

10 AUGUST 2022

FROM: MILITARY SEALIFT COMMAND, SERVICE SUPPORT
SHIPS PROGRAM OFFICE (PM4)
SOURCES SOUGHT NO: N32205SSPM422011
SUBJECT: HARBOR TUG CALL OUT SERVICES FOR APRA HARBOR,
GUAM; KETCHIKAN, AK; SEAL BEACH AND LONG
BEACH, CA; PORT HUENEME, CA; PUGET SOUND, WA;
VBSS – SAN DIEGO, CA; AND EARLE, NEW JERSEY

THIS IS A REQUEST FOR INFORMATION ONLY, AND YOUR RESPONSE IS NOT AN OFFER. THIS REQUEST FOR INFORMATION DOES NOT COMMIT THE GOVERNMENT TO PAY ANY COSTS INCURRED IN PREPARATION OF ANY SUBMISSION TO THIS SOURCES SOUGHT OR TO CONTRACT FOR SERVICES. THIS REQUEST FOR THE FOLLOWING INFORMATION IS TO DETERMINE WHETHER AN OPTION ON AN EXISTING CONTRACT WILL BE EXERCISED.

1. MSC REQUESTS INFORMATION FOR U.S. FLAG TUG SERVICES TO PROVIDE HARBOR SUPPORT, SHIP HANDLING AND PERSONNEL TRANSFER SERVICES FOR THE ABOVE LISTED PORT AREAS AND SURROUNDING WATERS. THE NUMBER OF TUGS MAY VARY DEPENDING ON THE SEVERITY OF CONDITIONS AND THE EXPECTED SCOPE OF WORK. THIS REQUIREMENT IS FOR TASKING THAT CANNOT BE SATISFIED WITH GOVERNMENT OWNED, CONTROLLED OR TIME-CHARTERED VESSELS (BOTH CURRENT AND FOLLOW-ON REQUIREMENTS). THE ACTUAL WORK MAY VARY CONSIDERABLY FROM THE USAGE ESTIMATES CONTAINED HEREIN.
2. THE FOLLOWING LIST, ALL-INCLUSIVE IN NEITHER SCOPE NOR DESCRIPTION, IS ILLUSTRATIVE OF THE SERVICES TO BE PERFORMED UNDER THIS CONTRACT:
 - (a) TOWING, TWISTING, MOORING, BERTHING, DOCKING, STREAMING, SHIFTING, ASSISTING, PULLING, AND ESCORTING THOSE VESSEL TYPES IDENTIFIED IN ATTACHMENTS TO THIS CONTRACT AND MISCELLANEOUS OTHER VESSELS, BARGES, SUBMARINES, CRAFTS, HULLS, SLEDS, DERRICKS, LIGHTERS, AND OBJECTS OF WHATSOEVER NATURE INCLUDING ANYTHING CARRIED THEREON. GOVERNMENT RESERVES THE RIGHT TO USE GOVERNMENT-OWNED, CONTROLLED, OR CHARTERED TUGS OR TUGS SEPARATELY OR JOINTLY WITH OWNER'S TUGS IN THE PERFORMANCE OF ANY SERVICES LISTED IN THIS CONTRACT.
 - (b) TRANSFERRING OF PILOTS AND GOVERNMENT PERSONNEL BY TUG.
 - (c) EMERGENCY SUPPORT SERVICES, AS DESCRIBED ABOVE.
 - (d) LINE HANDLING.
 - (e) PROVIDING PERSONNEL (OTHER THAN A RIDING CREW) TO GO ABOARD A TOW.

- (f) OWNER'S REPRESENTATIVE SHALL PROVIDE ADEQUATE STAFF AND COMMUNICATIONS TO PROMPTLY RESPOND TO GOVERNMENT'S REQUEST FOR SERVICES UNDER THIS CONTRACT ON A 24-HOUR-DAY BASIS.

3. APRA HARBOR, GUAM - SPECIFIC REQUIREMENTS:

- 3.1 MSC REQUIRES FIVE U.S. FLAG TUGS TO PROVIDE HARBOR SUPPORT SERVICES AND SHIP HANDLING FOR THE REGION OF APRA HARBOR, GUAM AREA. THE VESSEL UNDER THIS CONTRACT SHALL HAVE THE FOLLOWING MINIMUM CHARACTERISTICS:

CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	U.S.	CLASSIFICATION	DOCUMENTED COMPLIANCE WITH A RECOGNIZED MARINE SAFETY PROGRAM (EXAMPLES OF THIS INCLUDE CLASSIFICATION BY RECOGNIZED REGULATORY SOCIETY, DEMONSTRATED ADHERENCE TO AMERICAN WATERWAYS OPERATORS RESPONSIBLE CARRIER PROGRAM, ISM CERTIFICATION, ETC.)
PROPULSION TYPE	THREE TRACTOR AND TWO CONVENTIONAL TWIN SCREW	ENDURANCE	SEVEN DAYS ENDURANCE WITH A MINIMUM OPERATIONAL RANGE OF 500 NAUTICAL MILES
BOLLARD PULL	TRACTOR (MIN. 100,000 LBS. BOLLARD PULL AHEAD.) TWIN SCREW (MIN. 50,000 LBS. BOLLARD PULL AHEAD.)	PASSENGER CAPACITY:	12 PEOPLE MAXIMUM IN ADDITION TO MASTER AND CREW, WITHOUT PROVISIONS FOR VICTUALING AND BERTHING.

TRANSIT SPEED	11 KNOTS MINIMUM AT 80% RATED HORSEPOWER IN	MAXIMUM DRAFT:	16 FEET (SALT WATER), FULLY LADEN.
SEWAGE CAPACITY	MINIMUM OF 24 HRS.	MAXIMUM LENGTH	110 FEET
SURFACE CONFIGURATION AND FENDERING	NON-MARKING FENDERING, CLEAN, SUFFICIENT AND CONFIGURED TO PREVENT METAL- TO-HULL CONTACT WITH SURFACE VESSELS.	SUBSURFACE CONFIGURATION AND FENDERING	NON-MARKING FENDERING, CLEAN, SUFFICIENT AND CONFIGURED TO PREVENT METAL-TO- HULL CONTACT WITH SUB-SURFACE VESSELS. FENDERING SHOULD BE FIRMLY SECURED TO VESSEL ALONG ENTIRE LENGTH. FENDERING INCLUDES PROPELLER GUARDS, IF APPLICABLE
BROW	ONE BROW TO ALLOW FOR THE SAFE TRANSFER OF TWO PASSENGERS AT A TIME. THE BROW SHALL BE A MINIMUM OF TWO FEET IN WIDTH FOR THE ENTIRE LENGTH. SUCH BROW SHALL BE OF SUFFICIENT LENGTH TO ASSURE SAFE PASSAGE OF PERSONNEL FROM THE TUG TO THE DECK OF A TRIDENT SUBMARINE. THE END OF THE BROW SHALL BE FITTED WITH	MAXIMUM AIR DRAFT	TUGS SHALL MEET HEIGHT RESTRICTIONS OF 24 FT. FROM THE WATERLINE TO THE TOP OF THE PILOTHOUSE. THIS DOES NOT INCLUDE THE HEIGHT OF THE MAST, WHICH SHOULD NOT INTERFERE FOR A CARRIER MAKEUP.

LINES	MINIMUM EIGHT INCHES CIRCUMFERENCE AND SUFFICIENT FOR SERVICES UNDER THIS CONTRACT.	CAPSTANS/WINCHES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT
NAVIGATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S.COAST GUARD FOR INLAND AND	COMMUNICATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S. COAST GUARD AND FCC FOR INLAND AND INTERNATIONAL WATERS

3.2 **SCHEDULE OF ESTIMATES:** THE FOLLOWING ESTIMATES ARE NOT A GUARANTEE OF WORK. THIS INFORMATION IS PROVIDED FOR ESTIMATION PURPOSES ONLY. ANY DIFFERENCE IN THE ACTUAL NUMBERS OR WORKLOAD EXPERIENCED SHALL NOT FORM THE BASIS FOR ANY CLAIM OR EQUITABLE ADJUSTMENT.

TRACTOR TUG	CALLS/HOURS	NUMBER OF TUGS	TOTAL CALLS/HOURS
SERVICE RATE	127 CALLS	3	381 CALLS
HOURLY RATE	127 HOURS	3	381 HOURS
OVERTIME	28 HOURS	3	84 HOURS

TWIN SCREW TUG	CALLS/HOURS	NUMBER OF TUGS	TOTAL CALLS/HOURS
SERVICE RATE	23 CALLS	2	46 CALLS
HOURLY RATE	23 HOURS	2	46 HOURS
OVERTIME	5 HOURS	2	10 HOURS

3.3 **AVAILABILITY:** THE TUG SHALL BE AVAILABLE 24 HRS/DAY, 7 DAYS/WEEK. AFTER RECEIVING A REQUEST FOR SERVICE FROM AN AUTHORIZED GOVERNMENT OFFICIAL (SEE “REQUESTS FOR SERVICE” BELOW), TUGS SHALL BE FULLY CREWED AND READY FOR SERVICE IN ACCORDANCE WITH THE RESPONSE TIMES IN THE TABLE BELOW.

3.4 **NOTIFICATION:** SERVICES SHALL REQUIRE NO MORE THAN THE FOLLOWING NOTIFICATION TIMES BEFORE THE TUGS SHALL BE ON-SITE READY TO PERFORM:

TIME	REQUIRED NOTIFICATION
<i>STRAIGHT TIME:</i> 0500 - 1700 HOURS LOCAL TIME, MONDAY THROUGH FRIDAY, EXCEPT WEEKENDS AND FEDERAL HOLIDAYS AS DIRECTED BY THE COR. THE START OF THE STRAIGHT TIME WILL BE SET ON A DAILY BASIS BY THE COR WITH 24 HOUR NOTIFICATION.	TRACTOR: 15 MINUTES TWIN SCREW: 24 HOURS
<i>OVERTIME:</i> ALL HOURS NOT COVERED BY STRAIGHT TIME AND ALL WEEKENDS AND FEDERAL HOLIDAYS.	TRACTOR: 15 MINUTES TWIN SCREW: 24 HOURS

3.5 **PRICING SHEET:** *APRA HARBOR, GUAM*

TRACTOR TUG	1-YEAR EXTENSION
SERVICE RATE	
HOURLY RATE	
OVERTIME	
TWIN SCREW	
SERVICE RATE	
HOURLY RATE	
OVERTIME	

3.6 **RATE STRUCTURE:** THE HOURLY RATE SHALL BE INCLUSIVE OF WEEKENDS AND HOLIDAYS, BASED ON THE REQUIRED AVAILABILITY ABOVE. THE SERVICE RATE IS INCLUSIVE OF FUEL, WHICH WILL NOT BE SUPPLIED/REIMBURSED BY THE GOVERNMENT.

(a) **TUG SERVICE RATE:** THIS RATE APPLIES FOR ALL TYPES OF SERVICES THAT THE TUG CAN PERFORM AND THAT ARE CONTEMPLATED BY THIS CONTRACT. THIS RATE INCLUDES ALL OF THE FOLLOWING ITEMS: PENALTY TIME; FUEL COSTS; BONUSES; PAYMENTS; EMOLUMENTS PAYABLE TO THE MASTER, OFFICERS AND CREW FOR SERVICES UNDER

THIS CONTRACT; THE COST, IF ANY, OF TRANSIT TO AND FROM THE LOCATION; AND ANY OTHER COSTS INCURRED IN RESPONDING TO THE GOVERNMENT'S ORDER. THE TUG SERVICE RATE SHALL BE EARNED FOR THE FIRST HOUR OF SERVICE, SUCH SERVICE TO BE CALCULATED FROM THE DATE AND TIME THE TUG REPORTS IN ALL ASPECTS READY TO PERFORM AT THE LOCATION, TIME AND DATE (BUT NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT) SPECIFIED IN THE GOVERNMENT ORDER. CONSECUTIVE WORK SHALL NOT INCUR MORE THAN ONE SERVICE RATE CHARGE UNLESS THE TUG IS RELEASED FROM GOVERNMENT CONTROL BETWEEN WORK.

- (b) **HOURLY RATE:** EACH JOB SHALL EARN THE HOURLY RATE, PRO-RATED TO THE NEAREST QUARTER HOUR, AFTER COMPLETION OF THE FIRST HOUR OF TUG SERVICE RATE. THE HOURLY RATE WILL CONTINUE TO BE EARNED UNTIL THE GOVERNMENT DISMISSES THE TUG.
- (c) **CANCELLATION RATE:** ORDERS CANCELLED WITHIN 48 HOURS AFTER RELEASE OF THE DELIVERY ORDER WILL INCUR NO CHARGE. ORDERS CANCELLED 48 HOURS OR MORE AFTER RELEASE OF THE DELIVERY ORDER WILL INCUR A CHARGE EQUAL TO ONE HOUR AT THE HOURLY RATE.
- (d) **OVERTIME RATE:** IF OFFERED, THIS HOURLY RATE SHALL BE ADDED TO THE HOURLY RATE FOR ANY WORK PERFORMED DURING OVERTIME HOURS FROM 1701-0459, AS DEFINED IN THIS CONTRACT. IF OFFERED, IT SHALL ALSO BE ADDED TO THE TUG SERVICE RATE IF THE FIRST HOUR OF SERVICE COVERED BY THE TUG SERVICE RATE STARTS OR ENDS IN OVERTIME. THIS RATE SHALL BE PRO-RATED TO THE NEAREST QUARTER HOUR.

4. KETCHIKAN, AK – SPECIFIC REQUIREMENTS:

4.1 MSC REQUIRES THE CALL-OUT SERVICES OF ONE TUG TO SUPPORT OPERATIONS AT THE NAVAL SEA SYSTEMS COMMAND'S (NAVSEA) SOUTHEAST ALASKA ACOUSTIC MEASUREMENT FACILITY (SEAFAC) LOCATED IN BEHM CANAL NEAR KETCHIKAN, ALASKA. THE U.S. NAVY (USN) CONDUCTS SUBMARINE OPERATIONS AT THIS FACILITY APPROXIMATELY TWELVE TIMES EACH YEAR. DURING THESE OPERATIONS, A VISITING SUBMARINE WILL MOOR TO A STATIC SITE TO PERFORM ACOUSTIC MEASUREMENTS FOR APPROXIMATELY TWENTY-FOUR TO FORTY-EIGHT HOURS WITH THE AVERAGE BEING 36 HOURS FOR EACH MOVEMENT. WHILE MOORED AT THIS STATIC SITE, NAVY REGULATIONS DICTATE THAT A SUPPORTING VESSEL MUST BE POSITIONED AND EQUIPPED SUCH THAT IT CAN BE ALONGSIDE THE

SUPPORTED SUBMARINE AND READY TO WORK, WITHIN TWO HOURS OF NOTIFICATION. IF THE SUPPORTING VESSEL WERE CALLED UPON TO MANEUVER THE SUBMARINE, IT WOULD BE TASKED TO MANEUVER THE SUBMARINE WITHIN THE IMMEDIATE VICINITY OF THE STATIC SITE TO A LOCATION SUITABLE FOR STABILIZATION.

4.2 **SCOPE OF WORK:** IN A GIVEN YEAR, THE ESTIMATED NUMBER OF HOURS OF REQUIRED CHARTER VESSEL SUPPORT, HEREBY REFERRED TO AS STAND-BY CHARTER TOWING SERVICES, IS 432 HOURS. THIS TOTAL IS BASED ON AN ESTIMATED FIFTEEN SUBMARINE VISITS TO THE SEAFAC SITE PER YEAR, WITH EACH VISIT REQUIRING APPROXIMATELY 36 HOURS OF CALL-OUT TUG SERVICES. DUE TO THE INHERENT DYNAMIC NATURE OF MILITARY OPERATIONS AT THE SITE, OPERATIONAL SCHEDULES ARE SUBJECT TO CHANGE. WHEN PERFORMING CALL-OUT TUG SERVICES, THE SUPPORTING TUG MUST BE POSITIONED AND EQUIPPED SUCH THAT IT CAN BE ALONGSIDE THE SUPPORTED SUBMARINE AND READY TO WORK, WITHIN SEVEN DAYS OF NOTIFICATION. IF THE SUPPORTING VESSEL WAS CALLED UPON TO MANEUVER THE SUBMARINE, IT WOULD BE TASKED TO MANEUVER THE SUBMARINE WITHIN THE IMMEDIATE VICINITY OF THE STATIC SITE TO A LOCATION SUITABLE FOR STABILIZATION WITHIN THE AREA OF OPERATIONS.

4.3 **SCHEDULE OF ESTIMATES:** THE FOLLOWING ESTIMATES ARE NOT A GUARANTEE OF WORK. THIS INFORMATION IS PROVIDED FOR ESTIMATION PURPOSES ONLY. ANY DIFFERENCE IN THE ACTUAL NUMBERS OR WORKLOAD EXPERIENCED SHALL NOT FORM THE BASIS FOR ANY CLAIM OR EQUITABLE ADJUSTMENT.

1-YR EXTENSION	ESTIMATED CALL OUTS	ESTIMATED SERVICE RATE HOURS	HOURLY RATE
	12	36	432

(a) **TUG SERVICE RATE:** THE TUG SERVICE RATE VICE, SUCH SERVICE TO BE CALCULATED FROM THE DATE AND TIME THE TUG IN ALL REPORTS IN ALL ASPECTS READY TO PERFORM AT THE LOCATION, TIME AND DATE (BUT NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT) SPECIFIED IN THE GOVERNMENT ORDER. THE SERVICE RATE SHALL BE INCLUSIVE OF THE ESTIMATED FUEL CONSUMPTION COST. CONSECUTIVE WORK SHALL NOT INCUR MORE THAN THE ONE SERVICE RATE CHARGE UNLESS THE TUG IS RELEASED FROM GOVERNMENT CONTROL BETWEEN WORK.

(b) **HOURLY RATE:** EACH JOB SHALL EARN THE HOURLY RATE, PRO-RATED TO THE NEAREST QUARTER HOUR, AFTER COMPLETION OF THE FIRST HOUR OF SERVICE. THE HOURLY RATE WILL CONTINUE TO BE EARNED UNTIL THE VESSEL IS DISMISSED BY THE GOVERNMENT.

(c) **CANCELLED ORDERS:** ORDERS CANCELLED OUTSIDE THE REQUIRED NOTIFICATION PERIOD SHOWN IN THE STATEMENT OF WORK WILL INCUR A CHARGE EQUAL TO TWO HOURS AT THE HOURLY RATE. ORDERS CANCELLED WITHIN THE REQUIRED NOTIFICATION PERIOD WILL INCUR NO CHARGE.

4.4 VESSEL(S) CHARACTERISTICS:

MINIMUM VESSEL CHARACTERISTICS	
FLAG	U.S.
COMPLIANCE	JONES ACT
TOWING CAPACITY	2,200 HP
BOLLARD PULL	30 TONS
TOW ROPE	SYNTHETIC / 80 TON STRENGTH; SUFFICIENT QUANTITY TO MEET PWS REQUIREMENTS.
SURFACE CONFIGURATION	CONFIGURED TO PREVENT METAL-TO-METAL CONTACT WITH SUPPORTED TUGS.
COMMUNICATION EQUIPMENT	CAPABILITY TO PROVIDE TWO-WAY COMMUNICATIONS OF FREQUENCIES OF CH 12, CH 13 AND CH 16. CELLULAR PHONE.
NAVIGATION EQUIPMENT	MINIMUM REQUIRED BY USCG FOR INLAND WATERS.

4.5 PHYSICAL CHARACTERISTICS OF USN SUBMARINES VISITING THE SITE FOLLOW:

TYPE	LENGTH	BEAM	DRAFT	DISPLACEMENT
726 (SSBN/GN)	560 FT	42 FT	36 FT	17K TONS
774 (SSN)	377 FT	34 FT	32 FT	7K TONS
21 (SSN)	353 FT	40 FT	35 FT	7.5K TONS
688 (SSN)	360 FT	33 FT	32 FT	6K TONS

4.6 PRICING SHEET: *KETCHIKAN, AK*

VESSEL NAME	ONE-YEAR EXTENSION RATES
TUG SERVICE RATE	\$
HOURLY RATE	\$

5. SEAL BEACH AND LONG BEACH, CA - SPECIFIC REQUIREMENTS:

5.1 MSC REQUESTS INFORMATION FOR TWO U.S. FLAG TUGS TO PROVIDE HARBOR SUPPORT, SHIP HANDLING AND PERSONNEL TRANSFER SERVICES FOR THE SEAL BEACH AND LONG BEACH, CA AREAS AND SURROUNDING WATERS.

5.2 **NOTIFICATION:** WHEN TUG SERVICE IS REQUESTED, SERVICE SHALL BE PROVIDED WITHIN THE TIME SPECIFIED IN THE “REQUIRED RESPONSE” BOXES, BELOW:

TIME	REQUIRED RESPONSE
STRAIGHT TIME: 0600-1700 HOURS M-F FEDERAL HOLIDAYS SUBJECT TO CHANGE BY THE COR.	TWO HOURS
OVERTIME: ALL HOURS NOT COVERED IN STRAIGHT TIME AND ALL WEEKENDS AND FEDERAL HOLIDAYS	TWO HOURS

5.3 **SCHEDULE OF ESTIMATES:** THE FOLLOWING ESTIMATES ARE NOT A GUARANTEE OF WORK. THIS INFORMATION IS PROVIDED FOR ESTIMATION PURPOSES ONLY. ANY DIFFERENCE IN THE ACTUAL NUMBERS OR WORKLOAD EXPERIENCED SHALL NOT FOR THE BASIS FOR ANY CLAIM OR EQUITABLE ADJUSTMENT. NORMALLY TWO TUGS ARE REQUIRED FOR EACH CALL OUT BUT MAY NOT ALWAYS BE THE CASE.

CALL-OUTS / HOURS PER PERIOD				
	CALL-OUTS FIRST HOUR AT SERVICE RATE	ADDITIONAL HOURS AT HOURLY RATE	OVERTIME	STANDBY DAYS AT THE DAILY RATE
SEAL BEACH	240	80	40	21
LONG BEACH	40	10	4	N/A

5.4 THE VESSEL(S) SHALL HAVE THE FOLLOWING MINIMUM CHARACTERISTICS:

CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	USA	CLASSIFICATION	RECOGNIZED IACS CLASSIFICATION SOCIETY
PROPULSION TYPE	TWIN SCREW OR BETTER	BOLLARD PULL AHEAD	100,000 LBS
SURFACE CONFIGURATION	CONFIGURED TO PREVENT HULL-TO-HULL CONTACT WITH SURFACE VESSELS	SURFACE FENDERING	NON-MARKING FENDERING, CLEAN AND SUFFICIENT TO PREVENT HULL-TO-HULL CONTACT WITH SURFACE VESSELS
LINES	LINES AND WIRES, AND ASSOCIATED EQUIPMENT SUFFICIENT TO SAFELY AND EFFICIENTLY PERFORM THE SERVICES UNDER THIS CONTRACT	CAPSTANS/WINCHES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT WITH MINIMUM SAFE WORKING LOADS OF 7,000 LBS.
NAVIGATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S.C.G TO SUPPORT SAFE NAVIGATION IN REDUCED VISIBILITY AND DURING SUBMARINE ESCORT.	COMMUNICATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S.C.G. FOR INTERNATIONAL WATERS.

5.5 **PRICING SHEET:** *SEAL BEACH AND LONG BEACH, CA*

SEAL BEACH	
TUG #1	OPTION PERIOD FOUR
SERVICE RATE	\$
HOURLY RATE	\$
OVERTIME RATE	\$
STANDBY RATE	\$
TUG #2	OPTION PERIOD FOUR
SERVICE RATE	\$
HOURLY RATE	\$
OVERTIME RATE	\$
STANDBY RATE	\$
LONG BEACH	
TUG #1	OPTION PERIOD FOUR
SERVICE RATE	\$
HOURLY RATE	\$
OVERTIME RATE	\$
STANDBY RATE	\$
TUG #2	OPTION PERIOD FOUR
SERVICE RATE	\$
HOURLY RATE	\$
OVERTIME RATE	\$
STANDBY RATE	\$

5.6 **RATE STRUCTURE:** THE HOURLY RATE SHALL BE INCLUSIVE OF WEEKEND, HOLIDAYS AND OVERTIME, BASED ON THE REQUIRED AFOREMENTIONED AVAILABILITY. THE SERVICE RATE SHALL BE INCLUSIVE OF FUEL, WHICH WILL NOT BE SHIPPED / REIMBURSED BY THE GOVERNMENT.

- (a) **TUG SERVICE RATE:** THIS RATE GIVES A RATE FOR THE PROVISION OF ANY TYPE OF WORK THAT THE TUG CAN PERFORM AND IS CONTEMPLATED BY THIS CONTRACT. THIS RATE INCLUDES ALL OF THE FOLLOWING ITEMS: OVERTIME (INCLUDING BUT NOT LIMITED TO CREW OVERTIME/PENALTY TIME) UNLESS A SEPARATE OVERTIME RATE IS OFFERED; PENALTY TIME; FUEL COSTS; BONUSES; PAYMENTS; EMOLUMENTS PAYABLE TO THE MASTER; OFFICERS AND CREW FOR SERVICES UNDER THIS CONTRACT; THE COST, IF ANY, OF TRANSIT TO AND FROM THE LOCATION; AND ANY OTHER COSTS INCURRED IN RESPONDING TO THE GOVERNMENT'S ORDER. THE TUG SERVICE RATE SHALL BE EARNED FOR THE FIRST HOUR OF SERVICE, SUCH SERVICE TO BE CALCULATED FROM THE DATE AND TIME THE TUG REPORTS IN ALL ASPECTS READY TO PERFORM AT THE LOCATION, TIME AND DATE (BUT NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT) SPECIFIED IN THE GOVERNMENT ORDER. CONSECUTIVE WORK SHALL NOT INCUR MORE THAN ONE SERVICE RATE CHARGE UNLESS THE TUG IS RELEASED FROM GOVERNMENT CONTROL BETWEEN WORK.
- (b) **HOURLY RATE:** EACH JOB SHALL EARN THE HOURLY RATE, PRO-RATED TO THE NEAREST QUARTER-HOUR, AFTER COMPLETION OF THE FIRST HOUR OF SERVICE. THE HOURLY RATE WILL CONTINUE TO BE EARNED UNTIL THE GOVERNMENT DISMISSES THE TUG.
- (c) **OVERTIME:** IF OFFERED, THIS HOURLY CHARGE SHALL BE ADDED TO THE HOURLY RATE FOR ANY WORK PERFORMED DURING OVERTIME HOURS, AS DEFINED IN THIS CONTRACT. IF OFFERED, IT SHALL ALSO BE ADDED TO THE TUG SERVICE RATE IF THE FIRST HOUR OF SERVICE COVERED BY THE TUG SERVICE RATE STARTS OR ENDS IN OVERTIME. THIS RATE SHALL BE PRO-RATED TO THE NEAREST QUARTER-HOUR.
- (d) **STANDBY TUG RATE:** THIS RATE IS A DAILY RATE TO BE APPLIED PRO-RATED TO THE NEAREST HOUR TO THE PERIOD BEGINNING AT THE TIME THE GOVERNMENT DISMISSES THE TUG(S) FROM THE CALL-OUT DOCKING/UNDOCKING AT THE SERVICE RATE OR THE HOURLY RATE, WHICHEVER APPLIES, UNTIL THE TUG(S) IS DISMISSED FROM STANDBY SERVICE.
 - i. IF ANY TUG IS TO BE CALLED OUT ONLY FOR STANDBY SERVICE, THE SERVICE RATE WILL BE EARNED FOR THE FIRST HOUR OF STANDBY TIME AND THE STANDBY TUG RATE WILL BEGIN AFTER THE FIRST HOUR.

- ii. IF ANY TUG ON STANDBY IS UTILIZED AT THE HOURLY RATE AND RETURNS TO STANDBY STATUS, THE STANDBY TUG RATE SHALL BEGIN AGAIN AFTER DISMISSAL FROM ASSISTING VESSELS AT THE HOURLY RATE. FOR PURPOSES OF CALCULATING THE STANDBY TUG RATE, THE 24-HOUR CLOCK WILL BEGIN AGAIN AFTER RETURN FROM THE HOURLY RATE, THE PREVIOUS STANDBY TIME HAVING BEEN PRO-RATED TO THE NEAREST HOUR.
- iii. FUEL WILL BE INCLUDED IN THE STANDBY RATE.

6. PORT HUENEME, CA - SPECIFIC REQUIREMENTS:

6.1 MSC REQUESTS INFORMATION FOR TWO U.S. FLAG TUGS TO PROVIDE HARBOR SUPPORT, SHIP HANDLING AND PERSONNEL TRANSFER SERVICES FOR THE PORT HUENEME, CA REGION AND SURROUNDING WATER.

6.2 **NOTIFICATION:** WHEN TUG SERVICE IS REQUESTED, SERVICE SHALL BE PROVIDED WITHIN THE TIME SPECIFIED IN THE “REQUIRED RESPONSE” BOXES, BELOW:

TIME	REQUIRED RESPONSE
STRAIGHT TIME: 0600-1700 HOURS M-F FEDERAL HOLIDAYS SUBJECT TO CHANGE BY THE COR.	TWO HOURS
OVERTIME: ALL HOURS NOT COVERED IN STRAIGHT TIME AND ALL WEEKENDS AND FEDERAL HOLIDAYS	TWO HOURS

6.3 **SCHEDULE OF ESTIMATES:** THE FOLLOWING ESTIMATES ARE NOT A GUARANTEE OF WORK. THIS INFORMATION IS PROVIDED FOR ESTIMATION PURPOSES ONLY. ANY DIFFERENCE IN THE ACTUAL NUMBERS OR WORKLOAD EXPERIENCED SHALL NOT FOR THE BASIS FOR ANY CLAIM OR EQUITABLE ADJUSTMENT. NORMALLY TWO TUGS ARE REQUIRED FOR EACH CALL OUT BUT MAY NOT ALWAYS BE THE CASE.

CALL-OUTS / HOURS PER PERIOD			
	CALL-OUTS FIRST HOUR AT SERVICE RATE	ADDITIONAL HOURS AT HOURLY RATE	OVERTIME
PORT HUENEME (USN)	106	50	32
PORT HUENEME (NSWC)	40	20	15

6.4 THE VESSEL(S) SHALL HAVE THE FOLLOWING MINIMUM CHARACTERISTICS:

CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	USA	CLASSIFICATION	RECOGNIZED IACS CLASSIFICATION SOCIETY
PROPULSION TYPE	TWIN SCREW OR BETTER	BOLLARD PULL AHEAD	100,000 LBS
SURFACE CONFIGURATION	CONFIGURED TO PREVENT HULL-TO-HULL CONTACT WITH SURFACE VESSELS	SURFACE FENDERING	NON-MARKING FENDERING, CLEAN AND SUFFICIENT TO PREVENT HULL-TO-HULL CONTACT WITH SURFACE VESSELS
LINES	LINES AND WIRES, AND ASSOCIATED EQUIPMENT SUFFICIENT TO SAFELY AND EFFICIENTLY PERFORM THE SERVICES UNDER THIS CONTRACT	CAPSTANS/WINCHES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT WITH MINIMUM SAFE WORKING LOADS OF 7,000 LBS.
NAVIGATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S.C.G TO SUPPORT SAFE NAVIGATION IN REDUCED VISIBILITY AND DURING	COMMUNICATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S.C.G. FOR INTERNATIONAL WATERS.

	SUBMARINE ESCORT.		
--	----------------------	--	--

6.5 **PRICING SHEET:** *PORT HUENEME, CA*

TUG #1	OPTION PERIOD FOUR
SERVICE RATE	\$
HOURLY RATE	\$
OVERTIME	\$

TUG #2	OPTION PERIOD FOUR
SERVICE RATE	\$
HOURLY RATE	\$
OVERTIME	\$

6.6 **RATE STRUCTURE:** THE HOURLY RATE SHALL BE INCLUSIVE OF WEEKEND, HOLIDAYS AND OVERTIME, BASED ON THE REQUIRED AFOREMENTIONED AVAILABILITY. THE SERVICE RATE SHALL BE INCLUSIVE OF FUEL, WHICH WILL NOT BE SHIPPED / REIMBURSED BY THE GOVERNMENT.

- (a) **TUG SERVICE RATE:** THIS RATE GIVES A RATE FOR THE PROVISION OF ANY TYPE OF WORK THAT THE TUG CAN PERFORM AND IS CONTEMPLATED BY THIS CONTRACT. THIS RATE INCLUDES ALL OF THE FOLLOWING ITEMS: OVERTIME (INCLUDING BUT NOT LIMITED TO CREW OVERTIME/PENALTY TIME) UNLESS A SEPARATE OVERTIME RATE IS OFFERED; PENALTY TIME; FUEL COSTS; BONUSES; PAYMENTS; EMOLUMENTS PAYABLE TO THE MASTER; OFFICERS AND CREW FOR SERVICES UNDER THIS CONTRACT; THE COST, IF ANY, OF TRANSIT TO AND FROM THE LOCATION; AND ANY OTHER COSTS INCURRED IN RESPONDING TO THE GOVERNMENT'S ORDER. THE TUG SERVICE RATE SHALL BE EARNED FOR THE FIRST HOUR OF SERVICE, SUCH SERVICE TO BE CALCULATED FROM THE DATE AND TIME THE TUG REPORTS IN ALL ASPECTS READY TO PERFORM AT THE

LOCATION, TIME AND DATE (BUT NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT) SPECIFIED IN THE GOVERNMENT ORDER. CONSECUTIVE WORK SHALL NOT INCUR MORE THAN ONE SERVICE RATE CHARGE UNLESS THE TUG IS RELEASED FROM GOVERNMENT CONTROL BETWEEN WORK.

- (b) **HOURLY RATE:** EACH JOB SHALL EARN THE HOURLY RATE, PRO-RATED TO THE NEAREST QUARTER-HOUR, AFTER COMPLETION OF THE FIRST HOUR OF SERVICE. THE HOURLY RATE WILL CONTINUE TO BE EARNED UNTIL THE GOVERNMENT DISMISSES THE TUG.
- (c) **CANCELLED ORDERS:** ORDERS CANCELLED OUTSIDE THE REQUIRED NOTIFICATION PERIOD SHOWN IN THE STATEMENT OF WORK WILL INCUR A CHARGE EQUAL TO TWO HOURS AT THE HOURLY RATE. ORDERS CANCELLED WITHIN THE REQUIRED NOTIFICATION PERIOD WILL INCUR NO CHARGE.
- (d) **OVERTIME:** IF OFFERED, THIS HOURLY CHARGE SHALL BE ADDED TO THE HOURLY RATE FOR ANY WORK PERFORMED DURING OVERTIME HOURS, AS DEFINED IN THIS CONTRACT. IF OFFERED, IT SHALL ALSO BE ADDED TO THE TUG SERVICE RATE IF THE FIRST HOUR OF SERVICE COVERED BY THE TUG SERVICE RATE STARTS OR ENDS IN OVERTIME. THIS RATE SHALL BE PRO-RATED TO THE NEAREST QUARTER-HOUR.

7. PUGET SOUND, WA - SPECIFIC REQUIREMENTS:

- 7.1 MSC REQUESTS INFORMATION ABOUT THE COST AND AVAILABILITY OF FOUR U.S. FLAG TUGS. THIS CONTRACT REQUIRES TWO CLASS A AND TWO CLASS B, U.S. FLAG TUGS TO PROVIDE HARBOR SUPPORT SERVICES AND SHIP HANDLING FOR THE DESIGNATED AREAS OF PUGET SOUND, WA.

7.2 THE VESSEL(S) SHALL HAVE THE FOLLOWING MINIMUM CHARACTERISTICS:

CLASS A TUGS (TWO) CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	USA	SEWAGE CAPACITY	ONE WORKING DAY
SURFACE CONFIGURATION AND FENDERING	CONFIGURED WITH NON- MAKING FENDERING, CLEAN AND SUFFICIENT TO PREVENT METAL-TO- METAL CONTACT WITH SURFACE	CAPSTANS/WINCHES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT
LINES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT	PROPULSION TYPE	TWIN SCREW OR BETTER
SHAFT HORSEPOWER	3,000 SHP	BOLLARD PULL (AHEAD)	90,000 LBS.
BOLLARD PULL (ATHWARTSHIP)	75,000 LBS.	BOLLARD PULL (ASTERN)	60,000 LBS.

CLASS B TUGS (TWO) CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	USA	SEWAGE CAPACITY	ONE WORKING DAY
SURFACE CONFIGURATION AND FENDERING	CONFIGURED WITH NON-MAKING FENDERING, CLEAN AND SUFFICIENT TO PREVENT METAL-TO-METAL CONTACT WITH SURFACE VESSELS	CAPSTANS/WINCHES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT
LINES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT	PROPULSION TYPE	TWIN SCREW OR BETTER
SHAFT HORSEPOWER	2000 SHP	BOLLARD PULL (AHEAD)	40,000 LBS.

7.3 **NOTIFICATION TIMES:** WHEN TUG SERVICE IS REQUESTED, SERVICES SHALL BE PROVIDED WITHIN THE TIME SPECIFIED IN THE “REQUIRED RESPONSE” BOXES BELOW.

LOCATION	NOTIFICATION REQUIRED RESPONSE TIME
BREMERTON	4.5 HOURS
MANCHESTER	5 HOURS
EVERETT	6.5 HOURS
PORT HADLOCK	8 HOURS

7.4 **PRICING SHEET:** *PUGET SOUND, WA*

PORT & TUG CLASS	SERVICE RATE	HOURLY RATE	CANCELLATION RATE
BREMERTON CLASS A			
BREMERTON CLASS B			
MANCHESTER CLASS B			
EVERETT CLASS A			
EVERETT CLASS B			
PT HADLOCK CLASS A			
PT HADLOCK CLASS B			

7.5 **RATE STRUCTURE:**

- (a) **SERVICE RATE:** THIS RATE IS FOR ANY TYPE OF WORK THAT THE VESSEL CAN PERFORM AND THAT IS CONTEMPLATED BY THIS CONTRACT. THIS RATE INCLUDES ALL OF THE FOLLOWING ITEMS: OVERTIME (INCLUDING BUT NOT LIMITED TO CREW OVERTIME/PENALTY TIME); PENALTY TIME; FUEL COSTS; BONUSES; PAYMENTS; EMOLUMENTS PAYABLE TO THE MASTER, OFFICERS AND CREW FOR SERVICES UNDER THIS CONTRACT; THE COST, IF ANY OF TRANSIT TO AND FROM THE LOCATION; AND ANY OTHER COSTS INCURRED IN RESPONDING TO THE GOVERNMENT'S ORDER. THE VESSEL SERVICE RATE SHALL BE EARNED FOR THE FIRST HOUR OF SERVICE, SUCH SERVICE TO BE CALCULATED FROM THE DATE AND TIME THE VESSEL REPORTS IN ALL ASPECTS READY TO PERFORM AT THE LOCATION, TIME AND DATE SPECIFIED IN THE GOVERNMENT ORDER, BUT NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT. CONSECUTIVE WORK SHALL NOT INCUR MORE THAN ONE SERVICE RATE CHARGE UNLESS THE VESSEL IS RELEASED FROM GOVERNMENT CONTROL BETWEEN WORK.
- (b) **HOURLY RATE:** EACH JOB SHALL EARN THE HOURLY RATE, PRO-RATED TO THE NEAREST HALF HOUR, AFTER COMPLETION OF THE FIRST HOUR OF SERVICE. THE HOURLY RATE WILL CONTINUE TO BE EARNED UNTIL THE GOVERNMENT DISMISSES THE TUG.

- (c) **CANCELLED ORDERS:** ORDERS CANCELLED OUTSIDE THE REQUIRED NOTIFICATION PERIOD SHOWN IN THE PERFORMANCE WORK STATEMENT WILL INCUR A CHARGE EQUAL TO TWO HOURS AT THE HOURLY RATE. ORDERS CANCELLED WITHIN THE REQUIRED NOTIFICATION PERIOD WILL INCUR NO CHARGE.

8. VBSS SUPPORT– SAN DIEGO, CA - SPECIFIC REQUIREMENTS:

8.1 MSC REQUESTS INFORMATION ABOUT THE COST AND AVAILABILITY OF ONE U.S. FLAG TUG TO PROVIDE THE FOLLOWING:

- (a) SERVICES FOR NAVAL UNITS ENGAGED IN TOWING EXERCISES IN SUPPORT OF UNIT LEVEL TRAINING; THE CONTRACTED VESSEL WILL BE TOWED BY THE NAVAL UNIT
- (b) SIMULATED HARASSMENT VESSEL EXERCISES; CONTRACTED TUG CONDUCTS HARASSING COMMUNICATIONS TOWARD NAVAL UNIT USING PROVIDED SCENARIO
- (c) TUG IN SUPPORT OF VISIT, BOARD, SEARCH AND SEIZURE TRAINING.
- (d) THE ABOVE EXERCISES AND TRAINING EVENTS MAY INCLUDE TRANSFER OF GOVERNMENT PERSONNEL DURING OUTBOUND AND RETURN TRANSIT TO/FROM HARBOR.

8.2 THE VESSEL SHALL HAVE THE FOLLOWING MINIMUM CHARACTERISTICS:

CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	USA	MINIMUM LENGTH	80 FT
PROPULSION TYPE	SINGLE SCREW OR BETTER	SURFACE FENDERING	SUFFICIENT TO SUPPORT ALONGSIDE BOARDING AT SEA

TRANSIT SPEED	10 KNOTS	CAPSTANS/WINCHES	GYPSY HEAD OR CAPSTAN TO HEAVE AROUND MESSENGER IN TIMELY MANNER.
SURFACE CONFIGURATION	OPEN BOW SPACE WITH BULLNOSE AND BITS TO SUPPORT BEING TOWED	OTHER EQUIPMENT	EQUIPMENT SUFFICIENT TO QUICKLY ATTACH/DETACH TOWING HAWSER TO BOW OF THE VESSEL
TONNAGE	50 TONS AND RESERVE BUOYANCY TO SUPPORT BEING TOWED BY NAVAL WARSHIP WITH A MAXIMUM 12-INCH TOWING HAWSER.	COMMUNICATION EQUIPMENT	MINIMUM REQUIRED BY THE UNITED STATES COAST GUARD (U.S.C.G.) AND FEDERAL COMMUNICATIONS COMMISSION (FCC) FOR INLAND AND INTERNATIONAL WATERS. ADDITIONALLY CAPABLE OF COMMUNICATIONS ON HIGH FREQUENCY (HF) WITH A MINIMUM RANGE OF 100 MILES INCLUDING 5072.5 MHZ

- 8.3 **SCHEDULE OF ESTIMATES:** THE FOLLOWING ESTIMATES ARE NOT GUARANTEE WORK. THIS INFORMATION IS PROVIDED AS AN ESTIMATION PURPOSES ONLY. ANY DIFFERENCE IN THE ACTUAL NUMBERS OR WORKLOAD EXPERIENCED SHALL NOT FORM THE BASIS FOR ANY CLAIM OR EQUITABLE ADJUSTMENT.

	OPTION PERIOD
ESTIMATE AMOUNT OF HOURS	180

- 8.4 **NOTIFICATION:** SERVICES SHALL REQUIRE NO MORE THAN THE FOLLOWING NOTIFICATION TIMES BEFORE THE TUGS SHALL BE ON-SITE READY TO PERFORM:

	READINESS	NOTIFICATION TIME
TUG	24 HOURS, 7 DAYS PER WEEK, SUNDAY THROUGH SATURDAY, INCLUDING FEDERAL HOLIDAYS	24 HOURS

- 8.5 **PRICING SHEET:** *VBSS – SAN DIEGO, CA*

	OPTION TWO
HOURLY RATE	

- 8.6 **RATE STRUCTURE:**

(a) **HOURLY RATE:** THIS RATE IS FOR THE PROVISION OF ANY TYPE OF WORK THAT THE VESSEL SHALL PERFORM FOR THE ANTICIPATED CONTRACT. THE HOURLY RATE TO BE CALCULATED FROM THE DATE AND TIME THE VESSEL REPORTS READY TO PERFORM AT THE LOCATION, TIME, AND DATE (BUT NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT) SPECIFIED IN THE GOVERNMENT ORDER UNTIL THE GOVERNMENT RELEASES THE VESSEL. IF THE SERVICE REQUIRES TRANSPORTATION OF GOVERNMENT PERSONNEL TO THE LOCATION, THE HOURLY RATE BEGINS WHEN THE GOVERNMENT PERSONNEL BOARD AND ENDS WHEN THE GOVERNMENT PERSONNEL DEPARTS THE VESSEL. THE HOURLY RATE SHALL INCLUDE THE COST, IF ANY OF TRANSIT TO AND FROM THE LOCATION AND ANY OTHER COSTS INCURRED IN RESPONDING TO THE GOVERNMENT'S ORDER INCLUDING FUEL AND PORT CHARGES.

(b) **CANCELLED ORDERS:** ORDERS CANCELLED DURING THE NOTIFICATION PERIOD WILL INCUR NO CHARGE. ORDERS CANCELLED AFTER NOTIFICATION WILL INCUR AN HOURLY RATE CHARGE.

9. EARLE, NJ - SPECIFIC REQUIREMENTS:

9.1 MSC REQUESTS INFORMATION ABOUT THE COST AND AVAILABILITY OF THREE TYPE A TUGS AND THREE TYPE B TUGS TO PROVIDE HARBOR SUPPORT SERVICES AND SHIP HANDLING FOR THE EARLE, NJ HARBOR AREA.

9.2 VESSELS SHALL HAVE THE FOLLOWING MINIMUM CHARACTERISTICS:

CHARACTERISTIC	MINIMUM	CHARACTERISTIC	MINIMUM
FLAG	USA	BOLLARD PULL (AHEAD)	TYPE A: 65,000 LBS TYPE B: 100,000 LBS
PROPULSION TYPE	TWIN SCREW OR BETTER	SURFACE FENDERING	NON-MARKING FENDERING, CLEAN AND SUFFICIENT TO PREVENT METAL-TO-HULL CONTACT WITH SURFACE VESSELS UNDER NORMAL CONDITIONS OF VESSEL PITCH AND ROLL.
SURFACE CONFIGURATION	CONFIGURED TO PREVENT METAL-TO-HULL CONTACT WITH SURFACE VESSELS-OBJECTS UNDER NORMAL CONDITIONS OF VESSEL PITCH AND ROLL. (E.G., TUG(S) MUST BE CAPABLE OF WORKING IN AND AROUND THE BOW AND STERN OF	CAPSTANS/WINCHES	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT.

	AOE AND LHA CLASS VESSELS.)		
LINES	SUFFICIENT FOR SERVICES UNDER THIS CONTRACT	COMMUNICATION EQUIPMENT	MINIMUM REQUIRED BY THE U.S.C.G. AND FCC FOR INLAND AND INTERNATIONAL WATERS. EQUIPMENT MUST BE FIXED (VICE HAND- HELD/PORTABLE)
NAVIGATION EQUIPMENT	SUFFICIENT FOR SERVICES PERFORMED UNDER THIS CONTRACT WITH MINIMUM SAFE WORKING LOADS OF 7,000 LBS.	FIREFIGHTING EQUIPMENT	ONE TUG TYPE A SHALL HAVE MONITORS TO PROVIDE 360 DEGREE COVERAGE AT 2010 GPM AT 125 PSI. THE SYSTEM SHALL BE CAPABLE OF AFFF INJECTION

- 9.3 **SCHEDULE OF ESTIMATES:** THE FOLLOWING ESTIMATES ARE NOT A GUARANTEE OF WORK. THIS INFORMATION IS PROVIDED FOR ESTIMATION PURPOSES ONLY. ANY DIFFERENCE IN THE ACTUAL NUMBERS OR WORKLOAD EXPERIENCED SHALL NOT FORM THE BASIS FOR ANY CLAIM OR EQUITABLE ADJUSTMENT.

PLACE	# OF CALL- OUTS PER YEAR	# OF TUGS PER CALL- OUT	AVG # OF HOURS PER CALL- OUT	STANDBY PERIOD (DAYS)	TOTAL EST'D STANDBY (TUG- DAYS/YEAR)
(EARLE, NJ)	45	4	6	7-14	245

- 9.4 **NOTIFICATION:** SERVICES SHALL REQUIRE NO MORE THAN THE FOLLOWING NOTIFICATION TIMES BEFORE THE TUGS SHALL BE ON-SITE READY TO PERFORM:

READINESS		NOTIFICATION TIME
TYPE A TUGS OR TYPE B TUGS	24 HOURS, 7 DAYS PER WEEK, SUNDAY THROUGH SATURDAY, INCLUDING FEDERAL HOLIDAYS	2 HOURS
STANDBY TUGS	24 HOURS, 7 DAYS PER WEEK, SUNDAY THROUGH SATURDAY, INCLUDING FEDERAL HOLIDAYS (PERIOD OF ONE TO TWO WEEKS)	1 DAY
NOTE: CONTRACTORS SHALL RESPOND TO EMERGENCIES WITH UTMOST DISPATCH.		

9.5 **PRICING SHEET:** *EARLE, NJ*

FIRST OPTION PERIOD	TYPE A (65,000 LBS)	TYPE B (100,000 LBS)
TUG SERVICE RATE		
HOURLY RATE		
OVERTIME RATE		
CANCELLATION RATE		

STANDBY TUG RATE	OPTION PERIOD TWO
DAILY RATE	

9.6 **RATE STRUCTURE:**

- (a) **TUG SERVICE RATE:** THIS RATE IS FOR ANY TYPE OF WORK THAT THE VESSEL SHALL PERFORM FOR THE ANTISCIPATED CONTRACT. THIS RATE SHALL INCLUDE ALL COSTS: PENALTY TIME; FUEL COSTS; BONUSSES;

PAYMENTS; EMOLUMENTS PAYABLE TO THE MASTER, OFFICERS, AND CREW FOR SERVICES UNDER THIS CONTRACT; THE COST, IF ANY, OF TRANSIT TO AND FROM THE LOCATION; AND ANY OTHER COSTS INCURRED IN RESPONDING TO THE GOVERNMENT'S ORDER.

- a. THE TUG SERVICE RATE SHALL BE EARNED FOR THE FIRST HOUR OF SERVICE; SUCH SERVICE TO BE CALCULATED FROM THE DATE AND TIME THE TUG REPORTS IN ALL ASPECTS READY TO PERFORM AT THE LOCATION SPECIFIED IN THE GOVERNMENT ORDER (NO EARLIER THAN THE DATE AND TIME SPECIFIED IN THE ORDER, UNLESS AGREED UPON BY THE GOVERNMENT). THE SERVICE RATE PROVIDES FOR THE DELIVERY AND REDELIVERY TO AND FROM THE HOME LOCATION. CONSECUTIVE WORK SHALL NOT INCUR MORE THAN ONE SERVICE RATE CHARGE UNLESS THE TUG IS RELEASED FROM GOVERNMENT CONTROL BETWEEN ORDERS.
- (b) **HOURLY RATE:** EACH JOB SHALL EARN THE HOURLY RATE, PRO-RATED TO THE NEAREST HALF HOUR, AFTER COMPLETION OF THE FIRST HOUR OF SERVICE. THE HOURLY RATE WILL CONTINUE TO BE EARNED UNTIL THE GOVERNMENT DISMISSES THE TUG. THE HOURLY RATE WILL ALSO BE EARNED ANYTIME A STANDBY TUG IS UTILIZED FOR ANY OTHER PURPOSE OTHERWISE PROVIDED IN THIS CONTRACT (E.G. DOCKING AND UNDOCKING ANOTHER VESSEL IN OTHER THAN AN EMERGENCY SITUATION). IT WILL BE EARNED FOR THE TIME WHILE WORKING IN OTHER THAN A STANDBY STATUS UNTIL RETURNED TO STANDBY SERVICE OR DISMISSED.
- (c) **OVERTIME RATE:** IF OFFERED, THIS HOURLY OVERTIME CHARGE SHALL BE FOR ANY WORK PERFORMED DURING OVERTIME HOURS. THIS RATE SHALL BE PRO-RATED TO THE NEAREST HALF HOUR. OVERTIME RATE IS ONLY EARNED AFTER EXCEEDING THE HOURLY RATE HOURS.
- (d) **CANCELLATION RATE:** ORDERS CANCELLED WITHIN THE REQUIRED NOTIFICATION PERIOD WILL INCUR NO CHARGE. ORDERS CANCELLED OUTSIDE THE REQUIRED NOTIFICATION PERIOD WILL INCUR A CHARGE EQUAL TO ONE HOUR AT THE HOURLY RATE.
- (e) **STANDBY TUG RATE:** THIS RATE IS A DAILY RATE TO THE NEAREST HALF HOUR TO THE PERIOD BEGINNING AT THE TIME THE GOVERNMENT DISMISSES THE TUG(S) FROM THE CALL-OUT DOCKING/UNDOCKING UNTIL THE TUG(S) IS DISMISSED FROM STANDBY SERVICE.
 - i. IF ANY TUG IS TO BE CALLED OUT ONLY FOR STANDBY SERVICE, THE SERVICE RATE WILL BE EARNED FOR THE FIRST HOUR OF STANDBY TIME AND THE STANDBY TUG DAILY RATE WILL BEGIN AFTER THE FIRST HOUR.

- ii. IF ANY TUG ON STANDBY IS UTILIZED AT THE HOURLY RATE AND RETURNS TO STANDBY STATUS, THE DAILY STANDBY TUG RATE SHALL BEGIN AGAIN AFTER DISMISSAL FROM ASSISTING VESSELS AT THE HOURLY RATE. FOR PURPOSES OF CALCULATING THE STANDBY TUG RATE, THE 24 HOUR CLOCK WILL BEGIN AGAIN AFTER RETURN FROM THE HOURLY RATE. THE PREVIOUS STANDBY TIME SHALL BE PRO RATED TO THE NEAREST HALF HOUR.
- iii. FUEL WILL BE REIMBURSED AT THE PREVAILING COMMERCIAL RATE AS OF THE LAST TUG REFUELING AND THE AMOUNT WILL BE MEASURED BY SOUNDING THE FUEL TANKS AT THE BEGINNING AND END OF THE STANDBY PERIOD(S). FUEL USAGE WILL BE DOCUMENTED IN THE INVOICE BY A COPY OF THE LOG NOTING THE FUEL ON BOARD BEFORE AND AFTER THE STANDBY PERIOD(S). FUEL SHALL NOT BE REIMBURSED FOR ANYTIME THE TUG IS EARNING AN HOURLY RATE OR A SERVICE RATE.

10. **INSTRUCTIONS FOR SUBMISSION.** INTERESTED PARTIES SHALL FURNISH THE FOLLOWING MINIMUM INFORMATION:

- A) NAME OF COMPANY; POINT OF CONTACT, TELEPHONE NUMBER, FAX NUMBER, ADDRESS, AND E- MAIL ADDRESS.
- B) BUSINESS SIZE STATUS; IF SMALL, EXPLAIN HOW COMPLIANCE WITH FAR 52.219-14, LIMITATIONS ON SUBCONTRACTING, WOULD BE MET UNDER A SMALL BUSINESS SET-ASIDE
- C) BRIEF SUMMARY OF COMPANY HISTORY RELATIVE TO SIMILAR REQUIREMENTS AND/OR ABILITY TO MEET THE ABOVE REQUIREMENTS.
- D) AFFIRM THE COMPANY IS FINANCIALLY CAPABLE OF MEETING THE REQUIREMENT
- E) NAME(S) OF VESSEL(S)
- F) GENERAL VESSEL SPECIFICATIONS RELATIVE TO ABOVE VESSEL REQUIREMENTS (PROVIDE VESSEL CHARACTERISTICS SHEETS)
- G) ESTIMATED COST/PRICE TO PROVIDE THE ABOVE SERVICES (UTILIZE LOCATION SPECIFIC PRICING SHEET ABOVE)
- H) ANY PERTIENT QUESTIONS/CONCERNS

11. RESPONSES ARE REQUESTED NO LATER THAN 1300 EST, 15 AUGUST 2022.

PLEASE SEND QUESTIONS PERTAINING TO THE SOURCES SOUGHT AND RESPONSES VIA EMAIL TO COURTNEY.T.WOODLEY.CIV@US.NAVY.MIL AND LATOYA.N.SORRELL.CIV@US.NAVY.MIL.

SIGNED: COURTNEY WOODLEY, CONTRACTING OFFICER, COMSC, N103A