Solicitation: N6264926R00130009

Title: YON 285 Outfit_Additional Solicitation Q&A

1. Insufficient Preparation Period Post-Award

Based on our operational experience, a minimum of two to three months is required from the contract award to the actual commencement of work. This lead time is essential for securing the necessary personnel and equipment, as well as for the import and procurement of Contractor-Furnished Materials (CFM), including specific coatings/paints. The proposed schedule--with a contract award expected on September 1 and work starting on September 28--provides less than a month, which presents severe logistical risks.

Response: The desired start date for this requirement is 28 September 2026. Upon this start date, any work encompassing action for this project is authorized to commence. Permissible early actions include, but are not limited to, material ordering, pre-fabrications, dock preparation, and document reviews.

2. Insufficient Performance Period (Execution Time)

We evaluate that the proposed execution timeframe is insufficient for a project of this scope. To ensure safe and high-quality completion of the scope of work, a minimum dry-docking period of six months is required.

Response: The Government acknowledges potential resource limitations. The docking schedule may be reworked and amended to alleviate resource constraints. Offerors are permitted to include a proposed Period of Performance (POP) in their submissions. This proposed POP should be based on the contractor's location availability and their estimated duration to complete the required work.

3. Availability of Qualified Welders and Certification Requirements

There is currently a critical shortage of welders in the Sasebo area who meet the specific U.S. Navy qualifications. Furthermore, given that the technical standards required for a barge (YON) differ fundamentally from those for standard surface combatants, compliance with the current rigid requirements is extremely difficult. Unless the welding and Non-Destructive Testing (NDT) requirements are amended to accept alternative commercial certifications (such as ABS, NK, or JIS), it is unfeasible for us to support this project.

Response: While offerors must hold the appropriate welding certifications as required by the solicitation, all proposed welding processes will be subject to strict vetting and approval through the Government's Quality Assurance (QA) program. The following 2-step approach for this requirement is as follows:

A. Before award (RFP requirement): Please submit alternate welding standards along with objective documentation as soon as possible proving technical equivalence to the USN standards as part of your technical proposal/PoP plan.

B. After award: The actual formal vetting, detailed procedure qualification, and final approval of the specific welding procedures will be handled by the SRF QA as soon as possible after award.

Offerors must account for this QA vetting process--including associated timelines and compliance measures--and explicitly address their approach to meeting these QA requirements within their technical proposal. Please submit proposals to use alternate welding qualifications and their associated procedures to the SRF QA Department for consideration as soon as possible.

4. Lack of Available Docking Space

We currently have no available facility or space to dock and dry-dock the vessel. To make execution feasible, we would require the U.S. Navy to provide and make available Dry Dock No. 2 for this project.

Response: We are working with the Planning yard to clarify the lifting of the craft. Response will be sent out once technical review by the designated Planning Yard is complete.

5. We are concerned that we may not be able to handle this project because we do not possess the Welding Procedure Specification (WPS) for thicknesses under 0.1875 inches regarding Item No. 518 under "5. Government Furnished Material (GFM), 5.1 SRF will provide following material. "Therefore, we would appreciate it if you could advise us whether this item can be excluded from the contract specifications, or if there are any alternative solutions we could implement.

Response: We cannot exclude this from the contract since it is inherently apart of the drawing and installation of the component.