

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. CONTRACT ID CODE	PAGE OF PAGES 1 5
2. AMENDMENT/MODIFICATION NO. <b>A0007</b>	3. EFFECTIVE DATE <b>2/13/03</b>	4. REQUISITION/PURCHASE REQ. NO. <b>24-02-232ARB048</b>	5. PROJECT NO. (If applicable)	
6. ISSUED BY COMMANDANT (G-ACS/LLB) U.S. COAST GUARD 2100 SECOND STREET, SW WASHINGTON, DC 20593-0001		7. ADMINISTERED BY (If other than Item 6)		
8. NAME AND ADDRESS OF CONTRACTOR (No. Street, county, State and ZIP: Code)  <b>Offeror(s)</b>			(4)	9A. AMENDMENT OF SOLICITATION NO. <b>DTCG23-02-R-ARB048</b>
				9B. DATED (SEE ITEM 11) <b>8/12/02</b>
				10A. MODIFICATION OF CONTRACT/ORDER NO.
				10B. DATED (SEE ITEM 13)
CODE	FACILITY CODE			

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers is extended,  is not extended. Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:  
 (a) By completing Items 8 and 15, and returning one (1) copy of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATA SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and data specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

**13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.**

(4)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER Specify type of modification and authority)

E. IMPORTANT: Contractor  is not,  is required to sign this document and return \_\_\_\_ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

**Amendment A0007 is issued to remove and replace as follows:**

Remove:

Request for Proposal:

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Section J, Attachment 1, Specification:

Page 18

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Replace with:

Page L-28 Amendment A0007

Page 18 Amendment A0007

Page 50 Amendment A0007

Page 65 Amendment A0007

**END OF AMENDMENT A0007**

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)	
		<b>Linda Bonham</b>	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED
_____ (Signature of person authorized to sign)		BY _____ (Signature of Contracting Officer)	

Part IV - Representation and Instructions  
Section L – Instructions, Conditions, and Notices to Offerors

employees, partners, joint ventures, subcontractors, etc. who will be performing on the proposed contract.

(d) A discussion of the warranty provisions of the contracts and the procedures that have been/are being used to handle warranty claims. Include in the discussion, the number of warranty claims submitted per contract, the number of warranty claims closed out, average time warranty claim outstanding, and maximum time a warranty claim was outstanding.

(e) A discussion of recent past experience in developing and delivering logistics supportability to include maintenance support, spare and repair parts, training, and technical manuals.

Offerors must either provide the above information or affirmatively state that it possesses no relevant, directly related, or similar past performance.

Offerors may provide similar information for major subcontractors and/or teaming partners.

2. The Offeror shall also provide contract descriptions for any and all Government and commercial contracts it has had terminated in whole or in part, for any reason during the past three years. Include those currently in the process of such termination as well as those that are not similar to the proposed effort. Describe the circumstances of each termination or imminent termination. If no contracts have been terminated, then so state.

3. The Offeror shall initiate a past performance questionnaire (Section J, Attachment 7) for at least three similar contracts the Offeror has participated in during the past three years. If the Offeror has not participated on three similar contracts, then provide a statement of explanation and submit a past performance questionnaire on the most relevant contracts. Provide a copy of Part I from each questionnaire initiated.

4. In the investigation of past performance the government may contact former customers and government agencies, and other public and private sources of information, as well as use its own historical data.

Note: Offerors are reminded that both independent data and data provided by Offerors in their proposals may be used to evaluate the Offeror's past performance. The Government does not assume the duty to search for data to cure problems it finds in proposals. The burden of proving acceptability remains with the Offerors.

d. PRICE AREA:

NOTE: TECHNICAL PROPOSAL NARRATIVE IS NOT ALLOWED IN THIS VOLUME.

1. General Information:

Submission of cost or pricing data with the proposal is not required. The government reserves the right to require the submission of cost or pricing data if

**Table 070-1 RB -M Principal Characteristics**

<b>Characteristic</b>	<b>Size</b>
Length, Overall	45 ft overall (maximum)
Beam, Overall	14 ft overall (maximum)
Operational Draft – Full Load	4 ft 1 in ( <i>threshold</i> ) (maximum) 3 ft ( <i>objective</i> ) (maximum)
Navigational Clearance	13 ft 2 in appendages lowered (maximum) 26 ft 8 in appendages raised (maximum)
Height on Trailer	13 ft 6 in (maximum)
Weight in Hoisting Condition	40,000 lb (maximum)

070-1.2 Length – Length shall be measured from the forward most extremity to the after most extremity of the RB-M hull, fendering system, and appendages. When measuring length, the fendering system shall be fully deployed and ready for operation.

070-1.3 Beam – Beam shall be measured from the outer most extremities of the RB-M, including all appendages and fittings. When measuring beam, the fendering system shall be fully deployed and ready for operation.

070-1.4 Height on Trailer – Portions of the superstructure may be dismantled to meet this requirement.

070-1.5 Navigational Clearance – Clearance shall be measured from the static Minimum Operating Condition water line to the tallest vertical extremity when the appendages are lowered and raised. Navigational clearance shall be achievable underway in restricted waters. No more than two crewmembers shall be required to raise or lower appendages.

070-1.6 When using dual sling lifts (Travel Lifts) the maximum weight per sling shall not exceed 20,000 pounds.

## **070-2 General Arrangements**

070-2.2 The general arrangement of the vessel shall be suited to allow for performance of the intended missions as described in described in Section 044.

070-2.3 An enclosed pilot house shall be outfitted with four forward-facing seats for the helmsman and three crew members. The pilot house must allow for maximum lines of sight to allow the helmsman and crew to operate the RB-M from the pilot house. For the purposes of this specification the seats shall be designated for a helmsman, navigator, primary crewmember, and alternate crewmember.

## **310 DC ALTERNATORS**

### **310-1 DC Alternator Requirements**

310-1.1 At least one alternator shall be mounted on each main diesel engine. The alternators shall be belt-driven with a voltage regulator. The alternator drive ratio shall be adjusted so that the alternator delivers sufficient power output at engine idle speed to meet system load requirements. A system shall be provided that permits charging of each battery bank without potential for alternator damage.

310-1.2 All engine-driven alternator rectifiers shall be capable of being operated both individually and in parallel at any engine rpm. When operating in parallel, the alternator rectifiers shall share the craft's loads equally.

310-1.3 The alternators shall be provided with reverse polarity protection and overload protection.

310-1.4 Alternators shall be fungus proofed.

310-1.5 The alternator rectifier units, regulators, and control accessories shall be shielded from water entrance with minimum interference to air flow.

310-1.6 Alternator voltage regulators with adjustment capability shall be provided with a locked setting so that adjustment travel will not occur.

## **313 BATTERIES AND BATTERY CHARGING**

### **313-1 General**

313-1.1 The RB-M shall have two battery banks separated for hotel load and engine starting with a battery parallel switch to connect both battery banks for emergency engine starting.

313-1.2 A selector switch shall be provided to isolate the battery banks.

313-1.3 Self-regulating battery chargers shall be provided to charge the battery banks from the 120 VAC distribution system

313-1.4 Battery chargers shall be in accordance with ABYC Project A-20, and shall provide DC output power compatible to the battery manufacturer's requirements for voltage and current regulation with AC input power fluctuations and excursions supplied within ANSI tolerances for power supplied from the utilities.

313-1.5 Batteries in each bank shall be sized to meet the maximum DC load demand as determined by the DC Power and Load Analysis performed in 300-1.5.

313-1.6 The batteries shall be sized to provide emergency back up power for at least four hours for the items shown in Table 313-1.

**Table 441-1 Radio Systems**

<b>Radio Type</b>	<b>Freq.</b>	<b>Quantity</b>	<b>Options Required</b>
MOTOROLA W9 ASTRO SPECTRA VHF-FM*  * Primary and Secondary VHF's	150.8MHZ – 174MHZ	2	All associated software & equipment necessary to support encrypted communications in the DES, DES-XL & DES-OFB modes. APCO-25 compliant. Selectable 50Watt (high power), 25 Watt (low power).
ROSS ENGINEERING DSC 500 VHF-FM* or equal  * Auxiliary VHF	150.8MHZ – 174MHZ	1	Digital Selective Calling (DSC) Transmit & Receive analog voice and digital voice/data.
MOTOROLA W9 ASTRO SPECTRA UHF (OR EQUAL)	406.1MHZ – 420MHZ	1	APCO-25 Compliant, Mid-power option.
COMMERCIAL RUGGEDIZED MARINE GRADE HF	2MHZ - 30MHZ	1	100 – 150 Watt output power. Automatic Link Establishment (ALE) capable.

441-1.2 The radio systems detailed in Table 441-1, with the exception of the DSC VHF-FM radio, shall be configured with a remote head. The radio remote heads and the DSC VHF-FM radio shall be flush mounted in the pilot house consoles in accordance with Table 410-1.

441-1.3 Each radio system shall perform independently and have a dedicated antenna through which it can transmit and receive.

441-1.4 The communications suite shall be designed to provide for future upgrades to a new communications suite when a Coast Guard standard configuration is identified.

#### **441-2 Radio Directional Finder**

441-2.1 The RB-M shall have a VHF Automatic Direction Finder (ADF) system. The monitor/display shall be mounted in the pilot house and shall be viewable by the coxswain and navigator. The ADF system's salient features shall include:

441-2.1.1 A synthesized VHF-DF capable of reception covering the following ranges: 121.5 MHz and 147-170 MHz. The ADF shall scan the 147-170 MHz spectrum by frequency in no more than 5 kHz steps.

114-2.1.1 System bearing accuracy tolerance of +/- 5 degrees.

