JUSTIFICATION AND APPROVAL FOR OTHER THAN FULL AND OPEN COMPETITION USING SIMPLIFIED PROCEEDURES IN ACCORDANCE WITH FAR 12.102 RESTRTICING COMPETITION

LOG BOOK NUMBER: 2026-0010

ProTrack Number: 20260002989

1. Requiring Activity:
Military Sealift Command (MSC)

Agency Contracting Activity:
N00406 – Naval Supply Fleet Logistics Puget Sound

2. Description of Action Being Approved:
The MSC customer requests a commercial firm-fixed-price Supply-type Purchase Order for Brand Name Original Equipment Manufacturer (OEM) Becker Marine Systems GmbH [redacted] Rudder Blade & Stock for the USS MIGUEL KEITH (T-ESB-5). This requirement will be solicited in accordance with (IAW) Revolutionary FAR Overhaul (RFO) Part 12 Acquisition of Commercial Products and Commercial Services.

The requirement will be solicited as a full and open Brand Name requirement.

Replacement of the rudder and stock assembly is required due to maintenance complications that arose during the 2024 Dry Docking. At that time, the OEM and shipyard personnel were unable to remove the rudder for its scheduled survey and maintenance. It was subsequently determined that an incorrect installation during the vessel's original construction prevents standard removal. Therefore, the existing rudder must be destructively removed and a new assembly installed during the next maintenance availability.

The replacement components are to be machined by the OEM and delivered to the Government for installation during the 2027 Refueling and Overhaul (ROH), which is tentatively scheduled for Nov–Dec 2027. The ROH will take place at a location Outside the Continental United States (OCONUS) that is yet to be determined. These components are long-lead-time materials, with an anticipated manufacturing and delivery period of 15 months after receipt of order.

Anticipated Funds Type: FY26 Navy Operation and Maintenance, (O&M,N) Ship Maintenance

Anticipated award: No later than Jul 2026

3. Description of Supplies/Services:

Nomenclature	Part Number	Quantity	[redacted]
Rudder Blade & Stock - rudder stock machined with 3 mm machining allowance (oversize) on upper taper for onsite final machining/blue fit to the steering gear - incl. shrunk on stainless steel liners - incl. upper & lower securing ring	10058-05	1	

- incl. lower hydraulic nut, ring piston & protection cap - incl. o-ring set for rudder mounting - rudder blade final machined incl. blue fit between blade & stock witnessed by ABS class surveyor - rudder blade coated with 1 layer epoxy holding primer -incl. 3.2 ABS class certificate			

The required delivery date is 15 Oct 2027.

The delivery is to:
MSC Warehouse N68779 MSCO Charleston
Military Sealift Command
N48 Distribution Manager
1050 Remount Rd
Building 3814
Charleston SC 29406

Total Estimated Value: [redacted]

4. Authority: Simplified Procedures, 41 U.S.C. 1901.

5. Describe how the proposed contractor(s) unique qualifications or the nature of the acquisitions requires using the authority cited
The work contemplated in this contract is on the following ship critical safety items: Steering Gear Control Systems. Per COMSCINST 4490.1C, Military Sealift Command (MSC) N7, the Design Control Activity, has determined that only qualified sources may produce and service these critical safety items. Only authorized field service technicians have access to necessary technical data and have the expertise to identify and provide direct replacement parts for existing equipment, which must be compatible in terms of form, fit, and function with existing equipment or configurations. This ensures equipment reliability. Improperly installed or deficient parts could cause system failure and loss of the affected system or equipment while at sea. The identified contractor has been qualified by MSC to work on this system as shown on https://www.msc.usff.navy.mil/Business-Opportunities/Contracts/Qualification-for-Items-Critical-to-Shipboard-Safety-on-MSC-Vessels/

The OEM Becker Marine Systems GmbH possesses unique qualifications that are essential for this acquisition. The rudder assembly is a proprietary design, and the detailed manufacturing drawings, proprietary processes, material specifications, and specialized tooling required for its fabrication are owned by the OEM and are not available to any other source.

To ensure the safety and operational integrity of the vessel, the new rudder assembly must integrate perfectly with the existing steering gear system. This requires a precise "blue fit" and specific machining tolerances (e.g., the 3 mm oversize allowance) that only the OEM can guarantee. Procuring this critical component from any other source would introduce unacceptable risks of material incompatibility, improper fit, and potential catastrophic failure of the ship's steering system, jeopardizing the vessel's maneuverability and the safety of its crew. The OEM is the only source that can mitigate these technical risks and ensure a successful installation.

6. Describe the efforts made to ensure that offers are solicited from as many potential sources as possible
The contracting officer shall publicize the requirement IAW RFO 12.202 Publicizing.

7. Fair and Reasonable Cost Determination: I hereby determine that the anticipated cost or price to the Government for this contract action will be fair and reasonable. The fair and reasonable determination will be conducted prior to award IAW FAR 12.204(a) Price reasonableness.

8. Market Research:
Market research was conducted in Mar-Apr 2026 IAW RFO Parts 8 and 10.

The requested parts are not available within the mandatory sources, any known existing contract vehicle, or DASN-P Category Management. The requested parts are not a coordinated acquisition IAW DFARS 208.7003-2(j) Items directly related to a major system and which are designed controlled by and acquired from either the system manufacturer or a manufacturer of a major subsystem. The requested parts were not included within the annual NAVSUP Long Range Forecast.

OEM Becker Marine Systems GmbH [redacted] does not maintain an active SAM.gov registration but does have a US-based subsidiary for contract actions, Becker Marine Systems USA Inc [redacted] As discussed above, due to the ship critical safety item designation, the market research was limited to the OEM as the only qualified source.

The nonmanufacturer rule is applicable to this acquisition and a class waiver does not exist. During market research, the small business professional's recommendation was to solicit the requirement as full and open brand name and not pursue an individual waiver.

Contract Name	Location	Point of Contact	Capability Assessment
Becker Marine Systems USA Inc [redacted]	[redacted]		

The Supplier Performance Risk System (SPRS) Supplier Risk score is current as of 02 Apr 2026.

9. List any sources that expressed an interest in this acquisition in writing
Becker Marine Systems USA Inc is the only known responsible source for procurements for the Brand Name OEM Becker Marine Systems GmbH.

10. Actions to Remove Barriers to Future Competition

For the reasons set forth in Paragraph 5, NAVSUP 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, NAVSUP FLC Puget Sound will assess whether competition for future requirements is feasible.

11. Any Other facts supporting the use of other than full and open competition.
No further information.

12. A legal review of this justification was conducted on: 09 Apr 2026

13. Technical Certification: I certify that the supporting data under my cognizance which are included in the justification are accurate and complete to the best of my knowledge and belief. Only the most senior persons within the organization responsible for acquiring the supplies or services described in the justification (e.g. program manager, depot commander, or senior program engineer) and with specific knowledge of the individual requirement (commodity, technology, and/or function) shall sign the technical and requirements certifications.

[redacted]
Principal Port Engineer

14. Requirements Certification: I certify that the supporting data under my cognizance which are included in the justification are accurate and complete to the best of my knowledge and belief.

[redacted]
Principal Port Engineer

15. Contracting Officer Certification: I certify that this justification is accurate and complete to the best of my knowledge and belief.

[redacted]
Contracting Officer

Approval

Based on the foregoing justification, I hereby approve the procurement of OEM Becker Marine Systems GmbH Rudder Blade & Stock for the USS MIGUEL KEITH (T-ESB-5) on a sole source basis pursuant to the authority of the Simplified Procedures for Certain Commercial Items, 41 U.S.C. 1901 as implemented by FAR Subpart 12, subject to availability of funds, and provided that the services or supplies herein described have otherwise been authorized for acquisition.

[redacted]
Contracting Activity Competition Advocate