GENERAL REQUIREMENTS

1. DESCRIPTION OF REQUIREMENT:

Portland District is seeking to establish MSRAs with ship repair facilities capable of performing major work items listed below, and that possess the necessary safety, technical, and financial qualifications. Only those contractors with an established MSRA who comply with the requirements of each contract action's solicitation (including any mandatory vessel site visits during that solicitation) will be eligible for the award of a job order for any repair, overhaul, maintenance, or emergency work for either of the two (2) Government-owned dredges.

Job Order Solicitations:

Portland District intends to solicit job orders for the annual overhaul and maintenance of each dredge vessel via the Invitation for Bid (IFB) methodology in July 2026. Those contractors with active MSRAs will have already been vetted to be capable of performing the work required by the solicited job order, and selection of a contractor for the job order (from those contractors that respond to the solicitation), will be based on price only.

A contractor's MSRA may state the shipyard is approved to perform work on the Dredge ESSAYONS, Dredge YAQUINA, or both (individually or simultaneously), based on a shipyard's capabilities. It is anticipated that the location of the required work will be limited to the areas of California, Oregon, Washington and Hawaii. Small and large businesses that believe they are capable are encouraged to respond.

Portland District maintains a United States Coast Guard (USCG) Certificate of Inspection as well as an American Bureaus of Shipping (ABS) Load Line for its vessels. All work shall meet the standards of these two regulatory bodies. All overhaul, maintenance, and drydock work shall be performed at the contractor's facility, unless a breakdown occurs that is repairable at sea, at which time the repair will be performed at the ship's location. Each dredge vessel maintains a full crew who live aboard at all times (even during major maintenance and overhauls). The crew will perform work on their vessel that is separate from any work in a job order and may require performance by other contractors. Coordination with the shipyard to facilitate this crew work will be required to prevent delays in work completion by either party. Contractors unable to accommodate a live aboard crew will not be considered for a MSRA.

The Dredge ESSAYONS is a trailing arm suction type Hopper Dredge that has an overall length of 350 feet, a beam molding of 68 feet with drag arms in cradle, a Normal Light Draft Aft of 21 Feet, and is 7,248 long tons.

The Dredge YAQUINA is a trailing arm suction type Hopper Dredge with an overall length of 200 feet, a beam molding of 58 feet with drag arms in cradle, a Normal Light Draft Aft of 10 feet 3 inches and is 2,001 long tons.

NOTE: The Essayons has a beam of 108 feet with the drag arms on dock and the Yaquina has a beam of 85 feet with the drag arms on dock. Should a job order require one or both drag arms to be on dock, some shipyards which otherwise may have been eligible to perform work on the vessel will be unable to compete for the specific job order due to their dry dock limitations.

2. CONTRACTOR SHIPYARD CAPABILITIES:
In order to make a final capability determination, representatives of the Portland District may conduct on-site shipyard reviews following notification of a shipyard's interest in entering into an MSRA. Shipyard visits are at the discretion of Portland District and must be accommodated by the shipyard should Portland District request the visit. Travel restrictions in place, and whether the dry dock has recently performed services on either Portland District vessel, will be considered when making a request to visit a shipyard. Government personnel will require approximately two (2) business days on-site. Portland District will make no payment for any contractor costs associated with the shipyard visit, such as for access and escort.

A. The contractor must demonstrate the following:

- Prospective contractors must have a NAVSEA-approved drydock/graving dock or be in possession of a signed and dated certificate from a Professional Engineer stating that the drydock facilities currently meet all of the requirements applicable to that type of drydocking facility listed in Military Standard No. MIL-STD 1625C(SH), dated 25 August 1987, and Notice 1, dated 30 December 1992.

- Recent (within the last five years), relevant experience with the repair or modernization of ship propulsion, power generation, structural, steering, and ship electronic systems.

- That the shipyard has the necessary space, equipment, facilities, and personnel (or the ability to hire personnel) to perform the following major work items:
    - Pressure washing exterior hull (Keel to upper deck and bulwarks); Spot blasting as applicable
    - Painting areas of the dredge hull below the water line and miscellaneous areas above the upper deck
    - Blasting and coating the entire lower hull, upper hull (Waterline to upper deck and bulwarks)
    - Furnishing and installing new anodes

- Cleaning, inspecting and/or painting anchors, chains, chain lockers and forward / aft tanks
- Complete inspection of the hopper areas
- Hopper door and actuator repairs
- Hopper staging and steel repairs
- Removing and reinstalling propeller blades
- Removing and replacing tail shaft / hub assembly and main propulsion shaft bearings
- Repairing bow thrusters, and Bow thruster remount
- Replacing trunnion inlet valve and associated piping
- Replacing rudder, rudder stock and bushings
- Inspecting and replacing skin valves and sea strainers
- Inspecting, cleaning, removing and/or overhauling supply and exhaust fans
- Cleaning pump and engine room bilges
- Inspecting and maintaining fire detection and extinguisher systems
- ABS special survey
- Drag arm system winch repairs and machinery overhauls
- Possible replacement of dredge engines, pumps, and piping
- Repair and/or replacement of marine propulsion and generator engines and gearboxes

B. For services requiring a dock and wet berth, at the minimum, the dock and berth shall meet the following criteria/be capable of providing:

- **For both vessels (docked individually or in tandem):**
  - Documented pounds per square foot load capability with a minimum rating of AASHTO HS-20
  - Compressed air – minimum 100 psig @ 45 SCFM utilizing an air dryer to vessel's 1-1/2" air connection
  - Daily garbage removal service
  - Receiving tank or other suitable system in place to receive effluent from the vessel sewage plant
  - Potable water @ a minimum of 90 PSI, 50gph
  - Fire protection water @ a minimum 400 gpm, 50 psig to vessel's 2-1/2" NST connection.
  - Two commercial telephone lines
  - Crane services capable of reaching all areas of the vessel with a minimum lifting capacity of 10,000 pounds

- **For Dredge ESSAYONS:**
  - Minimum low water level of 25 ft
  - 380 ft between fore and aft tie off kevels

    - 50 ft x 16 ft clear dock working area
    - Minimum 6400 SqFt of laydown area for GFM storage and servicing. Laydown to be in one contiguous area.
    - 1200 amp, 480 Volts A.C., 3 phase, 60 cycle continuous electrical service with a Ground Fault Circuit Interrupter (GFCI) and phase protection
    - Fresh water for ship cooling system. Supply shall be less than 90 Degrees F at 90 psig and 175 gallons per minute. For closed loop systems supply water must be a minimum of 25 Degrees F cooler than return water from ship. System must be able to place in service within two hours of vessel being dry-docked

- **For Dredge YAQUINA:**
    - Minimum low water level of 20 ft
    - 250 ft between fore and aft tie off kevels
    - 50 ft x 16 ft clear dock working area
    - Minimum 3600 SqFt of laydown area for GFM storage and servicing. Laydown to be in one contiguous area.
    - 400 amp, 480 Volts A.C., 3 phase, 60 cycle continuous electrical service with a Ground Fault Circuit Interrupter (GFCI) and phase protection

C. For services requiring dry dock:

- The dry dock shall have a minimum lift capacity of 7,500 long tons for the Essayons and 2,001 long tons for the Yaquina.
- Wing wall clearance capability shall be provided to Portland District for its determination of shipyard limitations for work requiring drag arms on dock.
- Minimum keel block height shall be 6 ft.

D. Facility requirements:

- Must meet OSHA and USACE 385-1-1 requirements.

3. SUBMISSION REQUIREMENTS FOR RESPONSES TO THIS SOURCES SOUGHT SYNOPSIS

A. General Information:

1. Point of Contact name, email address, and phone number.

2. CAGE Code and Unique Entity ID number (All contractors are required to be registered in the DOD System for Award Management (SAM) via https://www.sam.gov).

3. In the event that the contractor is a small business under NAICS 336611 or that of a

similar size standard, state the category of small business, such as 8(a), HUBZone, Veteran Owned Small Business, Woman Owned Small Business, or SDVOSB.

4. Statement of Capability (SOC)

- Statement of the contractor's skills, knowledge, experience, and capability to perform the described work, such as documentation and examples of recent relevant experience and technical competence with the repair or modernization of ship propulsion, power generation, structural, steering, and ship electronic systems.

- Statement of availability of Dry-Dock and Mooring Berth.

- Documentation and locations of ports of call that are available for underway repairs in any or all of the following areas: California, Oregon, Washington, and Hawaii

5. Teaming Arrangement (if applicable). Include the roles for each team member as well as the socio-economic status that will be considered for this proposed arrangement.

B. Qualifications Documentation:

1. Submit a completed Attachment A - Qualification checklist for both vessels, if applicable.

2. Submit point of contact information for coordinating facility site visit for USACE representative to certify compliance with OSHA and USACE 385-1-1.

3. Submit documentation demonstrating the contractor's performance of up to five projects within the past five years that are similar in size and scope to Portland District's requirements, as described below.

a. To be considered similar in size to Dredge YAQUINA, a project must have a total final cost of greater than $4 million.

b. To be considered similar in size to Dredge ESSAYONS, a project must have a total final cost of greater than $8 million.

c. For a project to be considered similar in scope, the contractor must demonstrate that at a minimum, all of the following types of work were complete:

i. Ship fitting (gas/arc/shear cutting, rolling, shaping, grinding and fitting steel plates and shapes);
ii. Sheet metal work (forming, shaping, gas/arc/shear cutting and stamping steel sheets);
iii. Welding (steel plates and shapes and piping joints and fittings);
iv. Pipefitting (targeting, fitting, bending, pickling, testing, stress relieving and threading);
v. Machinist/Mechanical (removing, machining, repairing, testing, cleaning, hydraulic flushing and reinstalling shafting, propellers, sea chests, foundations, winches, elevator hoists, davits, deck equipment, pumps, valves and bearings);
vi. Electrical (installing and checking out ships' cabling, controllers, switchboards, equipment, motors including motor rewind and repair, lighting, communications, telephones, solenoids, pressure level indicators and metering);
vii. Electronics (removing, repairing, reinstalling and operational testing of electronic equipment);
viii. Rigging (availability of equipment to remove and to install major ship components and equipment);
ix. Painting/coating; and
x. Quality control.

4. INSTRUCTIONS

Submit technical inquires and questions relating to this sources sought in writing via email to Brandon Lasich (brandon.m.lasich@usace.army.mil) and Ian Lutjens (ian.k.lutjens@usace.army.mil). To ensure adequate time for Portland District reply prior to the response due date, inquiries must be submitted no later than seven (7) calendar days prior to the response due date.

Please submit documentation in the same order and labeled as shown above. All required documentation shall be submitted via email to Brandon Lasich (brandon.m.lasich@usace.army.mil) and Ian Lutjens (ian.k.lutjens@usace.army.mil) prior to the response due date.

5. SMALL BUSINESS POINT OF CONTACT

The point of contact for small business questions or assistance is the Portland District Deputy for Small Business:

Michael Stearns
Phone: 410-962-5674
Email: Michael.D.Stearns@usace.army.mil