirements of the Specification.

Document: RB-M Specification **Section:** 259-1.2

Question 48: Will the USCG allow dry exhaust piping material to be a better grade of material than 316, 321 or 347 cres?

Answer: This has been addressed in Amendment A0003.

Document: RB-M Specification **Section:** 423-6.3

Question 49: Request the radar range accuracy, as displayed, be changed to 2% of maximum scale in use. This will then be consistent with COTS radar display range accuracy in the 4Kw power range. 406-1 & 406-2 Due to the lack of definition for testing requirements, will the USCG be specifying the minimum acceptable requirements for the testing referred to in these sections?

Answer: 1. The radar range accuracy requirements will not be changed. 2. CDRLs 406-001 through 406-004 cover testing procedures and requirements.

Document: RB-M Specification **Section:** 441-2.1.2

Question 50: Due to console and compartment size/layout requirements is a lesser accuracy acceptable for this unit Plus or - 7 to 10 degrees instead of plus or - 5 degree?

Answer: No. A lesser degree of accuracy is unacceptable.

Document: RB-M Specification **Section:** 505-1.2

Question 51: Does this requirement apply to large diameter piping and tubing? Please define size range if not all sizes included. This is somewhat a general statement, i.e., does this requirement mean that the connection from the hull to the sea strainer should be hose, i.e., or as stated in 521-1.4 sea water stand pipe for fire fighting pump indicates the piping should be pipe and not hose?

Answer: Yes, it applies to all sizes. The term "standpipe" was intended to apply to the function of the connection, and not to its construction. The system may use hose per Specification section 505-1.2, or aluminum pipe in lieu of hose per Specification section 521-1.6.

Document: RB-M Specification **Section:** 510-1.2

Question 52: Is this requirement for in port or during operation?

Answer: This has been addressed in Amendment A0003.

Document: RB-M Specification **Section:** 510-1.4

Question 53: The second to last sentence does not make sense. "The seawater side shall "propylene glycol antifreeze." Is this to mean that glycol antifreeze will be in contact with seawater?

Answer: This has been addressed in Amendment A0003.

Document: RB-M Specification **Section:** 529-1.1

Question 54: The third sentence indicates that the bilge pumps "shall be piped". Does this mean that the connection from the bilge pump to overboard should be hard piping or as indicated in 505-1.2 "All seawater piping systems shall be hose"?

Answer: The term "piped" is used in a general sense. The requirements of 505-1.2 apply.

Document: RB-M Specification **Section:** 582-1.1

Question 55: Is there a requirement for load rating on this rope? Is there any other requirements for this tow line or should the towline be sized for the requirements indicated in 582-3.2?

Answer: Corrected in Amendment A0004 to require a minimum breaking strength of 30,000 lbs.

Document: RB-M Specification **Section:** 703-1.1

Question 56: Should "Remington 270" shotgun be "Remington 870" shotgun?

Answer: Correct. This has been addressed in Amendment A0003.

Document: RB-M Specification **Section:** 900-1.1

Question 57: This paragraph states that the trailer shall be suitable for use with a semi-type truck. Should this be interpreted to mean that only a 5th wheel hitch is acceptable, or can the trailer be provided with a properly rated lunette for a pintle type hitch?

Answer: No. Other hitch types are not acceptable.

Document: RB-M Specification **Section:** 410-1

Question 58: The Table 410-1 indicates that the console dimmer control shall be reachable by the navigator or crew. Is it a requirement that the console dimmer control also be reachable by the helmsman in order to dim the console lights to control glare on the cockpit windows at night?

Answer: No.

Document: RB-M Specification **Section:** 441-1.1

Question 59: With regard to Table 441-1, and also reference reference table 410-1, which VHF-FM radios are designated primary, secondary, and auxiliary?

Answer: Table 441-1 has been modified in Amendment A0003 to indicate primary, secondary and auxiliary VHF radios.

Document: Section C **Section:** C.16.a

Question 60: This paragraph states that "Training should be developed with the expectation that all attendees will be knowledgeable of general boat operations and qualified to operate a Coast Guard 41' UTB". Does this imply that all trainees will be coxswains, or will the trainees consist of a mix of various ratings (job specialties).

Answer: Trainees will be mixed ratings, but will be qualified within their rating/crew position for 41 UTB operations.

Document: Section L **Section:** L.15.b.3

Question 61: This section states in part that the Offeror shall identify small disadvantaged business (SDB) participation targets , "expressed as dollars and percentages of total contract value". It also states that the targets for subcontractors must be listed separately, and the total value of acquisition shall be addressed. Since this type of pricing information will not be known or completed until close to the time for Price and Administrative Volume submissions one month later than the submission of the Management Volume, shouldn't this SDB pricing information be deferred until pricing is completed, and therefore then include this SDB information in the required submission of the Subcontracting Plan?

Answer: Submittal of SDB information, other than SDB past performance information, has been moved to the Administrative volume in Amendment A0003.

Document: Section L **Section:** L.16.a.1(a)

Question 62: Please clarify whether an executed copy of the complete RFP is required, or only the completed Sections that are listed.

Answer: Clarified in Amendment A0003.

Document: Section G **Section:**

Question 63: FAR Clause 52.232-16, Progress Payments, is cited in G.3, but is not included in I.1. Please add to I.1.

Answer: FAR clause 52.232-16 is incorporated in section I.1 - applicable to Small Business Only. Only Small Businesses will be offered Progress Payments in Phase I.

Document: Section:

Question 64: In the zip files file DIDPhase1.zip within file CGDI-GDRQ-90001 Calculations and Stress Diagrams there are three pages. The last two pages seem to be someone's personal information regarding evangelism business. Might want to edit that out for privacy.

Answer: This was corrected in Amendment A0002.

Document: Other Section: DIDs

Question 65: DI 81518 would not open.

Answer: This file was included in the Phase II information package in error and should be deleted.

Document: RB-M Specification Section: 100-1.2

Question 66: 100-1.2 The vessel hull, main deck and pilot house structure shall be aluminum.

Question: With the mission requirements of the RB-M (i.e. speed, sea states) and past experience on in-service craft, would the USCG consider a composite craft if the contractor offered a 10 year warranty on workmanship of hull and structure vs. a 5 year warranty on workmanship of hull and structure for an aluminum craft?

Answer: The Coast Guard has determined that an aluminum hull and deck house structure are required for the RB-M; therefore, a composite craft will not be considered.

Document: Section C Section: C.8

Question 67: The specification makes reference to "CDRL 042-001". This CDRL is titled "Conference agenda" on DD Form 1423 ADP Mechanized equivalent. 043-001 is titled "Technical Information Report. However, on page 1 of 2 of the List of Individual CDRL's, 042-001 is described as "Construction Data and License Package Plan". Which is correct?

Answer: CDRL 042-001 for Phase I is the Construction Data and License Package Plan. CDRL 042-001 in the Phase II Info Package is the CDRL for Meeting Agenda. CDRL 043-001 in the Phase II Information Package identifies the requirements for the a Life Cycle Cost Estimate.

Document: Section M Section: 8.2.c

Question 68: For Phase I, it is evident that all of the CDRL requirements are to be addressed.

However, some of these deliverables are not required until after the initial single-boat contract award is delivered. We note, for example, that SEMP (CDRL 050-001) 1st submission is 60 DAC. However, the Reliability Prediction Analysis Report (CDRL 076-001) is not required until 240 DAC. We also note that the Construction Data & License Package Plan (CDRL 042-001?) requires 1st submission 90 DAC. The Instruction is not specific as to the applicability of these CDRL's relative to the Phase I prototype boat software requirements. It is stated in C.8 that the contractor "shall prepare a Construction Data & License Package in accordance with the requirements in CDRL 042-001". 042-001 is titled "Conference Agenda. This requires clarification. Are the deliverable dates relevant to the single-boat Phase I contract or only to the envisioned multi-vessel Phase II contract? Please clarify.

Answer: CDRL 076-001, Reliability Prediction Analysis Report, (Phase I) is required 150 days after contract award (DAC). CDRL 076-001, Reliability and Maintainability Analysis, (Phase II) is required 240 DAC but was provided in the Phase II Information package only for informational purposes. Some CDRL numbers are used in both Phases but may have different titles, authority documents, and due dates. Please refer to the Phase I and Phase II "List of Individual CDRLs" for detailed information.

Document: Section J **Section:** 044-2.1.6; 079-4.1

Question 69: 044-2.1.6 stipulates that if the RB-M is not self-righting, then a liferaft or other similar device must be provided. 079-4.1 states the the RB-M shall be self-righting. Is a non-self-righting boat acceptable with the proper life survival gear or must the boat be self-righting?

Answer: The RB-M is not required to be self-righting. Self-righting is an "objective", or desirable feature as indicated in Specification sections 042-1, 079-4 and Specification Table 042-1.

Document: Section J **Section:** 070-1.1

Question 70: Table 070-1 RB-M Principle characteristics lists the maximum weight in hoisting condition as 40,000 lbs. Is the hoisting condition considered the light, laden, or fully laden with some crew complement and mission equipment?

Answer: The Hoisting Condition is defined in Specification paragraph 042-2.4.2 as " Light Condition plus a full load of fuel and water."

Document: Section H **Section:**

Question 71: Please clarify or delete the requirement to obtain "Certificates of Inspection, Sanitary Construction, Deratting, and other necessary certificates". These may be applicable to construction of much larger ships.

Answer: Section H, paragraph H.9 refers only to applicable certificates. The only change required to this paragraph is to indicate that applicable certificates should be delivered with the boat vs mounted on the boat. This change will be reflected in Amendment A0004.

Document: Section I **Section:**

Question 72: Request addition of FAR Clause 52.227-12, Patent Rights Retention by the Contractor (Long Form). Request deletion of FAR Clauses 52.227-3, Patent Indemnity Alt II; 52.227-13, Patent Rights Acquisition by the Government; 52.227-23, Rights to Proposal Data (Technical); and the ALT II, Alt III, and ALT V of 52.227-14, Rights in Data General. These clauses may be more appropriate for the Phase II Acquisition

Answer: All clauses will remain as is, without additions or deletions.

Document: Section L **Section:** L.16.a(6)

Question 73: For the Administrative Volume, please clarify why a letter is required for Section 6 to address releases under the Freedom of Information Act, and also why documentation is required for Section 8 to address restrictions for handling proprietary data. Aren't these areas covered by laws and regulations unless and until, upon specific request by the Government, a Contractor grants permission for release of specifically identified proposal information or proprietary data?

Answer: The letter to address releases under the Freedom of Information Act is requested because the Government intends to award without discussions. If the offeror's proposal, or parts thereof, need to be incorporated as part of the contract, those portions would become public information and part of the

contract. The letter requested in section 6 should specify which portions, if any, cannot be incorporated. The requirement to address the handling of proprietary data has been deleted in Amendment A0003.

Document: Other **Section:** N/A

Question 74: Will the USCG please provide a copy of the RB-M Mission Needs Statement (MNS)

Answer: No.

Document: Section C **Section:** C.10

Question 75: Please provide manuals COMDTINST M16114.2C and COMDTINST M16114.5 on CD as indicated in the paragraph.

Answer: This question was submitted erroneously and a response is not required.

Document: Section L **Section:** L.15.a.4(c)(1)vii

Question 76: Subparagraph vii (page L-22) under Reliability, Maintainability and Supportability of Criteria T.3-Equipment says to provide Mean Time To Failure (MTTF) for all major equipment, if available. Should this be changed to Mean Time Between Failure (MTBF), which would then be consistent with requirements called out in RFP Section C.6, CDRL 076-001, and Phase II Draft SOW 4.3.9.4? MTBF calculations provide more meaningful data than MTTF.

Answer: Corrected in Amendment A0003.

Document: RB-M Specification **Section:** 441-2.1.1

Question 77: It is mentioned that "the ADF shall scan the spectrum by frequency". Please clarify this. Please clarify what the minimum step required is, ie. 147, 147.5, 148 etc etc.

Answer: The step requirement is 5Khz. This will be corrected in Amendment A0004.

Document: RB-M Specification **Section:** 441-2.1.1

Question 78: DTG23-02-R-ARB048 section 441.2 "Radio Direction Finder" Section 441-2.1.1 states that the ADF shall scan the 147-174 MHz spectrum by frequency. Questions: A) What is the smallest kHz increment (step) required for scanning between each MHz? B) Does this incremental step apply to the entire spectrum 147-174 or does it change within the spectrum?

Answer: A. The step requirement is 5Khz. B. The step requirement applies to the entire spectrum. This will be corrected in Amendment A0004.

Document: Section M **Section:** Criteria M.3 'SDB Participation

Question 79: The Management Volume of the proposal is required to contain a description of the Offeror's approach to Small Disadvantaged Business Participation. Specific requirements are contained in the referenced section. Among the specific requirements the Offeror is to "identify small disadvantaged business (SDB) participation targets, expressed as dollars and percentages of total contract value, and a total target for SDB participation by the contractor, including joint venture partners, team members and a total target for SDB participation by subcontractors." The timeline for this proposal is very short. The Management Volume is required to be submitted a full month before the Price Volume. The cost information that is required in the SDB section of the Management Volume will be developed concurrent with the pricing data. We suggest that the section on SDB participation be moved from the Management Volume to the Price Volume with other administrative data such as the Small Business Plan.

Answer: See Question 61 and Amendment A0003.

Document: Section L **Section:** L-15.a.4.b.3 Struct Design

Question 80: Amendment 03 moved the statement, " Provide a narrative discussing survivability of the boat if the fendering sytem were deflated or lost." to the Structural design section. It would seem the impact to survivability of the fendering system would be to stability and not structural integrity. is the intent to discuss the impact of loss of the fendering on structural integrity or should this phrase have been moved to the stability section for a discussion of the impact to stability of a loss of the fendering sysem?

Answer: Correct. It was supposed to go into Stability. This will be corrected in Amendment A0004.

Document: RB-M Specification **Section:** 233-7

Question 81: Can you verify section 233-7 "Hot Section Shielding" with the Coast Guard?The spec states that shielding is required on exposed surfaces with a temperature that exceeds 200 degrees Fahrenheit. Please check that they did not make a typo and actually mean 200 degrees C.

Answer: The information in the specification (200 degrees Fahrenheit) is correct.

Document: RB-M Specification **Section:** Section 406

Question 82: There is a conflict between the Craft Specification Section 406 requirements regarding craft EMI/EMC testing and the DID requirements cited for CDRL items 406-001 (EMI Control Procedures), 406-002 (EMI Test Procedures), 406-003 (EMI Test Report). The MIL-STD-461 requirements imposed by the associated DIDs are not applicable to craft level EMC testing specified in section 406. Is it correct to assume that the craft level EMI test requirements of the Craft Specification have precedence and only they are to be met, as opposed to the test requirements specified by the DIDs DI-EMCS-80199B (EMI Control Procedures), DI-EMCS-80201B (Electromagnetic Test Procedures), and DI-EMCS-80200B (EMI Test Report)?

Answer: EMI testing should be done at the final configuration level. CDRLs 406-001, 406-002, and 406-003 will be changed in Amendment A0004 to indicate that MIL-STD-461 should be used as guidance.

Document: RB-M Specification **Section:** Table 441-1

Question 83: The RFP for RF Communications calls for a "commercial ruggedized" HF-SSB ALE capable radio remote mount. Can you confirm CG definition of "commercial ruggedized" Is it Mil-Std 810 type or are there other specifications involved?

Answer: No specific guidance is provided to determine "commerical ruggedized" capability.

Document: RB-M Specification **Section:** Table 441-1

Question 84: Is there a need for the UHF radio to transmit and recieve outside of the 406.1-420 MHZ range?

Answer: No

Document: RB-M Specification **Section:**

Question 85: Will this particular boat be armed with a current or new design Coast Guard or Navy gun weapon system?

Answer: Requirements for weapons are included in the specification, sections 703 and 710.

Document: RB-M Specification **Section:**

Question 86: Can the beam be changed to 17' to 18' to improve stability?

Answer: No, the beam dimension must remain as specified due to impacts on boat facilities and transportability on roadways.

Document: Section L **Section:**

Question 87: The RFP allows more than one approach by submitting two fully compliant proposals. However, the management and past performance would be no different in each proposal. Therefore, if only one management and past performance volume was submitted on 25 Sep, can two separate and distinct technical and price volumes be submitted on their respective due dates?

Answer: If only one management and past performance volume was submitted on or before 25 Sep 02, two separate and distinct technical and price volumes will NOT be considered. Paragraph L.13 (b) states that an offeror may submit more than one fully compliant proposal in response to the RFP but proposals must stand alone. Paragraph L.14 (c) of the RFP states that, " Each Offeror's proposal in response to this solicitation shall consist of a Technical Proposal, a Management Proposal, a Past Performance Proposal, and a Price Proposal." Therefore, "one fully compliant proposal in response to this RFP" would consist of all parts. If an offeror submits one management proposal and later submits two technical proposals, the offeror is representing at the time of the technical proposal that the management proposal will be used under two separate scenarios. This assertion is tantamount to another management proposal, which would be "late" under the terms of the RFP and Federal Acquisition Regulation sections 52.215-1, and 15.208.

Document: RB-M Specification **Section:** 441-1

Question 88: The specification requires the HF radio to be ALE capable. There are two standards, FED-STD 1045 and MIL-STD 188/141A. Which standard is acceptable or is it acceptable to meet either one?

Answer: MIL-STD 188/141A

Document: Section C **Section:** C.18 and C.20

Question 89: Section C.18 has a sentence in paragraph 3 stating that corrective repairs not covered by the Contract will be the subject of a change. Section C.20 does not have this same language. Should this same sentence have been in Section C.20?

Answer: Yes. The intent for corrective repairs not covered by the contract are the same for CLINs 0008 and 0010.