



**DEPARTMENT OF THE NAVY
NAVSUP WEAPON SYSTEMS SUPPORT**

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JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

CJ&A#:

Requisition/PD#

The format of this Justification and Approval (J&A) was reviewed by NAVSUP WSS Office of Counsel. No Change to the format or content of the preprinted portion of this document is allowed. Any revision to the preprinted portion of this document must be individually reviewed and approved in writing by NAVSUP WSS Office of Counsel.

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Item Manager's Name	Extension	Code
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Technician's Name	Extension	Code
<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value="N743.11"/>
Buyer's Name	Extension	Code

1. **CONTRACTING ACTIVITY:** NAVSUP WSS Philadelphia NAVSUP WSS Mechanicsburg

2. **DESCRIPTION OF THE ACTION BEING APPROVED:** Negotiation and award of a contract through other than full and open competition. The class of contracts to which this Justification and Approval will be applied are orders against Basic Ordering Agreement

Number for the period through

3. **DESCRIPTION OF SUPPLIES/SERVICES:** This J&A covers the acquisition of the following repair/overhaul/modification in support of the system(s). Repair/Overhaul Modification Management Piece Parts Data Reporting

Nomen: Quantity:

NSN: CAGE Code:

P/N: Unit Price: \$

Estimated Value: \$

Ship To:

Line of Accounting

4. STATUTORY AUTHORITY PERMITTING OTHER THAN FULL AND OPEN COMPETITION: This J&A is based upon the authority of 10 USC 2304(c)(1), one source or limited sources as implemented by FAR 6.302-1.

5. RATIONALE JUSTIFYING USE OF CITED STATUTORY AUTHORITY:

The current Repair Method Code/Repair Method Suffix Code (RMC/RMSC) is:

1	C
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Repair Class J&A (BOA)
Revised Jan 2014

CJ&A#: 3394

Requisition/PD# N00104-14-G-A752

RMC 1. Suitable for competitive repair for the second or subsequent time.

RMSC C. This part requires engineering source approval by the design control activity in order to maintain the quality of the part. Existing unique engineering skills, and repair knowledge by the qualified source(s) require repair of the part by the approved source(s). The approved source(s) retain repair knowledge, or technical data that are not economically available to the Government, and the data or knowledge essential to maintaining the quality of the part. An alternate source must qualify IAW the design control activity's procedures, as approved by the cognizant Government engineering activity. The qualification procedures must be approved by the Government engineering activity having jurisdiction over the part in the intended application.

This acquisition will be negotiated with: This Basic Ordering Agreement (BOA) will be negotiated with Colonna's Shipyard Inc., d/b/a Steel America, CAGE code 3A6V1.

The proposed class of contracts will be acquired on a limited competitive basis. This Class J&A is applicable to Colonna's Shipyard Inc., d/b/a Steel America, CAGE 3A6V1. There are five approved sources for the repair of shafts. They are Jorgensen Forge Corp, Erie Forge & Steel, BAE Systems Norfolk Ship Repair, BAE Systems San Diego Ship Repair, Inc, and BAE Systems Norfolk Ship Repair, Inc. Each source currently has a BOA in place that is used for the repair of the items.

The selection of the only approved sources for the repair or service of the components and equipment listed on the attached is based on the following information:

These contractor were established as the DOP to repair shafts and shaft taper gages to an "as new" (while not maintaining the appearance of newness) condition. To ensure the "as new" condition, fully adequate drawings and quality assurance procedures are necessary. Only the contractor listed above possesses this necessary data.

Presently there are shafts requiring repair at various naval activities on both the Atlantic and Pacific coasts of the United States. Additional shafts will require repair at those and other locations as replacements are issued to the fleet. Experience has shown that it is necessary for a contractor to inspect and examine the shaft at his facility before he can submit a full priced proposal for repair of the shaft. The determination of which contractor must perform the inspection and examination is made primarily on the geographical location relative to the location of the damaged shaft. The geographic determinant is significant in order to minimize transportation distances because of the large cost and peculiar movement problems encountered resulting from the large size and weight of the shafts. Movements often require special truck routing due to the oversized loads and special tilt bed truck trailers to permit shaft loading and unloading. It is not feasible to procure the inspection and examination under full and open competition because this effort is a relatively insignificant portion of the total effort and could result in higher overall costs to the Government. A secondary consideration is the contractor's available capacity and capability. This factor is heavily influenced by the amount of commercial or subcontract work existing in the contractor's facility and the nature and extent of his inspection equipment and fixtures to examine the shaft.

It is not feasible to procure the repair under full and open competition because this would necessitate moving the shaft to each potential competitor's facility for inspection and examination. The anticipated repair cannot be defined in sufficiently precise terms to define the actual scope of work required to return a shaft to its techniques and are unable to repair a shaft based upon some other firm's measurements, analysis and recommendations. As a result of the foregoing circumstances, each repair is available from only one source even though there are five sources available to perform repairs.

Each of the firms listed above were surveyed by NAVSEA and determined to have full shaft and shaft taper gage repair capability. These are the only known shaft and shaft taper gage repair companies presently having the necessary equipment, capability, capacity, tooling, facilities and experience necessary to inspect and repair shafts and shaft taper gages of the various designs and sizes used in both combatant and auxiliary ships.

6. DESCRIPTION OF EFFORTS MADE TO SOLICIT OFFERS FROM AS MANY OFFERORS AS PRACTICABLE:

The proposed contract action was synopsized in the FedBizOpps website for government-wide point of entry on:

07/24/2014

The following sources have expressed an interest in this acquisition: None at this time.

Market Research was conducted in accordance with FAR Part 10. The results of the market research conducted (or the reason market research was not conducted) is as follows:

A technical review has been made to determine and identify all known sources. There are no other sources after technical review. The

technical review consisted of searching the Integrated Technical Item Management & Procurement (ITIMP) System, Naval Ships Engineering Drawing Repository (NSED) database, ERP, FLIS, Configuration Data Managers Database - Open Architecture (CDMD-OA) System, and the In-Service Engineering Activity (ISEA). The results of the market research have been documented in the contract file.

7. DETERMINATION OF FAIR AND REASONABLE COST: The contracting officer determines that the anticipated cost to the Government of the supplies covered by this Class J&A will be fair and reasonable.

8. ACTIONS TO REMOVE BARRIERS TO FUTURE COMPETITION:

In accordance with DFARs, PGI 217-7506, a yearly review and certification of items listed on the attached for the purpose of introduction of competition will be held.

9. REFERENCE TO THE APPROVED ACQUISITION PLAN:

An informal acquisition plan is required for this acquisition.

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**CERTIFICATIONS AND APPROVAL
TECHNICAL/REQUIREMENTS CERTIFICATION**

I certify that the facts and representations under my cognizance which are included in this Justification and which form a basis for this Justification are complete and accurate to the best of my knowledge and belief

Technical Cognizance:

Signature [Redacted] Name [Redacted] Phone [Redacted] Date 3/16/2015

Requirements Cognizance:

Signature [Redacted] Name [Redacted] Phone [Redacted] Date 3/16/2015

COMPETITION ADVOCATE REVIEW AND CONCURRENCE

Signature [Redacted] Name [Redacted] Phone [Redacted] Date 3-23-15

CONTRACTING OFFICER CERTIFICATION

I certify that this Justification is accurate and complete to the best of my knowledge and belief.

Signature [Redacted] Name [Redacted] Phone [Redacted] Date 3/30/2015

LEGAL SUFFICIENCY REVIEW

I have determined this Justification is legally sufficient

Signature [Redacted] Name [Redacted] Phone [Redacted] Date 3/30/15

APPROVAL REQUIRED BY FAR 6.304

Signature [Redacted] Name [Redacted] Phone [Redacted] Date 3/30/15

Approval Levels:

\$150,000 - \$650,000:	Contracting Officer
Over \$650,000 - \$12,500,000:	Competition Advocate
Over \$12,500,000 - \$85,500,000:	HCA (delegated to NAVSUP WSS 00 and 09)
Over \$85,500,000:	ASN (RD&A)