UNITED STATES COAST GUARD

REQUEST FOR INFORMATION (RFI)

Title: Ship Management and Training Support for USCGC STORIS

RFI Number: CG-SEA-C2-STORIS-RFI-2026

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NAICS Code: 488330, Navigational Services to Shipping

PSC Code: R706, Support management Logistics Support

THIS IS A REQUEST FOR INFORMATION (RFI) ONLY. THIS RFI IS ISSUED SOLELY FOR INFORMATION AND PLANNING PURPOSES AND DOES NOT CONSTITUTE A SOLICITATION. RESPONSES TO THIS NOTICE ARE NOT OFFERS AND CANNOT BE ACCEPTED BY THE GOVERNMENT TO FORM A BINDING CONTRACT.

1 DESCRIPTION

The United States Coast Guard (USCG) is conducting market research to identify sources capable of providing ongoing ship management, maintenance, crew services, training, and associated logistics support for USCGC *Storis* (formerly M/V Aiviq), as part of the Commercially Available Polar Icebreaker (CAPI) program. This specialized vessel is currently undergoing government-funded reactivation and will soon be incorporated into the Coast Guard fleet. This effort may result in a new contract awarded on a sole source or competitive basis, depending on the responses received. The scope involves both routine and emergent services and may be structured as a hybrid contract (for example, Firm-Fixed-Price, Time-and-Materials, or Cost-Reimbursement CLINs) to balance cost control, performance incentives, and flexibility.

USCGC *Storis* will play a key role in supporting the Coast Guard's operational readiness in Arctic regions and other critical maritime areas, contributing to national security and environmental stewardship in these challenging environments.

2 PURPOSE

The United States Coast Guard (USCG) is conducting market research to identify qualified sources capable of providing comprehensive ship management, training, and related support services for the Coast Guard Cutter (CGC).

The purpose of this RFI is to obtain capability information, industry feedback, and best practices to inform a potential future procurement. This is not a Request for Proposal (RFP) or Request for Quotation (RFQ), and no contract will be awarded from this announcement.

3 BACKGROUND

USCGC *Storis* is a government-owned, complex, ice-capable offshore vessel originally designed for Arctic operations. The vessel is being prepared for Coast Guard service and will support missions that include:

- Projection of U.S. sovereignty in the Arctic and other ocean basins.
- Execution of select USCG missions under a government-owned, contractor-operated (GOCO) concept.

Operations will be staged from a temporary berth and primary shore hub in Seattle, Washington, to minimize transit time to Arctic and other mission areas. The cutter is expected to operate in remote and harsh environments, including open water and ice within the vessel's classification and capabilities, where shore-based support is limited. As a result, onboard reliability, maintainability, and redundancy of critical systems are essential.

Following the ongoing reactivation and outfitting activities, the government requires comprehensive lifecycle services to:

- Ensure vessel availability and readiness to support assigned missions.
- Maintain compliance with applicable regulatory and environmental standards.
- Train and transition a Coast Guard crew to independently operate and maintain the vessel under the command, guidance, and direction of a designated USCG Commanding Officer.
- Cost-effectively manage parts, consumables, and outfitting necessary to sustain operations.

4 PERIOD OF PERFORMANCE

For planning purposes, the anticipated performance period for the contemplated requirement is:

Base Performance Window: **15 November 2026 through 31 March 2027**

The Government may consider options or follow-on efforts based on mission needs and available funding.

5 SCOPE OF WORK (HIGH LEVEL)

The anticipated requirement is expected to include, but is not limited to, the following high level areas of effort.

5.1 Ship Management and Operations

5.1.1 Provide a fully credentialed, medically qualified crew to operate and maintain USCGC *Storis* under the command, guidance, and direction of a designated USCG Commanding Officer.

5.1.2 Conduct safe vessel operations in port and underway in open water and Arctic/ice conditions, in compliance with applicable U.S. and international maritime, safety, security, and environmental regulations.

5.1.3 Manage day to day vessel operations, including navigation, watch standing, propulsion and power management, deck operations, communications, and routine operational tasks.

5.1.4 Perform general ship husbandry, including victualing, provisioning, and coordination of port services in support of USCG missions.

5.1.5 Operate the vessel as a government owned, contractor operated asset, while maintaining all required documentation, logs, and records and cooperating with USCG inspections and investigations.

5.2 Maintenance and Repair

5.2.1 Plan and execute preventive and corrective maintenance for propulsion, auxiliary machinery, electrical and electronic systems, navigation and communications equipment, deck machinery, HVAC, and habitability systems.

5.2.2 Exercise due diligence to identify and correct system deficiencies; develop and execute repair plans when casualties significantly affect schedule or require support beyond the ship's normal crew.

5.2.3 Support maintenance standards sufficient for safe and reliable operation and substantial compliance with relevant commercial and class equivalent standards, recognizing the vessel's status as a government owned public vessel.

5.2.4 Develop and maintain a recommended onboard inventory of critical spares and address obsolescence and long lead items over the life of the effort.

5.3 Training and Advisory Services

5.3.1 Provide structured onboard and shoreside training to USCG personnel to enable them to safely operate, maintain, and sustain the vessel.

5.3.2 Employ an "Explain – Demonstrate – Guide – Enable (EDGE)" methodology for key evolutions and equipment operations, including hands on instruction on bridge, deck, and engineering systems.

5.3.3 Allow for audio and video recording of training evolutions to support USCG development of digital operator and maintainer guides.

5.3.4 Deliver land-based training (for example, simulator courses, dynamic positioning labs, engineering school) tailored to the vessel and mission profile.

5.3.5 Provide subject matter expert advisory support on vessel specific systems, maintenance strategies, Arctic operations, and best practices.

5.4 Logistics, System Stock, Spares, Consumables, and Outfitting

5.4.1 Procure, store, manage, and properly stow system stock, spare parts, consumables, and outfitting items to sustain safe and effective operations, particularly in remote and Arctic environments.

5.4.2 Establish and manage inventories of manufacturer recommended spares and consumables for mission critical systems and maintain efficient relationships with OEMs and vendors to minimize lead times.

5.4.3 Provide food service, provisions, and general stores that meet specified quality standards and applicable food safety and sanitation codes.

5.4.4 Recognize that materials, equipment, spares, and supplies purchased under the resulting contract for use on USCGC *Storis* will be government property and must remain with the vessel unless consumed and properly disposed of.

5.5 Environmental and Regulatory Compliance

5.5.1 Conduct all operations to prevent environmental pollution and comply with applicable U.S. and, where relevant, international environmental regulations (including vessel discharge and waste management requirements).

5.5.2 Immediately report and support response to spills or pollution incidents in accordance with applicable regulations and the direction of competent authorities.

5.5.3 Integrate environmental compliance and pollution prevention practices into standard operating procedures and crew training.

5.5.4 Substantially comply with commercial standards equivalent to key safety and pollution prevention certificates appropriate to a public vessel, as directed by the government.

5.6 Program Management, Reporting, and Travel

5.6.1 Provide program management and shore based support to coordinate performance, maintain schedule and budget awareness, and ensure effective communication with the contracting officer's representative (COR).

5.6.2 Prepare and submit routine reports (for example, operational status, materials and spares usage, crew mobilization plans, and periodic status updates) as directed by the government.

5.6.3 Plan and manage contractor travel in support of crew changes, training, maintenance, casualty response, advisory support, inspections, meetings, and other mission related activities, in a cost effective manner consistent with federal travel requirements.

5.6.4 Develop and execute crew swap plans (nominally on a 4week cycle, with adjustments for mission needs) that account for training, fatigue, and operational demands.

5.7 Security and Clearance Requirements

5.7.1 Perform all work in compliance with applicable federal laws, regulations, and directives governing protection of Classified National Security Information (CNSI), Controlled Unclassified Information (CUI), and other sensitive information.

5.7.2 Prime contractor must possess a SECRET Facility Clearance (FCL) for contract performance. Safeguarding of classified material at contractor facilities is not anticipated; however, personnel will be exposed to classified information up to and including the SECRET level aboard the vessel (for example, in the pilot house/bridge during operations and mission planning).

5.7.3 Key shipboard positions (such as Master, mates, engineers, selected ratings) will require U.S. citizenship and a final SECRET Personnel Clearance (PCL), supported by appropriate background investigations (for example, Tier 3/SF-86), and execution of required non-disclosure agreements (for example, SF-312).

5.7.4 Contractor personnel requiring recurring access to Coast Guard or other federal facilities and/or networks must meet Homeland Security Presidential Directive-12 (HSPD-12) credentialing requirements, including eligibility for a Common Access Card (CAC), and must comply with Coast Guard identity, credential, and access management processes.

5.7.5 The contractor must have and maintain internal policies, training, and procedures for:

- Handling, discussing, disseminating, and protecting classified information, CUI, and other sensitive data in accordance with the National Industrial Security Program Operating Manual (NISPOM) and DHS/USCG guidance.
- Reporting security relevant events and foreign travel/contacts as required by applicable security directives.

Respondents should address their ability to meet these security and clearance requirements, including current FCL/PCL status, in their capability statements.

6 PLACE OF PERFORMANCE

6.1 Primary Places of Performance

6.1.1 Shipyard / vessel location (e.g., Seattle, Washington or other designated yard or facility).
6.1.2 Temporary berth: Coast Guard Base Seattle, Seattle, Washington.
6.1.3 Shoreside training locations identified by the contractor and/or USCG.
6.1.4 Operations at sea in U.S. waters, the Arctic region, and other areas as directed by USCG.

Final locations will be specified in any future solicitation.

7 INFORMATION REQUESTED FROM INDUSTRY

Interested parties are requested to submit a concise capability statement that addresses, at a high level, the following areas:

7.1 Corporate Capabilities and Relevant Experience

7.1.1 Description of the company's experience providing full ship management for government or commercial vessels of similar size, complexity, and mission profile.
7.1.2 Experience supporting operations in remote, Arctic, or ice-affected environments.
7.1.3 Experience delivering integrated solutions that combine crewing, maintenance, logistics, and training.

7.2 Training and Knowledge Transfer Approach

7.2.1 High-level description of approaches, tools, and facilities used to conduct:
7.2.2 Onboard, hands-on training and mentoring.
7.2.3 Shoreside training (simulators, labs, schools).
7.2.4 Ability to support structured methodologies such as EDGE, and to allow recording of evolutions for use in government training repositories.

7.3 Crew Management and Compliance

7.3.1 Approach to recruiting, credentialing, medically qualifying, and managing crews that meet applicable USCG and regulatory requirements.
7.3.2 Processes for crew swaps, travel, and fatigue management while sustaining operations.

7.4 Maintenance and Logistics Capability

7.4.1 Approach to planned and corrective maintenance, including development of repair plans and support for major repairs.
7.4.2 Capability to manage spares, consumables, and logistics for operations in remote and harsh environments.

7.5 Program Management and Reporting

7.5.1 Proposed program management structure, including key roles, lines of communication, quality control, and risk management.
7.5.2 Ability to meet recurring reporting requirements and coordinate closely with Government personnel.

7.6 Contract Structure and Risk Considerations

High-level comments or recommendations regarding:

7.6.1 Contract types or structures that are suitable for government-owned, contractor-operated vessel support.
7.6.2 Any major risk-sharing or limitation-of-liability considerations industry believes are important for a requirement of this nature.

Respondents are encouraged to identify any potential areas where the draft scope may be unclear, overly prescriptive, or could benefit from industry-standard practices.

8 RESPONSE INSTRUCTIONS

8.1 Page Limit:

It is requested that capability statements not exceed [insert recommended page limit, e.g., 10 pages], excluding cover letter and any title page.

8.2 Format:

Standard business format, using a legible font and margins, suitable for electronic distribution.

8.3 Submission:

Responses shall be submitted electronically in [PDF or Word] format to the Point of Contact listed on the cover page by the due date and time identified.

8.4 Proprietary Information:

If a response includes proprietary information, it should be clearly marked and segregated as appropriate. The Government will handle such information in accordance with applicable regulations.

9 DISCLAIMER

This RFI is issued solely for information and planning purposes. It does not constitute a solicitation, and no contract will be awarded directly from this announcement. The Government is not obligated to issue a solicitation or award any contract as a result of this RFI. The Government will not reimburse any costs incurred in responding to this notice. Respondents will not be notified of the results of the review of their submissions.