

“Sole Source Documentation – SAP” or “Limited Source Justification – FSS”

Purchase Request No: SSU JPN 13-72

1. THE INTENDED USE OF THE MATERIAL OR SERVICE:

Provide Umoe Schat Harding or Survival Systems International (SSI) authorized service engineer(s) to install replacement sliding hatch door on USNS RAPPAHANNOCK (T-AO 204) No. 1 lifeboat, starboard side, and verify proper installation and water-tightness of sliding hatch door seals on all four lifeboats.

2. THE CRITICAL OR UNIQUE CHARACTERISTICS OF THE MATERIAL OR SERVICE WHICH ARE MANDATORY FOR THE INTENDED USE:

The starboard sliding access hatch of the vessels's No. 1 lifeboat was damaged when opened by high winds during boat drill (CASREP 13-010, issued April 2013). The sliding hatch was repaired during the vessel's last voyage repair period (March 2013). The vessel's SOLAS Safety Equipment Certificate (SLE) was withdrawn in April 2013 pending permanent repairs to No. 1 lifeboat. USNS RAPPAHANNOCK is currently sailing on short term (SLE), valid until 31 August 2013. Repairs must be completed by this date. The original short term SLE expired 14 June 2013 and a second was issued due to delay in delivery of the OEM-manufactured replacement door (the delay was due to unexpected manufacturing delays). It is not likely USCG will authorize or ABS issue a third short term SLE as four months is sufficient time to order, manufacture, and deliver a replacement (a replacement door was ordered in April 2013). In addition, when aboard in April 2013 to witness a hose test of the temporary repairs to the sliding hatch, the ABS Surveyor noted that the door seal of both sliding hatches on No. lifeboat has a notch about 10 cm in length to allow opening and closing the hatch without stressing the hatch and required that these notches be addressed by the time of starboard hatch repair. Sliding hatch door seals on all four lifeboats have this notch and all need to be fitted correctly.

3. REASONS WHY ONLY THE SELECTED SOURCE CAN FURNISH THE REQUIREMENTS TO THE EXCLUSION OF ALL OTHER SOURCES. PLEASE INCLUDE PROPRIETARY STATEMENT FROM VENDOR OR PATENT NUMBER IF APPLICABLE:

The lifegboats on USNS RAPPAHANNOCK were designed by Umoe Schat Harding. US Coast Guard requires an OEM to do the repair work on the lifeboats and they acknowledge that both Umoe Schat Harding and licensee Survival Systems International (SSI) are OEMs. Mizuno Marine is the only Umoe Schat Harding representative in Japan. There is no SSI representative in Japan. Only Mizuno Marine can provide service engineers with the knowledge to correctly install the hatch and verify correct installation of door seals. The company performing temporary repairs to the starboard sliding hatch suspects the door seal is incorrectly installed on the boat canopy rather than on the hatch itself. If the seal were on and

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moved with the hatch, the 10 cm notch would not be necessary able the door latch also attaché to the sliding hatch to clear the door seal without bending the sliding hatch and inducing excessive stress. Only the OEM or an authorized OEM representative will have access to proprietary information not shown in the NAVSEA Technical Manual, indicating the correct door seal installation. Because the lifeboats are self-righting, correct door seal installation is necessary to prevent so much water entering a capsized lifeboat that it will not right itself only an authorized OEM-service engineer should evaluate and correct the door seal installation.

4. ADDITIONAL JUSTIFICATION/COMMENTS: None

Applies to : SSU JAPAN #13-72: SOW 603 Lifeboat Hatch Repair

REQUIRING ACTIVITY N71 Port Engineer	NAVSUP FLC YOKOSUKA <i>Sasebo Div.</i> CONTRACTING OFFICER
KEGLEY.WILLIAM .M.1231633398 <small>Digitally signed by KEGLEY.WILLIAM.M.1231633398 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USN, cn=KEGLEY.WILLIAM.M.1231633398 Date: 2013.06.20 15:14:49 +09'00'</small>	 6/24/13
Signature _____ Date _____	Signature _____ Date _____
<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Disapproved