DEPARTMENT OF THE NAVY

REGIONAL CONTRACTING DEPARTMENT
NAVSUP FLEET LOGISTICS CENTER PUGET SOUND
467 W STREET
BREMERTON, WASHINGTON 98314-5120

N00406-16-T-0058

JUSTIFICATION AND APPROVAL
FOR USE OF OTHER THAN FULL AND OPEN COMPETITION

1. **Contracting Activity.**

NAVSUP Fleet Logistics Center Puget Sound

2. **Description of Action Being Approved.**

This is a new contract action for a firm fixed price service type contract for a piston ring replacement, repair, and post-repair testing on NR2, NR3, and NR4 Ship's Service Diesel Generators (SSDG) onboard a US Naval Vessel in support of Ship Repair Facilities and Japan Regional Maintenance Center (SRF-JRMC) Yokosuka, Japan.

This brand name acquisition requires that all requested supplies be procured only from Fairbanks Morse Engines as they are the OEM of the SSDGs and have proprietary drawings and repair procedures.

1545 Tidelands Ave, Ste J
National City, CA 91950

3. **Description of Supplies/Services.**

This requirement is for the hardware, seals, repairs, replacement, and post-repair testing for the piston rings on NR2, 3, and 4 SSDG. The supplies must be new and not previously used items.

ITEM	QUANTITY	MANUFACTURER
Repair, replace, and test piston rings.	1 SE	Fairbanks Morse

The estimated dollar value of this procurement is (b) (5) SRF-JRMC Yokosuka, Japan has submitted FY16 O&MN funds in support of this requirement. Period of performance is 19NOV16-20JAN16.

4. **Statutory Authority Permitting Other Than Full and Open Competition.**

41 U.S.C. 1901 - a sole source acquisition under the authority of the test program for commercial items, as implemented by FAR 13.501(a).

5. **Rationale Justifying Use of Cited Statutory Authority.**

Fairbanks Morse Engine (FME) is the OEM of the SSDGs and uses proprietary repair procedures, technical drawings, and material. FME is the only company that possesses the technical skill and knowledge to accomplish the required repairs during the stated period of performance. There are no other known manufacturers that can currently provide the parts for these repairs. OEM material is therefore required to ensure system integrity.

6. **Description of Efforts Made to Solicit Offers from as Many Offerors as Practicable.**

The need for repairs was first discovered by routine inspection performed 04 Sep - 18 Oct 2015. Due to the ship's operational commitments, repairs were not completed and the ship was authorized to depart from specification. Per this Departure from Specification authorization, repairs must be completed [redacted] (b) (7)(F) [redacted] (b) (7)(F) [redacted] (b) (7)(F) [redacted], and the extension of the repair availability with the cost to the taxpayer of [redacted] (b) (5) [redacted] due to continued labor and temporary service costs. End user reached out to other companies about the possibility of them procuring drawings and procedures from FME, but they declined to do so. Because of this time requirement finding another source who could procure FME's proprietary drawings and expertise is not possible. Use of any other manufacturer's equipment and service capability would most likely result in the failure of the ship's equipment. Therefore Fairbanks Morse Engine is the only acceptable source for this requirement.

7. **Determination of Fair and Reasonable Cost.**

The contracting officer has determined the anticipated cost to the Government of the supplies/services covered by this J&A will be fair and reasonable.

8. **Actions to Remove Barriers to Future Competition.**

For the reasons set forth in Paragraph 5, FLC Puget Sound has no plans at this time to compete future contracts for the types of supplies/services covered by this document. If another potential source emerges, FLC Puget Sound will assess whether competition for future requirements is feasible.

9. **Contracting Point of Contact.**

The contracting points of contact for this contract are Michael Curtis, NAVSUP FLC Puget Sound Contract Specialist, 360-476-0776, michael.a.curtis2@navy.mil and Austin Carter, NAVSUP FLC Puget Sound Contracting Officer, 360-476-0776, austin.carter@navy.mil.

CERTIFICATIONS AND APPROVALS

TECHNICAL/REQUIREMENTS CERTIFICATION

I certify that the facts and representations under my cognizance which are included in this Justification and its supporting acquisition planning documents, except as noted herein, are complete and accurate to the best of my knowledge and belief.

[redacted] (b) (6)

BRANDON BAUSER	315-252-6815	11/17/15
Name (Printed)	Phone No.	Date

[redacted] (b) (6)

BRANDON BAUSER	315-252-6815	11/17/15
Name (Printed)	Phone No.	Date

LEGAL SUFFICIENCY REVIEW

[redacted] (b) (6) ustification is legally sufficient.

Chris Lybeck	360-476-2939	11/10/15
Name (Printed)	Phone No.	Date

CONTRACTING OFFICER CERTIFICATION

I certify that this Justification is accurate and complete to the best of my knowledge and belief. To the extent that the J&A/LSJ value is between $150K and $650K, the Contracting Officer's signature below also represents approval of the J&A/LSJ.

[redacted] (b) (6)

Danny Lewis	360-476-5373	11/9/15
Name (Printed)	Phone No.	Date

CONTRACTING ACTIVITY COMPETITION ADVOCATE REVIEW

To the extent that the J&A/LSJ value is between $650K and $12.5M, the Competition Advocate's signature below also represents approval of the J&A/LSJ.

Signature	Name (Printed)	Phone No.	Date