26 June 2026

# SOURCES SOUGHT N32205-SS-26-134
# SURTASS-E Support Vessel

FROM: COMSC N103A
SUBJECT: TIME CHARTER FOR US NAVY OPERATIONS – TOW ACOUSTIC ARRAY

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**PERFORMANCE WORK STATEMENT**

**SURTASS-E Support Vessel Spot Charter**

## 1. VESSEL REQUIRED:

**A. General.** The Military Sealift Command (MSC) requests one US flagged or foreign flagged (to be reflagged US) vessel required to tow an acoustic array in support of U.S. Navy Operations.

**B. Area of Operations.** The vessel must be capable of worldwide operations. This includes support in all ocean basins of the world from the Arctic to the Antarctic during all periods of time, when navigable and ice breaking certification is not required. The vessel operator must also be capable of sustaining the vessel worldwide

**C. Operating Scenario**: The vessel will tow a passive acoustic monitoring system, between 4-6 knots, 24hours/day for up to a 60-day event. The ship will need to be able to tow on a directed heading within 5 degrees for extended periods at slow speed. Because of the type of acoustic system employed, the ability of the vessel to maintain heading stability is critical.

**D. Operating Support:** MSC Operations

**E. Pre-Delivery Site Survey (PSDD).** The Contractor shall permit government personnel to visit the ship no less than 10 days and no more than 30 days after award date to conduct a PDSS. The purpose of this PDSS shall be to, at a minimum, identify lay-down locations of government furnished equipment (GFE) equipment, identify locations of electrical sources, and limit potential obstructions to SURTASS-E operations.

**F. Government Furnished Equipment (GFE).** Government International Organization for Standardization (ISO) vans. The mission system is designed to be a self-contained accredited Military System, capable of rapid mobilization on a Vessel of Opportunity (VOO). See Table 1.

Items 1- 10 provide minimum capability for all mobilizations. Items 2 through 8 are ISOVAN. Some vans are certified as ABS/USCG Portable Accommodation Module (PAM). Items 1-8 are mounted on an ABS approved support structure to distribute the load.

**Item 1** - Winch and Acoustic System Handling System with stern chute,
**Item 2** - Hydraulic Power Unit Van for the winch (PAM),
**Item 3** - OBRP Module Storage Reels Van,
**Item 4** - Processing equipment Van (PAM),
**Item 5** - Operations Van (PAM),
**Item 6** - C4I Suite / communications Van (PAM),
**Item 7** - Acoustic system workshop Van (PAM),
**Item 8** - Power Distribution Unit Van (PAM),
**Item 9** - Deck Equipment Support Structures & Mounts (to include 6 "platforms"),
**Item 10** - The walkway from the 7-van or 10-van configurations to the ship's deckhouse. The exact length of the walkway will be based on ship configuration. Item 14 includes all platforms, mounting hardware, and associated safety railings.
**Item 11** - Acoustic system workshop/technician Van (PAM)
**Item 12** - OBRP Module Storage Reels,
**Item 13** - Processing System Van (PAM)
**Item 14** - is Deck Equipment Support Structures & Mounts necessary to support the addition of the vans identified as items 11-13 (if required).
NOTE: Items 11-14 supports the alternate mission system configuration and may be installed at the discretion of the government. Some vans are certified as ABS/USCG Portable Accommodation Module (PAM).
Items 11-13 may be mounted on an ABS approved support structure to distribute the load, if required.

**Basic Mission Configuration Table 1**

| Item | Description | area ($ft^2$) | weight (lbs) |
|---|---|---|---|
| 1 | Winch and Acoustic System Handling System with Stern Chute | 1,476 | 52,500 |
| 2 | Winch Hydraulic Power Unit (HPU) | 170 | 31,000 |
| 3 | OBRP Module Storage Reels | 170 | 28,000 |
| 4 | Processing | 170 | 31,000 |
| 5 | Operations | 170 | 31,000 |
| 6 | Communications | 170 | 31,000 |
| 7 | Acoustic System Workshop | 170 | 31,000 |
| 8 | Power Distribution Unit | 170 | 31,000 |
| 9 | Deck Equipment, Support Structures & Mounts | 1,078 | 32,000 |
| 10 | Deck Walkway | 480 | 5,600 |
| | Sub-Total | 4,224 | 304,100 |

| Item | Description | area ($ft^2$) | weight (lbs) |
|---|---|---|---|
| 1-10 | Basic Mission Configuration Items 1-10 Total Area & Weight | 4,224 | 304,100 |
| 11 | Acoustic system workshop/technician Van (PAM) | 170 | 31,000 |
| 12 | OBRP Module Storage Reels | 170 | 31,000 |
| 13 | Processing | 170 | 31,000 |
| 14 | Additional Deck Equipment and Support Structures (under vans) | 274 | 7,185 |
| | Total | 5,008 | 404,285 |

**G. Vessel Minimum Characteristics**

| No. | SURTASS –E VOO Capability | Minimum Characteristics |
|---|---|---|
| **1** | Vessel Classification and General Conditions | a. Shall be classed by an International Association of Classification Society (IACS) member.<br>b. Shall meet the requirements outlined in American Bureau of Shipping (ABS) Guide for Steel Vessels, under 90 meters in length (2019) or the equivalent certification standard of a IACS member.<br>c. The vessel shall be US Flagged.<br>d. Shall be certified for Open Ocean Manned Operations per applicable United States Coast Guard (USCG) and/or ABS (or IACS member) regulations.<br>e. A valid Certificate Of Inspection (COI) shall be maintained for the entire duration of vessel lease. The COI shall allow operations in accordance with 46 CFR Subchapter I - Cargo and Miscellaneous Vessels and must support the installation of Government Furnished Equipment, which consists of Portable Accommodation Modules (PAMs) as defined by the US Coast Guard.<br>f. The Master, officers, and entire crew shall be U.S. citizens. At least one corporate officer and all deck officers like the Master, Chief Mate, Second & Third Mate are required to hold a U.S. SECRET security clearance prior to assignment on the vessel. The SECRET access will allow the officers to attend the Secure Video Teleconferences (SVTC) for classified briefings up to Secret level as required. All personnel onboard assigned must either have a current security clearance or have passed a national agency background check and have the ability to obtain a Common Access Card (CAC). Personnel not categorized as deck officers require a Tier One background investigation for suitability as needed for recurrent base access. The contractor shall confirm their ability to meet the citizenship and security clearance requirements found in the RFP Part V (a).<br>g. The following vessel security measures shall be required:<br>1. Provide access control such that only authorized Ship and government approved visitors are allowed onboard. Government will provide list of their authorized visitors.<br>2. In port, a ship roving watch will inspect the status of government spaces, locked or unlocked and manned, and report any unexpected conditions to a designated government representative. The rover shall inspect each of the secure containers at least once every four hours when they are unmanned. Each inspection shall include verifying that each secure container entrance door is closed, secured, and personnel shall write the current date, their initials, and the time of the inspection on the Standard Form 702 attached to outside of each entrance door.<br>3. When in a non-U.S. controlled port facility (defined as any port facility that is not a U.S. military or North Atlantic Treaty Organization (NATO) member military base), the Contractor shall provide a continuous, 24-hour physical security watch at the gangway/access point to prevent unauthorized access to the ship. This 24-hour watch shall be maintained continuously for the duration of the in-port period.<br>h. Shall provide emergency medical services (First Aid) to all embarked personnel.<br>i. Shall provide sufficient life-saving equipment to meet local regulatory and Safety of Life at Sea (SOLAS) requirements for all embarked SURTASS-E personnel.<br>j. Shall provide fire-fighting coverage of all SURTASS-E ISO vans and elements on deck using the ship's existing firefighting equipment.<br>1. Class A<br>2. Class B<br>3. Class C<br>k. For operating scenarios, the ship, with SURTASS-E installed, shall comply with all intact and damage stability criteria required by the ship's Flag Administration, Classification Society's Rules, and USCG Certificate. (Accommodation must be made to allow Government System PAM vans to be connected to the ship Fire Alarm and Public Address General Alarm (PAGA) system as required by US Coast Guard regulation.) |

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|---|---|---|
| | | l. Shall provide type accommodations for 30 SURTASS-E personnel. (6 officer equivalent, 24 unlicensed equivalent).<br>1. Six (06) staterooms for individual occupancy – For use by Military Officers In Charge (Commissioned Officer, Chief Warrant Officer and or Chief Petty Officer), Senior SOC Technician (STA) and or senior civilians as identified by MSC (equivalent to Licensed Officers).<br>2. Two (02) to four (04) person staterooms to accommodate twenty-four (24) personnel – junior enlisted, technicians and persons not in a leadership/management position (equivalent to Unlicensed Mariners).<br>3. Shall provide hasps, or similar item, on each locker in guest berthing suites to allow for the use of personal padlocks.<br>m. Forward deployed out of area operations (away from Norfolk, VA area) will require extensive coordination from the company operations manager. Specifically, logistic support for voyage, port calls, and multiple crew turnovers in order to maintain ready for tasking. The duration for each crew rotation/swap is 56 days.<br>n. The vessel cannot have any mandated USCG or ABS inspections that require in port periods longer than seven days during the first year of charter.<br>1. Contractor shall be required to provide a minimum of 90-day notice of any maintenance availabilities and shall coordinate so as to not interfere with the mission<br>2. Contractor must have representation at all planning conferences.<br>a. In person representation<br>b. Three times per year<br>c. Costs shall be included within daily charter rate and will not be reimbursable.<br>3. Contractor shall provide a 12 month maintenance schedule within 30 days of award and annually thereafter, within 10 days of commencement of Option periods. |
| **2** | Vessel Characteristics - General | a. Vessel shall be capable of supporting a typical operations cycle of:<br>1. 4000 NM transit; 60 Days towing at 4-6 knots<br>2. Shall be capable of 60 days at sea un-replenished. This includes:<br>a. fuel<br>b. food<br>c. berthing<br>d. potable water<br>e. waste disposal (sanitary)<br>b. Minimum Transit Speed: shall be no less than 10 knots sustained.<br>c. Operating Speed:<br>1. Vessel shall be able to tow a long line acoustic system at 4-6 knots for 24 hours/day and maintain course within 5 degrees of desired heading in sea state 5.<br>2. Turning Rates: The ship must be capable of making controlled turns at 5 degrees/minute in sea state 5.<br>3. Deployment & Retrieval: The vessel shall be capable of maintaining a stable heading (within 5 degrees of desired course), while deploying and retrieving the acoustic system at speeds varying between 1-2 knots, for periods no less than 4 hours.<br>4. During towing operations, the ship steerage shall not endanger the acoustic system by creating a thrust direction that would bring the acoustic system into contact with the ship propulsion or steerage equipment.<br>5. Shall be able to conduct aft deck launch and recovery operations at 1-2 knots in Sea State 5 while maintaining heading. The use of thrusters or dynamic positioning systems to maintain heading during deployment and recovery operations is allowed.<br>NOTE: Sea states are as defined in NATO Standardization Agreement 4194 (Edition 1) "Standardized Wave and Wind Environments and Shipboard Reporting of Sea Conditions" (1983) as Amended (1985).<br>Sea State 4: wind 16-21 knots (sustained), wave heights 1.2-2.5m Sea State 5: wind 22-27 knots (sustained), wave heights 2.5-4.0m Sea State 6: wind 28-47 knots (sustained), wave heights 4.0-6.0m<br>d. Seakeeping: |

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| | | 1. Shall be able to tow the acoustic system on any heading at 4-6 knots in the full range of Sea State 5 as a minimum. Safe towing in higher sea states is desired if this can be done safely without endangering personnel or the installed acoustic system.<br>2. Shall be able to transit in Sea State 6.<br>3. Shall be able to support safe aft deck operations to deploy/recover the acoustic system in sea states as listed:<br>a. Deploy acoustic system: Sea State 5<br>b. Recover acoustic system: Sea State 5<br>c. Mission Operation within PAMS: Sea State 5; Full range<br>NOTE: Sea states are as defined in NATO Standardization Agreement 4194 (Edition 1) "Standardized Wave and Wind Environments and Shipboard Reporting of Sea Conditions" (1983) as Amended (1985).<br>Sea State 4: wind 16-21 knots, wave heights 1.25-2.5 m Sea State 5: wind 22-27 knots, wave heights 2.5-4.0 m<br>e. Freeboard at the mission deck shall be minimum10 ft. (3 m); maximum of 25 ft (7.62m). NOTE: The ship may be ballasted to achieve this minimum freeboard, provided it does not violate USCG or Classification Society regulations regarding stability. If ballasted to achieve freeboard, new list & trim shall not exceed 5 degrees.<br>f. Shall have a deck cargo loading capacity of 615 lb./ft² (3 MT/m²).<br>g. Shall have a minimum deck load capacity 190 Long Tons.<br>h. Shall provide 150 kW of 440/460/480 VAC, 3-phase, Delta, 50-60 Hz, 200 Amp electric power. Power shall be stable and available 24 hr./day during mobilization, deployment, and de-mobilization. Power distribution panel shall be located no more than 100 ft. forward of stern or within 75 linear feet of the Mission System Power Distribution van, whichever is less. The nominal location of the mission power distribution van is illustrated in Diagram 1.<br>Note:<br>1. The vessel shall provide electrical service via either one (1) 200 Amp service or Two (2) 100 Amp service cables.<br>2. Non-permanently installed generating equipment must not contribute to the radiated noise of the vessel in excess of the requirements outlined in Requirement 4 of this section.<br>3. Emergency back-up power shall be available (within 5 minutes) for SURTASS-E equipment.<br>i. Shall provide up to 500 gallons/day (1893 liters) of non-potable freshwater, no hydrocarbons, to the fantail for wash down of SURTASS-E equipment. Vessel shall provide connection to SURTASS-E systems if required.<br>j. Shall provide up to 40 gallons/min (151 liters) of seawater at a minimum of 50 psi to the fantail for cooling of the SURTASS-E equipment. Vessel shall provide connection to SURTASS-E systems if required. Water supply must be debris free. No particulate greater than 0.125 inches (0.32cm).<br>k. Shall provide workshop-quality compressed air to fantail for tools such as air driven wrenches.<br>l. Shall provide a shipboard crane with a 5-ton capacity, sufficient to lift equipment from the pier to the ship.<br>m. Shall provide an interface connection panel to the ships telephone system, public announcing (PA), general alarm (GA), and fire alarm (FA) system no more than 100 ft. forward of stern or within 75 linear feet of the Mission System Power Distribution van, whichever is less. This connection should be collocated with the power panel identified in paragraph 2.h of this section. The FA/PA/GA alarm connections shall support connecting all PAM van to the ships monitoring system.<br>n. Shall provide ships telephone system to allow for communications to and from staterooms and ships bridge to mission system Communications Van and Operations Van. |

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| **3** | Vessel Characteristics – Mission System Support | a. The vessel shall have a clear weldable deck area of a minimum of 5,008 ft2 (465.3 m2) for installation of the mission system vans and winch plus an additional approximately 710 ft2 (65.96 m2) for the installation of a walkway from the ship's main deckhouse to the mission system vans installed on deck. Area shall be clear of any emergency hatches or scuttle locations. Access to any sounding tube or other locations requiring routine service shall not interfere with the mission system placement. The ship's deck area must accommodate the installation and welding of the mission system as identified in Diagram 1d-1f and installation of three over-boarding poles shown in Diagram 5. The deck layout identified in Diagram 1a-1c represents the nominal deck configuration as currently employed. Adjustments to the location of the major components, shown in Diagram 1a-1f, may be allowed to support vessel underlying deck structural configuration and allowable deck loading. Diagram 2 shows the government furnished walkway and a notional configuration. The walkway is nominally 4 ft. (1.22m) wide and runs along the centerline of the vessel. The exact length of the walkway is determined by the distance from the ship's deckhouse to the first set of mission vans. The installed government mission equipment can be considered as three regions that may have their physical location modified from the nominal location within the constraints listed below. The walkway shall be flush with Handling System Group (HSG) Platforms. Minor adjustments to the location of major components may be allowed to support vessel structural loading.<br>b. Any proposed deck configuration changes that differ from Diagram 1 must provide the equivalent deck area as outline within Diagram 1. Additionally, all sides of the winch or any van must be accessible and have a minimum of 4 feet of clearance.<br>c. All deck space must allow the installation of high cube ISO containers on a GFE Support system. ISO Containers fall under both ABS and U.S. Coast Guard regulations.<br>d. The vessel shall have a stern area allowing the installation of a stern/over boarding section of 36 ft. x 31.7 ft. (10.97m x 9.7 m) immediately forward of transom for deployment & retrieval of the government mission system to include mission system winch and platforms.<br>e. The 36 ft. (10.97 m) dimension shall be along the transom. The transom section shall allow for an opening to sea on the stern that must accommodate a 17ft (5.18 m) wide over-boarding chute and associated deck mounting hardware (see diagram 1).<br>f. Exclusive of the stern/over boarding section, (3.d), the remaining deck shall be no smaller than 3,456 ft2 (321.1 m2). This deck area must allow for an ISO van layout of 36 ft. x 96 ft. (10.97 m x 18.2 m) as illustrated in Diagram 1f.<br>NOTE: The SURTASS-E current ABS approved footprint can be found in the Approved ABS Deck Layout, Diagram 1a. Exact deck layout will be based on vessel selection.<br>g. The vessel shall provide sufficient opening of any stern wall to provide for the unobstructed over-boarding of the SURTASS-E Acoustic system via the stern chute. A minimum of an 18.5 ft. (5.64 m) opening shall be required, which is included in paragraph (3.d), 36 ft. x 31.7 ft (10.97m x 9.7 m) section. The centerline of the opening must be the same as the centerline of the deck space for the winch section specified in paragraph (3.d).<br>h. The deck shall be coplanar with a maximum vertical deviation of 2 in (5.1 cm) when measured from the transom to 50 ft. (15.74 m) forward of the transom for SURTASS-E Winch/Acoustic system Handling Equipment.<br>i. There shall not be any Ship's deck hardware with a vertical height of 2 in. (5.1 cm) or greater from the deck in the way of SURTASS-E bases.<br>NOTE: This includes any retractable deck equipment that is needed for routine operations of the vessel to include mooring or maneuvering with tugs.<br>j. The deck and deck attachment points must not have damage or cracking, cracked welds, excessive pitting or corrosion.<br>k. Deck attachment shall support welding of mating structures for mission system. The deck may be fitted with standard ISO container attachment points to allow securing acoustic system equipment to deck. Anticipate welding approximately 200 T-joint welds to attach government hardware to the platform in accordance with (IAW) ABS requirements.<br>l. Shall support winch tow loading of 78,000 lbs. (346,961 Newtons). Tow load (bollard pull) will be 6,500–17,000 lbs. (28,913 – 75,620 Newtons). Contractor shall provide |

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| | | ABS Certificate of deck load certification at award.<br>m. Freeboard at the mission deck and gunwale shall allow for the deployment of up to three 10-30 ft. (3.05-9.14 m) vertical poles as depicted in Diagram 5: including one supporting an acoustic speed sensor and a second pole supporting a fathometer transducer. All three will be deployed over the side during towing operations. Each over boarding pole will be supported by two welded platforms.<br>n. The vessel operator shall adhere to all regulatory requirements for the safe installation and removal of the GFE Acoustic Doppler Current Profiler (ADCP) system, so as to ensure its proper operation. This system shall be installed on one of the swing arms identified in paragraph m. The final swing arm location should avoid interference with vessel fixtures (i.e. fuel vent) and be close enough to the van pad to run a 100-foot data power cable between the sensor and the operator van. Sufficient room aft should also be planned to mount the additional beam for the guide wire aft.<br>o. The vessel shall provide location (inside the skin of the ship, main deck or higher, and near the berthing area) for a GFE small arms locker, which will be welded to the deck per AT/FP requirements.<br>1. The size of the Ready Service Locker (RSL) which will securely store the Ships self-defense and embarked security team ordnance is: L94" X W65" X H71" Approximate shipping weight is 2500 lbs.<br>2. The size of the Class V weapons safe for ships self-defense is: H51 ¾" X W22" X D39" Approximate shipping weight is 1080 lbs.<br>p. The vessel shall provide one Mechanical technician to perform maintenance & repairs on the Hydraulic Power Unit. A qualified chief engineer with hydraulic knowledge is sufficient for this requirement.<br>q. The vessel shall provide one Electrical technician to perform maintenance & repairs on the Power Distribution System Electrical ISO Van. A qualified chief engineer with electrical knowledge is sufficient for this requirement.<br>r. The contractor shall be responsible for the installation and associated costs of all government furnished equipment at the beginning of the charter including, but not limited to, welding, gas free engineering services, or other services necessary to support the installation. Installation of all GFE must meet class and regulatory approval. The contractor shall be responsible for the removal and associated costs of all GFE at the end of the charter to include any services necessary to support the demobilization.<br>s. The purpose of the government furnished walkway between the deck house and the installed mission systems is to support safe passage of personnel to and from the ship superstructure/main deckhouse and the mission system PAM units. All new and existing walkways and platforms shall be flush to prevent creation of a trip hazard. Walkways are illustrated in Diagrams 2 through 4. The current revision of installation drawings SES-D-00006 and SES-D-00209 show the details of proposed installation. These drawings will be modified to conform to the vessel's structure and layout.<br>t. The vessel shall provide VSAT/INMARSAT capability as a secondary means of communication for command, control and coordination.<br>1. Due to the extreme Northern Latitudes/Operating Area, an increased bandwidth is required – 4M X 2M (download/upload) capability for all operating areas.<br>2. Contractor shall incorporate cost for said service in their daily charter hire rate. The contractor is entitled to reimbursement if assigned to an area with usage fees above and beyond the known cost of services for 4M X 2M (download/upload) capability.<br>3. The following countries identified are a sample listing of known areas of operation and is not all-inclusive as the vessel shall be available for world-wide assignment: Iceland, Azores, Norway, England, the Mediterranean, Japan, and South Korea.<br>u. The government will provide a small form factor Defense Advanced GPS Receiver (DAGR) kit to provide a reliable GPS signal in all environments. The DAGR shall be installed in the pilothouse by the mission system crew with concurrence from the vessel on installation location and power and signal cable routing, prior to each government directed at-sea period. While the vessel is in-port the DAGR receiver shall be removed by the mission system crew and stored in a locked mission system van. The kit contains |

the GPS receiver, antenna, and cabling inside a protective case. Installation of the antenna and receiver may be accomplished via non-permanent means. The mission system crew will conduct all setup, maintenance, and troubleshooting procedures. The mission system crew will train the vessel crew on basic operations and identification of problems, which shall be reported to the mission system crew upon discovery.

v. The vessel shall provide the following ships navigation data via serial communications over two pairs of bare wire connections. The data shall be provided in accordance with the National Marine Electronics Association (NMEA) formatted message standard and shall be provided at a 1Hz frequency, with a RS-422 physical interface, at 4800 baud, with one (1) start bit, eight (8) data bits, and no parity bit ("8-N-1" format). The data shall be provided at the same location as the connection to ships systems identified in paragraph 2.m.

| Message | Ship's Port | Device | NMEA ver | Description |
|---|---|---|---|---|
| $--DPT | 1P18 | Depth Sounder | 3.01 | Depth |
| $--VBW | 1P18 | Doppler Speed Log | 3.01 | Water Speed and Heading |
| $--ZDA | 1P17 | GPS or equivalent | 3.01 | Time and date |

**4** Vessel Characteristics – Radiated Noise

a. During normal towing operations (4-6 knots), the ship radiated noise should not exceed the requirements as set forth in the ABS Guide for the Classification Notation – Underwater Noise (July 2018), Underwater Noise (UWN) requirements for Research Vessels, subsection 3/5 or other classification society equivalent.

b. The vessel operator / contractor must provide objective quality evidence, test reports, or information, from any accredited noise and vibration organization, showing how the vessel being supplied does not exceed a threshold established in paragraph (4.a).

c. Ship radiated noise profile excursions are permissible if the broadband noise source is no greater than 3dB, and, or any narrow band source is no greater than 15dB above the requirements of part (4.a). No more than 5 narrowband sources greater than 15dB will be considered acceptable. If at any time, the contractor is found to not meet the noise requirements, the Contractor must clearly demonstrate how the noise source can be mitigated. The determination of whether or not a source is or can be adequately mitigated is at the sole discretion of the government.

NOTE: The government reserves the right to verify that the vessel meets the radiated noise requirement (4.a) upon delivery.

The Contractor shall maintain certification throughout the duration of the contract period. The Government retains the right to reinspect and/or run the test on a government facility. Costs associated with this testing will be the responsibility of the Government. If at any time it is determined the vessel does not meet the PWS requirements, the cost to regain compliance is the responsibility of the Contractor.

d. The vessel operator / contractor shall have the hull cleaned on an annual basis. All annual hull cleanings shall be scheduled in a manner that does not interfere with missions. All hull cleanings are at the contractor's expense and should be included in their daily charter rate.

# Approved ABS Deck Layouts

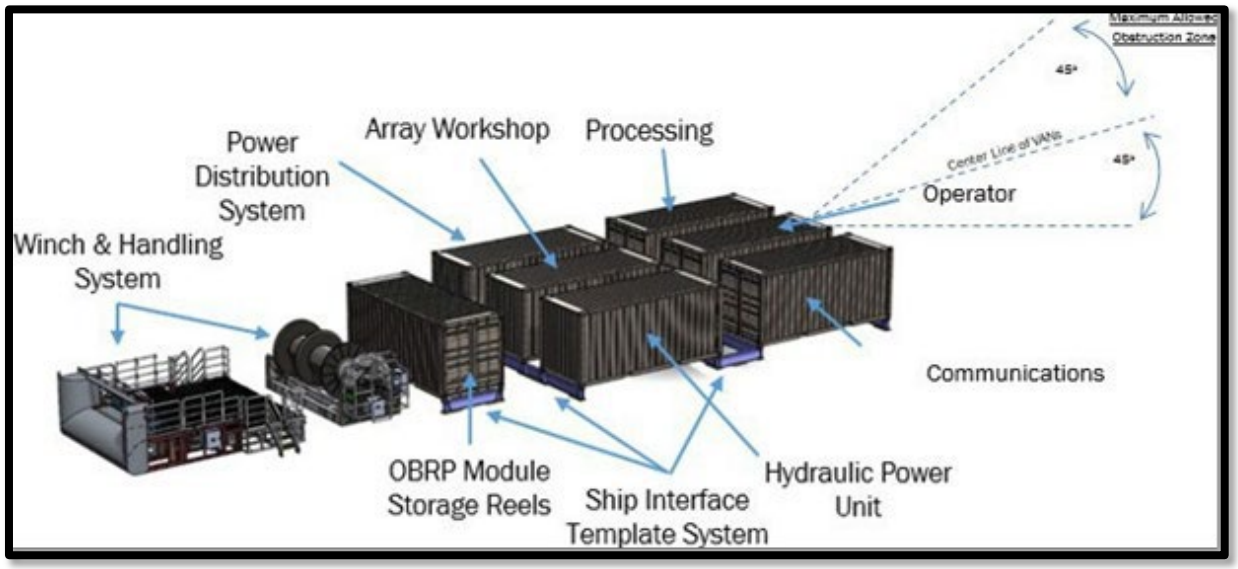



**Diagram 1a**

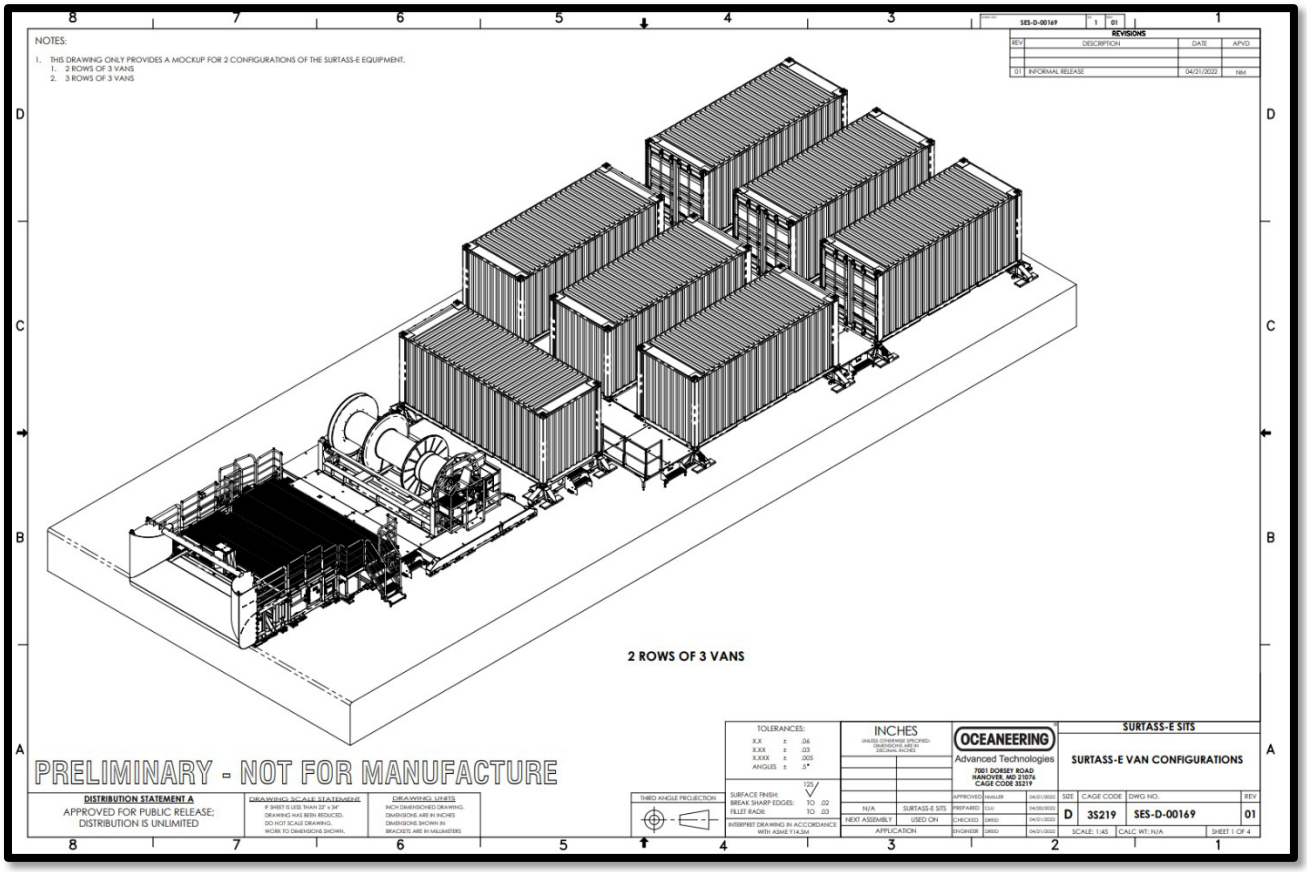



**Diagram 1b**

# 7-Van Configuration Illustration

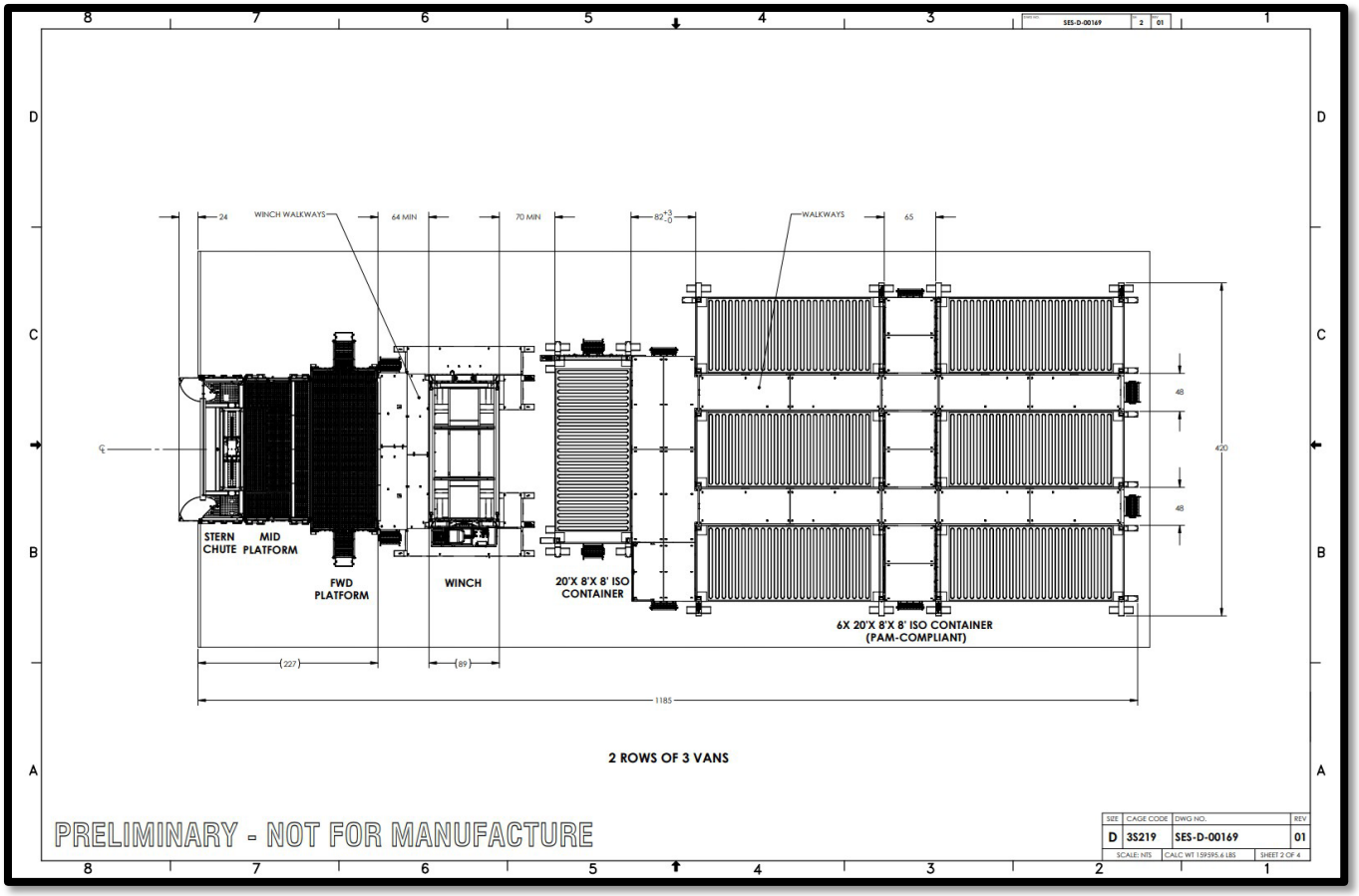



**Diagram 1c**

# Nominal 10-Van Configuration

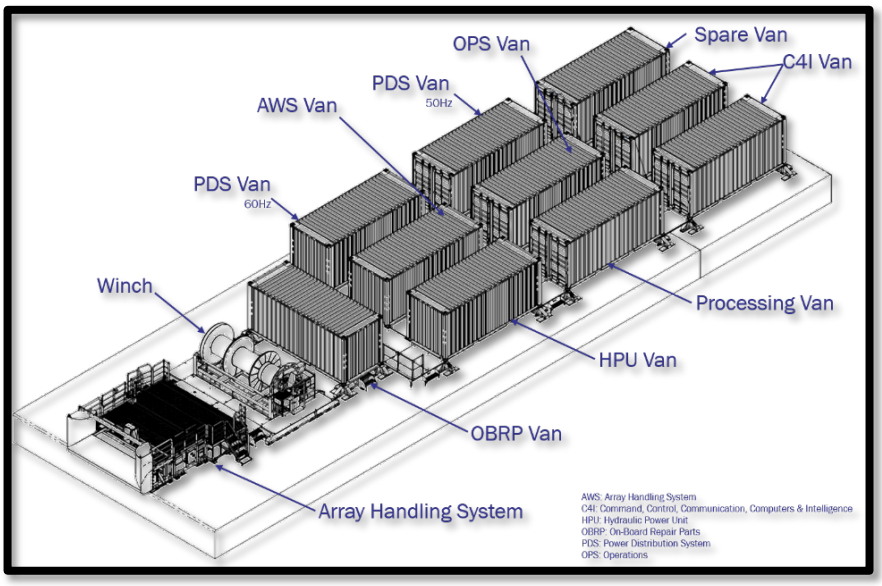



**Diagram 1d**

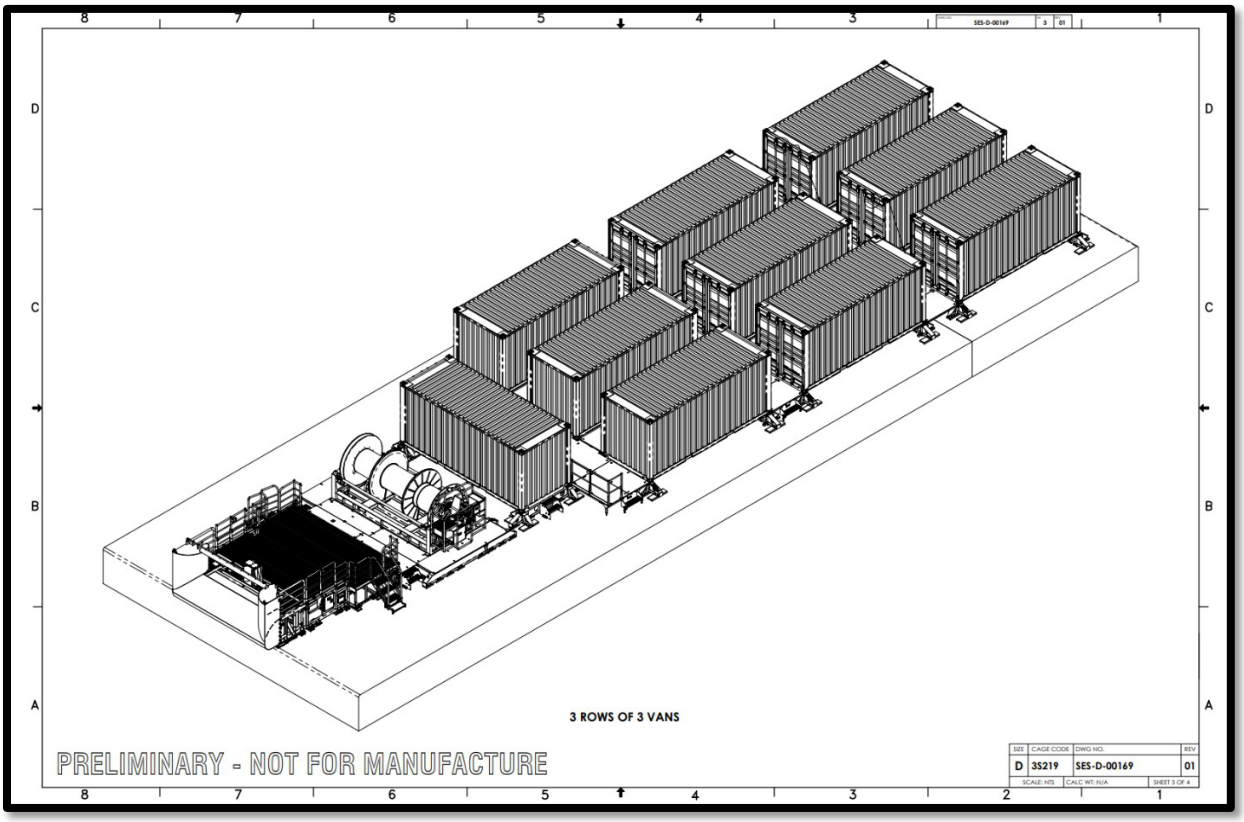
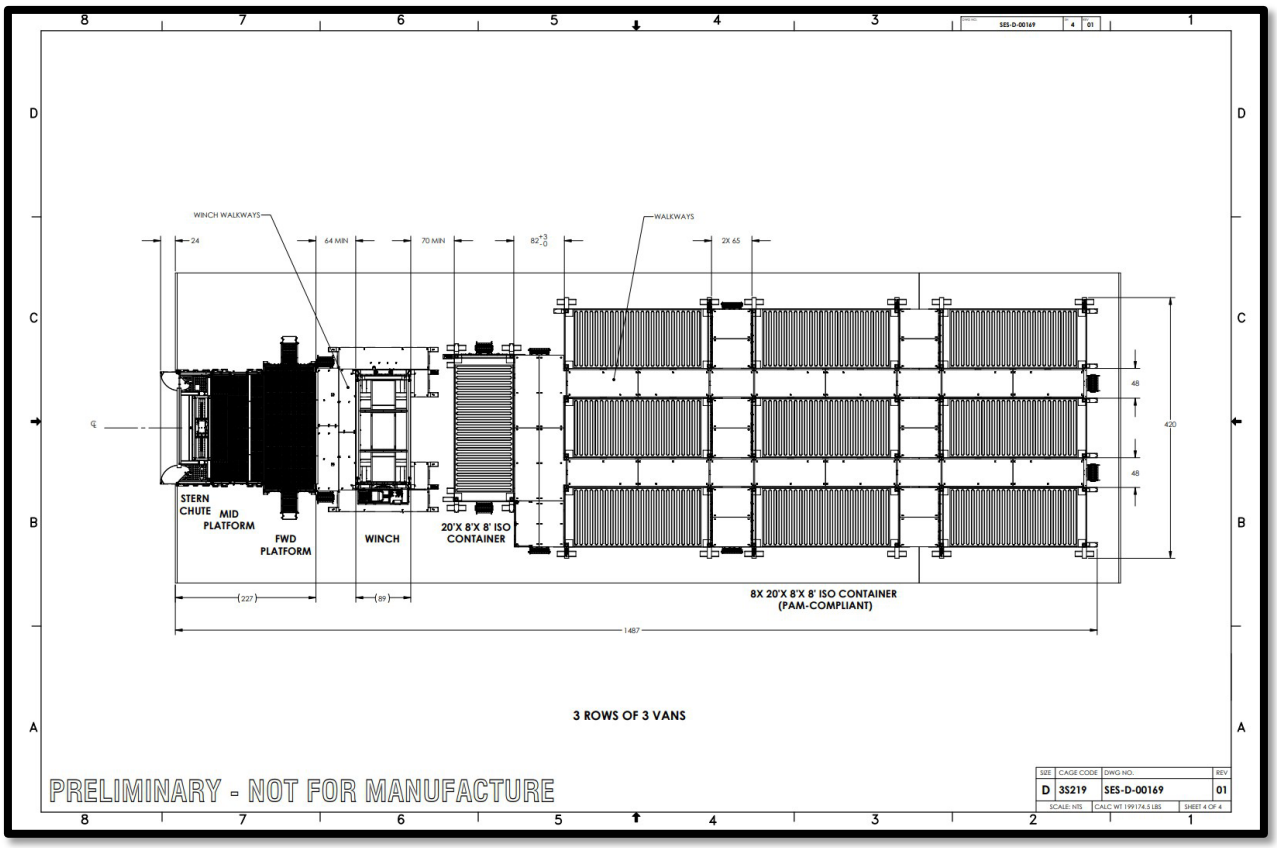



**Diagram 1e**

# 10-Van Configuration Illustration




## Diagram 1f

Notes:

a. Clear deck area of 5,008 $ft^2$ (465.3$m^2$), (see Table 1).
b. All deck area must be co-located on one level.
c. A clear deck area of 36 ft. x 31.7 ft. (10.97m x 9.7m), 1142 $ft^2$ (106.1$m^2$) forward of transom for deployment and retrieval of acoustic system.
d. Diagram 1a-1c shows a 7-van configuration. Three (3) additional ISO vans to be located forward of the Processing, Operator, and Communications vans, illustrated in Diagram 1d-1f, represent the nominal 10 van configuration. The basic mission configuration that must be installed is illustrated in Diagram 1a.-1c. The government reserves the right to add the additional three vans at a later date.
e. The obstruction restriction illustrated in this diagram is measured from the forward most row of vans in the 7-van configuration and the middle row of vans in the 10-van configuration.

# Walk Way Dimensions

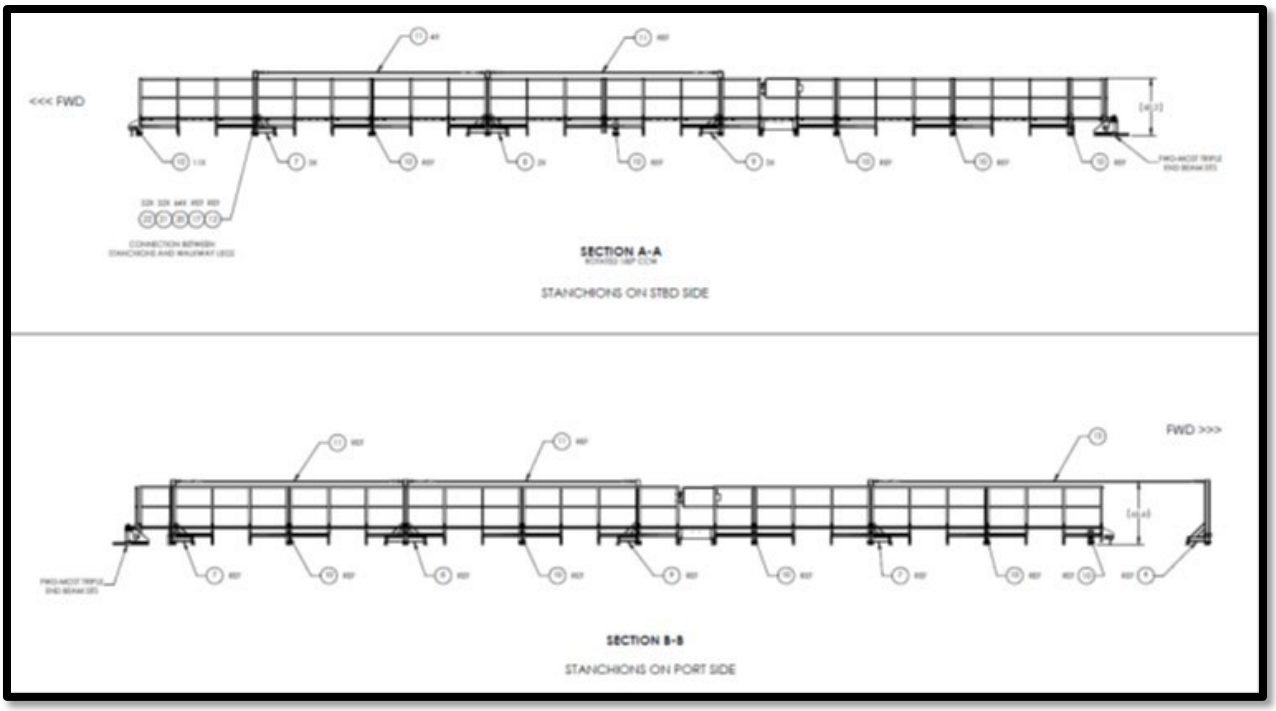
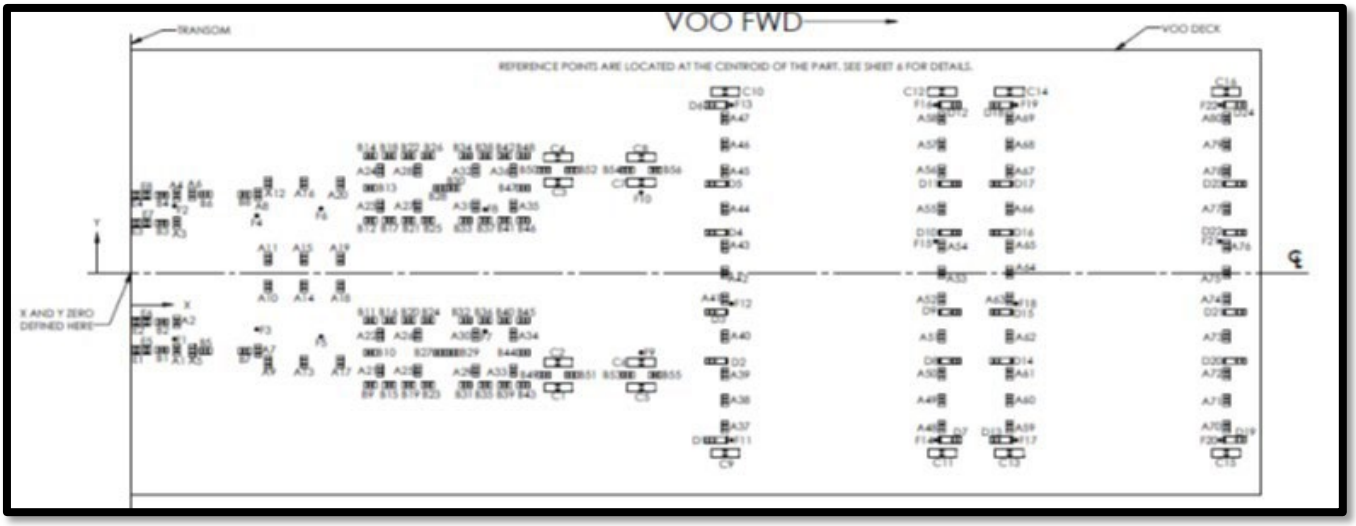



**Diagram 2**

Notes:

Length of walkway is set by the distance from the ship superstructure to the forward most van. The width of the walkway is nominally 4 ft (1.22 m).

# Nominal Deck Welding Layout




## Diagram 3

*For information only. This diagram does not indicate government direction for welding installation and cannot be used to form the basis for a request for equitable adjustment. The contractor is responsible for safely installing GFE*

Notes:

1. Anticipate welding approximately 650 fillet welds to attach government hardware to the platform IAW ABS requirements for a 7-van configuration. The number of fillet-joint welds is increased by approximately 90 if 10 vans are installed.
2. This is the underlying footprint for SURTASS-E Van Configurations (Drawing SES-D-00006rev); Bottom portion supports the 36 ft. x 50 ft. section, and top portion supports the 36 ft. x 74 ft. section.
3. An ACAD drawing with all welding instructions and dimensions will be provided to the contractor prior to installation to support COI submission.

# 7-Van Walk Way Configuration

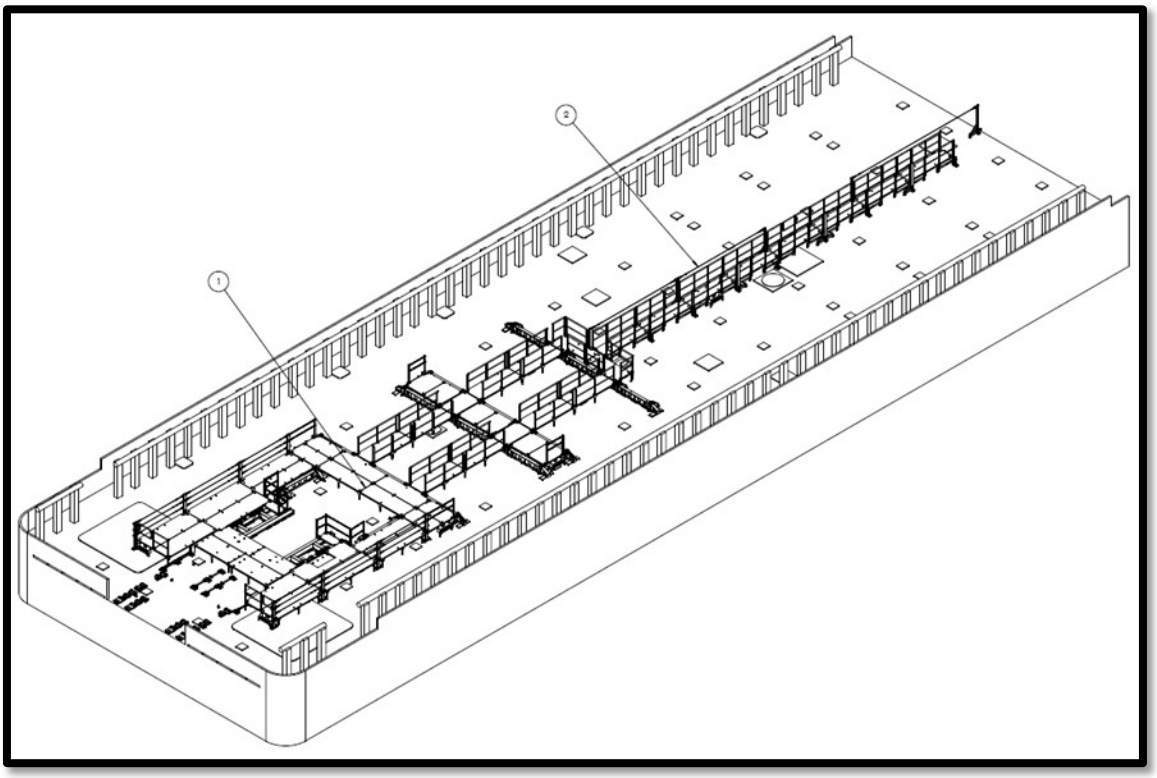



**Diagram 4**

Notes:

Diagram 4 shows the complete walkway structure for the vessels with a 7-van configuration.

# Overboarding Poles

**Diagram 5**

Notes:

a. Diagram 5 shows poles in their stowed position which is horizontal and parallel to the ship's deck or gunwale where installed.
b. During normal operations, the swing arm is rotated 90 degrees to be perpendicular to the ship's deck or gunwale.

**2. Place / Range of Delivery:** Norfolk, VA

**3. Place / Range of Redelivery:** Norfolk, VA

**4. Charter Period:** About 150 days

**5. Laydays:** Commencing/Cancelling: 27 August 2026, (0800 hours Local)

**6. Terms/Conditions/Attachments Added, Deleted or Modified:**

Interested parties shall furnish the following minimum information:

COMPANY INFORMATION

a) Name of company
b) Telephone Number, Fax Number, Address, and e-mail address (if available)
c) Brief summary of company history relative to similar requirements

d) The federal acquisition regulation 19.102 establishes the small business size standard for this type of water transportation service as NAICS "483111" with a small business size limitation of 1,050 employees. Please indicate if business is a small business concern.
e) Visa Status
f) CAGE and UEI

SHIP AND RATE INFORMATION

a) Ship(s) name and complete description (flag, speed, range, cargo capacity, etc.)
b) Ship availability date
c) Proof of active facility clearance
d) Number of days required to modify the vessel after award.
e) Number days needed after award in order to make delivery (with compliant vessel) in Norfolk, VA.
f) Length of time for approval of GFE layout from ABS
g) Ship personnel accommodation capacity
h) Fuel consumption rates and any additional charges (i.e. delivery and/or redelivery bonus, etc)
i) Daily rate for firm period and option periods (except as otherwise provided herein, the daily charter hire rate shall be considered payment in full for all services under this Charter Party contract, including, but not limited to penalty time, bonuses, payments, and emoluments payable to Master, Officers and crew for services under this Charter. Daily charter hire rate shall also be considered payment in full for all overtime. Port charges and fuel expenses are reimbursable).
j) Cost associated with vessel modification and ABS approval of vessel configuration
k) Alternative proposals and additional ship features. If respondent has an alternate solution they believe would be acceptable, please respond and provide rationale for government consideration.

It is requested that the above information be provided no later than **1300 EASTERN TIME on 06 July 2026**. Submission may be via email to Mr. David Anaya at David.c.anaya.civ@us.navy.mil, and Mr. Christopher Tomlin at Christopher.a.tomlin5.civ@us.navy.mil.