U.S. COAST GUARD JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

COMMERCIAL PRODUCTS AND SERVICES AT OR BELOW THE SAT
FAR 12.102(a), FAR Class Deviation 25-21 Rev. 1 for FAR Part 12

PURCHASE REQUEST OR REQUISITION NUMBER:	ESTIMATED TOTAL VALUE, INCLUDING OPTIONS: (Over Micro-Purchase Threshold, but up to the SAT)
2126406B	$ 40,000.00

AUTHORITY	JUSTIFICATION TYPE
Restricting Competition FAR 12.102(a), FAR Class Deviation 25-21 Rev. 1 for FAR Part 12	☐ **Only One Source Is Available** (*e.g.*, urgency, exclusive licensing agreements, or industrial mobilization). ☒ **Brand Name -** Items peculiar to one manufacturer: The particular brand name, product, or feature is essential to the Government's requirements, and market research indicates other companies' similar products, or products lacking the particular feature, do not meet, or cannot be modified to meet, the agency's needs

BRIEF DESCRIPTION OF SUPPLIES OR SERVICES REQUIRED AND THE INTENDED USE:

Purchase of : **Bearing, Sleeve, NSN 3120-20-000-7677, P/N: F3M140110, QTY: 50**

Thordon Bearings Inc. CAGE: 0S1K7

SUGGESTED SOURCE NAME, ADDRESS, & UNIQUE ENTITY IDENTIFIER (UEI):

Canyon Marine Solutions, LLC
UEI: G5XJLJSKEUT6
POC: Reese Fullerton
Phone Number: 757-963-6482
Email: reece@canyonms.com
Website: wwwcanyonms.com
Estimate: $ 40,000.00
Business Size Category: Large

VSP Tech, Inc.
UEI: QC9AQ6M9Z197
POC: Sales
Phone Number: 800-334-6013
Email: sales@vsptechnologies.com
Website: www.vsptechnologies.com
Estimate: $ 40,000.00
Business Size Category: Large

The procurement of genuine original equipment manufacturer (OEM) Bearing Sleeves designed and manufactured by Thordon Bearings, Inc. is critical to maintaining the operational readiness of the 87' WPB Protector Class fleet. These bearing sleeves are high-stress components that shield the critical, high-cost propulsion shaft from physical wear, friction, and galvanic corrosion. Because the Government does not possess the proprietary technical data, precise tolerances, material specifications, or reproduction manufacturing drawings required to solicit full and open competition, these bearing sleeves must be procured directly from the OEM or its authorized distributors. Sourcing unproven aftermarket alternatives represents an unmitigated risk, as there is no government-held baseline against which to verify or certify the performance and safety of non-OEM alternatives.

Attempting to substitute these critical components with non-OEM alternatives would mandate a formal engineering change in accordance with the Joint Surface Engineering Change Process Guide, CGTO-PG-85-00-900-G. This process would trigger months of costly system re-engineering, extensive mechanical and vibration analyses, technical design reviews, and operational shipboard testing to certify alternative bearing sleeves can handle the weight and torsional loads. Such protracted

delays would divert critical logistics funds and force affected cutters into an extended non-operational status, actively degrading the Coast Guard's readiness and its ability to execute statutory missions, including securing U.S. borders, facilitating maritime commerce, and responding to national contingencies. Consequently, strict adherence to the proven OEM configuration is mandatory to guarantee reliable cutter operations and comply with Coast Guard Configuration Management Policy under Commandant Instruction M4130.6B.

Utilizing non-OEM alternatives introduces unacceptable safety and operational risks to both the vessels and their crews. Attempting to substitute these precise components without OEM-certified technical data significantly increases the likelihood of catastrophic shaft or bearing failure, which could score or seize the propulsion shaft, destroy the stern tube seal assembly, and cause severe water ingress into the vessel. If a cutter is underway or executing high-tempo tactical maneuvers and suffers a propulsion shaft seizure or seal failure, the resulting loss of propulsion immediately eliminates steerage and maneuverability, leaving the vessel highly vulnerable to grounding, collision, or capsizing. Operating with unproven equivalent parts carries an intolerable risk of personal injury, loss of life, and severe property damage. While SFLC Equipment Specialists remain committed to conducting continuous market research to identify alternative vendors, the current lack of proprietary technical data makes achieving full and open competition highly improbable at this time, making genuine Thordon Bearings, Inc. OEM bearing sleeves an absolute imperative to sustain fleet readiness.

CONTRACTING OFFICER - FAIR AND REASONABLE PRICE DETERMINATION METHODS:

☐	**MARKET RESEARCH**
☐	**COMPARISON OF PROPOSED PRICE WITH PRICES FOUND REASONABLE ON PREVIOUS PURCHASES**
☐	**CURRENT PRICE LIST**
☐	**COMPARISON WITH SIMILAR ITEMS IN A RELATED INDUSTRY**
☐	**COMPARISON TO IGCE**
☐	**CONTRACTING OFFICER'S PERSONAL KNOWLEDGE (EXPLAIN)**
☐	**OTHER (EXPLAIN)**

SIGNATURE AND TITLE OF TECHNICAL AND REQUIREMENTS POC NICKEL.WAYNE.B.1044084798 Digitally signed by NICKEL.WAYNE.B.1044084798 Date: 2026.06.02 08:54:15 -04'00'	**DATE**
SIGNATURE OF CONTRACTING OFFICER WOOD.AMANDA.MARIE.1102035000 Digitally signed by WOOD.AMANDA.MARIE.1102035000 Date: 2026.06.17 14:23:39 -04'00'	**DATE**