

JUSTIFICATION FOR SOLE SOURCE (Simplified Acquisitions <\$150K)

The service or material listed on N0957717RC001F1, N0957717RC002F1, N0957717RC003F1, N0957717RC004F1 are sole source and competition is precluded for reasons indicated below. There are no substitutes available for this material or service.

Restricted to the following source. Provide original manufacturer's name. (If a sole source manufacturer distributes via dealers, ALSO provide dealer information.)

Manufacturer: N/A

Manufacturer POC & phone nr. N/A

Mfr. address N/A

Dealer / Rep American Bureau Of Shipping (ABS)

Dealer / Rep address / phone nr. Anne McCrae / Tel: 757-595-8711, Fax: 757 595-8710
739 Thimble Shoals Road Suite 504 Newport News VA 23606

X Description of the item or service required, the estimated cost, and required delivery date.

The Training Support Vessel Squadron Four currently operates TSV-1 PREVAIL from JEBLC-FS pier 58, TSV-2 HUGO from JEBLC/FS pier 56, TSV-3 HUNTER from NS MAYPORT and TSV-4 NARRAGANSETT from JEBLC/FS pier 58. The vessels are required to have an approved and internationally recognized organization provide an inspection regime and oversight to ensure the vessels are safe to operate. Estimated cost is \$ _____ delivery date is immediate.

X Specific characteristics of the material or service that limit the availability to a sole source (unique features, function of the item, etc.). Describe in detail why only this suggested source can furnish the requirements to the exclusion of other sources.

PREVAIL has been ABS Classified since 2003, when she was brought back into service. The ABS Surveyors assigned to support PREVAIL, both locally and at the engineering offices at Houston, are intimately familiar with PREVAIL. The ship is fully inducted into their inspection and assessment schedule. ABS is the industry standard for commercial shipping, and the Navy is also shifting to ABS oversight, with the LCS ships. Our crew members are licensed commercial engineers and mates, and they have all been working with the ABS system for their entire careers. They are intimately familiar with that system, and shifting to another system would introduce unfamiliar procedures, schedules, and Surveyors, resulting in a high potential for damage or injury to the ship and crew.

HUGO has been ABS Classified since 2007, when custodianship of that vessel was transferred to CSG-4 The ABS Surveyors assigned to support HUGO, both locally and at the engineering offices at Houston, are intimately familiar with HUGO. The ship is fully inducted into their inspection and assessment schedule. ABS is the industry standard for commercial shipping, and the Navy is also shifting to ABS oversight, with the LCS ships. Our crew members are licensed

commercial engineers and mates, and they have all been working with the ABS system for their entire careers. They are intimately familiar with that system, and shifting to another system would introduce unfamiliar procedures, schedules, and Surveyors, resulting in a high potential for damage or injury to the ship and crew.

HUNTER has been ABS Classified since 2012, when custodianship of that vessel was transferred to CSG-4 The ABS Surveyors assigned to support HUNTER, both locally and at the engineering offices at Houston, are intimately familiar with HUNTER. The ship is fully inducted into their inspection and assessment schedule. ABS is the industry standard for commercial shipping, and the Navy is also shifting to ABS oversight, with the LCS ships. Our crew members are licensed commercial engineers and mates, and they have all been working with the ABS system for their entire careers. They are intimately familiar with that system, and shifting to another system would introduce unfamiliar procedures, schedules, and Surveyors, resulting in a high potential for damage or injury to the ship and crew.

NARRAGANSETT has been ABS Classified since 2015, when custodianship of that vessel was transferred to CSG-4 The ABS Surveyors assigned to support NARRAGANSETT, both locally and at the engineering offices at Houston, are intimately familiar with NARRAGANSETT. The ship is fully inducted into their inspection and assessment schedule. ABS is the industry standard for commercial shipping, and the Navy is also shifting to ABS oversight, with the LCS ships. Our crew members are licensed commercial engineers and mates, and they have all been working with the ABS system for their entire careers. They are intimately familiar with that system, and shifting to another system would introduce unfamiliar procedures, schedules, and Surveyors, resulting in a high potential for damage or injury to the ship and crew.

X The requested material or service represents the minimum requirements of the government.

CHECK & FILL IN ALL APPLICABLE BLANKS BELOW

X The material/service must be compatible in all aspects (form, fit and function) with existing systems presently installed/performing. Describe the equipment/function you have now and how the new item/service must coordinate, connect, or interface with the existing system.

PREVAIL, HUGO, HUNTER and NARRAGANSET already have ABS Loadline and Classification Certifications. These are internationally recognized and are additionally recognized by the United States Coast Guard as satisfactory certification the vessel is safe to operate in U.S. Territorial Waters.

___ A patent, copyright or proprietary data limits competition. The proprietary data is _____

___ These are "direct replacements" parts/components for existing equipment.

___ Other information to support a sole source buy:

ABS has already been established under previous documents,