

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. CONTRACT ID CODE	PAGE OF PAGES 1   3
2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 15 July 2004	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. (If applicable) Admin #04-BR-024	
6. ISSUED BY NAVAL SURFACE WARFARE CNTR CARDEROCK DIVISON CODE 3321: BARBARA ROTHENBERG 9500 MACARTHUR BLVD WEST BETHESDA MD 20817-5700	CODE N00167	7. ADMINISTERED BY (If other than Item 6) CODE		
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code)			( <input checked="" type="checkbox"/> ) 9A. AMENDMENT OF SOLICITATION NO. N00167-04-R-0008	( <input checked="" type="checkbox"/> ) 9B. DATED (SEE ITEM 11) 21 JUNE 2004
			10A. MODIFICATION OF CONTRACT/ORDER NO.	10B. DATED (SEE ITEM 13)
CODE	FACILITY CODE			

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers  is extended,  is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)

**13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.**

() A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.

B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103 (b).

C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:

D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor  is not,  is required to sign this document and return \_\_\_\_\_ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)  
The purpose of this amendment is to provide answers to an offeror's questions under the above referenced RFP. Accordingly,

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Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) 	
15B. CONTRACTOR/OFFEROR  (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____ (Signature of Contracting Officer)	16C. DATE SIGNED

Continued:

1. Question: Please elaborate on the 100 foot steel workboat referenced in the Statement of Work. Is this contractor provided?

Answer: YES. The contractor shall provide the 100 foot steel workboat as referenced in Section C – Statement of Work.

1.a. Question: What are the notification requirements, etc?

Answer: The contractor will be notified approximately 2-3 weeks before services are required as referenced in Section C, paragraph number 3, Scope of Work.

2. Question: If the vessel meets the USCG technical requirements to carry passengers for hire, why is a manual engine shutdown required at all helm stations?

Answer: The manual engine shutdown is an additional safety requirement.

3. Question: Para 3.1.7 indicates that the brow must accommodate any Navy ship. Is this an accurate requirement?

Answer: The brow is specifically required for submarine transfers. Surface ship transfers would most likely be conducted from a raised platform, to a weather deck or Jacob's ladder.

3.a. Question: Identify the class of ships that the contractor will be operating with.

Answer: This applies to all US Navy ships.

4. Question: Is there a wage determination related to this solicitation?

Answer: NO. A wage determination is not included. The Service Contract Act does not apply to contracts performed outside the United States in accordance with FAR 22.1003-2.

5. Question: If the Government could avoid additional costs related to this charter, would the Government consider reducing the passenger requirement from 50 to 49 passengers?

Answer: Section C – Statement of Work, paragraph 3.1.6 states the vessel shall be USCG certified for a minimum of 48 personnel, not including the crew.

6. Question: Additional alterations once on hire may require USCG approval. Will the Government provide engineering & liaison support to the contractor and the USCG for these alterations?

Answer: NO. The Government will not provide engineering and liaison support under the contract and the USCG for any alterations.

7. Question: Is there specific guidance on submarine fendering?

Answer: NO. The Statement of Work allows the contractor to do the submarine fendering as long as they meet the requirements as stated in the SOW, Section C, paragraphs 3 and 3.1.7.

8. Question: Will the government consider designating this a “demise charter”?

Answer: The term “demise charter” is defined as an agreement by which the charterer takes over a vessel and supplies crew, stores, fuel, and all incidentals, including dry-docking and repairs and in effect becomes the vessel’s owner for a sum or rate stipulated”.

No, the Government does not consider this a “demise charter”.

9. Question: If there are less than 10 days between ROS and FOS can the vessel remain docked at AUTECH?

Answer: Yes, at the contractor’s expense and at AUTECH’S discretion.

10. Question: Will the Government provide any vessel crew transport between AUTECH and the US mainland?

Answer: Yes, but on a case-to-case pre-approved basis. The crew will normally arrive and depart AUTECH on the transfer vessel.

11. Question: When transferring from the PTV to a surface ship, will the ship’s accommodation ladder be available?

Answer: Availability of a ship’s accommodation ladder would be on a case-to-case basis, but in most cases, the transfer will be made using a Jacob’s ladder.

12. Question: How will the submarine fendering be evaluated on a newly offered vessel?

Answer: A pre-award survey will be conducted in accordance with Section L, CAR-L11, Item (2), Pre-Award Survey.

13. Question: How will the vessel speed be evaluated on a newly offered vessel?

Answer: The vessel speed will be measured by a Global Positioning System (GPS).

14. Question: Please confirm our understanding of the response requirement from ROS to FOS. Are we correct to assume that once notified the vessel must report to AUTECH and be ready for service within 72 hours?

Answer: YES.

15. Question: Will hotel services for oily waste, sewage & HAZMAT disposal be available while the vessel in FOS?

Answer: NO. These services will not be made available.

16. Question: Will admin support services for the contractor such as Internet access, fax & copying machines be available at AUTECH?

Answer: NO. The contractor will have to arrange for these services.