



DEFENSE LOGISTICS AGENCY  
DLA MARITIME - PUGET SOUND  
467 "W" STREET  
BREMERTON, WASHINGTON 98314-5100

IN REPLY  
REFER TO

CONTROL NUMBER 2015-002

SMPYM2-15-Q-0027

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

1. Contracting Activity.

DLA Maritime Puget Sound, in support of the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNS & IMF), intends to procure the following supplies under other than full and open competitive circumstances based upon the following.

2. Description of Action Being Approved.

This J&A is to award a Firm Fixed Price Supply contract on an urgent, only, known source basis to obtain one (1) each, SSS Clutch, Size 140T, Part Number 1103G17-6 for the USS Chafee (DDG 90). Award will be made in accordance with FAR Part 12 and 13.5.

3. Description of Supplies/Services.

The minimum needs of the Government include one (1) each SSS Clutch, Size 140T, Part Number 1103G17-6. The item is a clutch assembly used on US Navy combatant surface ships. It engages the main propulsion engine to the main reduction gear which transmits power for ships movement. The clutch assembly is critical to the operation of the ship.

The estimated cost of this requirement is [REDACTED]. The appropriate fiscal year's OM&N funds will be used at the time of contract award.

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

10 U.S.C. 2304(c)(1), Only One Responsible Source and no other supplies or services will satisfy agency requirements, as authorized by FAR 6.302-1; and

10 U.S.C. 2304(c)(2), Unusual and Compelling Urgency, as authorized for FAR 6.302-2

5. Rationale Justifying Use of Cited Statutory Authority.

URGENCY: The USS Chafee, DDG-90, suffered a major Main Reduction Gear casualty which resulted in the ship requiring assistance to return to port. The repair efforts have been ongoing for three months. Due to the extensiveness of the required

repairs and the retest requirements, the USS Chafee is unable to deploy in her current condition. This is detrimental to the US Navy's mission. If the ship does not get underway by 12 November 2014, the ship will be required to conduct a Light-Off Assessment. This assessment is costly in both time and money, which can be avoided by completing the repairs and making the ship ready for sea.

The Self-synchronizing, overrunning clutch transmits (Synchro-self-shifting) to the first reduction pinion of the Main Reduction Gears (MRG) and isolates the power turbine from the MRG when the turbine is not in service. The currently installed SSS clutch is "stuck" in the engaged position which prevents the power turbine from being isolated from the MRG. This safety condition prevents the use of the starboard shaft, limiting the ship's ability to deploy. The currently installed SSS Clutch is a refurbished unit purchased from SSS Clutch Corporation. The currently installed clutch was tested in the system on 24 October 2014 and failed the test; therefore a replacement clutch is required. It is critical that a new SSS Clutch be installed. Pearl Harbor Naval Shipyard (PHNS) can successfully complete the repairs and make the ship ready for sea if the SSS Size 140T Clutch repair parts arrive by 31 October.

SOLE SOURCE: SSS Clutch Corporation is the original equipment manufacturer (OEM) of the existing Clutch component. The item is a major component of the ship's propulsion system. The SSS Clutch, Size 140T, is a direct replacement of the existing refurbished SSS Clutch. There can be no deviation in form, fit, function, or design in order to insure the clutch interfaces properly with the other propulsion units that transmit power for the ship's movement. No substitutions or alternative parts are authorized.

The item is only available from a limited number of responsible sources. There is no available asset for the required SSS Clutch replacement part thru the Supply System. There is no asset available at the OEM, SSS Clutch; however, the item is available from a supplier, Philadelphia Gear, who has 2 assets available for an entire reduction gear assembly. Providing full and open competition would create unacceptable delays and require substantial costs to the Government if the ship is not underway by 12 November 2014.

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

(a) Sources Expressing Interest.  
None .

(b) Synopsis.  
This effort will not be synopsisized in accordance with the exception at FAR 5.202(a)(2).

(c) Market Research.  
Based on the urgency of the need, no additional market research will be conducted.

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

The contracting officer will determine prior to contract award that the cost to the Government for the supplies covered by this J&A is fair and reasonable.

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

For the reasons set forth in paragraph 5, there is no expectation that future requirements for this item could be competed. This is a highly unusual situation where a ship is totally disabled and is required to be towed back to port and, one that is not expected to occur again in the near future if the necessary repairs are accomplished to re-deploy the ship to its mission. Should another potential source emerge, DLA Maritime Puget Sound will assess whether competition for future requirements is feasible.



