

Section II

Instructions to Bidders

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PROPOSAL APPROACH

The Bidder's proposal for the icebreaking research vessel to fulfill the role of Antarctic Research and Supply Vessel (ARSV) shall be prepared in accordance with the requirements of the solicitation. Specific responses to the Raytheon Polar Services (RPS or Charterers) requirements are necessary to enable RPS to evaluate the Bidder's understanding of, and capability to accomplish, the stated objectives. Throughout the proposal, Bidder shall provide sufficient detail to substantiate the validity of all stated claims, comments, or positions. All proposed concepts must be shown to be technically feasible and realistic. Management/cost evaluation and technical evaluation will be done separately, so separate management/cost and technical proposals must be submitted in accordance with the instructions herein. Non-conformance may be cause for proposal rejection. The proposal shall be valid for one hundred twenty (120) days after submittal. The response shall correspond to the requirements of this Request for Proposal (RFP), unless otherwise specified in writing by RPS. Bidders shall provide a milestone schedule and final delivery date in their proposals.

- A. This is a competitive solicitation. Any comments and/or questions regarding this solicitation should be submitted in writing (fax acceptable) to RPS Procurement/Subcontracts 7400 S. Tucson Way, Centennial, Colorado 80112, Attention: Jim Weber, fax no. 303-790-9129. Telephone calls are not an acceptable means of communication regarding this solicitation.
- B. Any exceptions to the minimum technical requirements, instructions, and/or charter terms and conditions of this RFP must be submitted under a separate cover letter attached to the Bidder's proposal. Any exceptions may form the basis for a Bidder to be determined non-responsive or may result in a lower overall evaluation of the Bidder's proposal.

Table 1: Proposal minimum criteria requirements.

| List and locations of minimum criteria proposals must meet | | |
|---|--------------------|------------------|
| Criterion | RFP Section | Paragraph |
| Air Temperature | III-B | 5 |
| Icebreaking Capability | III-C | 1 |
| Stability, Compartmentation | III-C | 8 |
| Endurance and Range | III-C | 9 |
| Science Requirements | III-D | 1-7, 10, 12 |
| General Ship Requirements | III-E | 1 |
| Main Propulsion Machinery | III-E | 2.A |
| Cold Weather Starting | III-E | 2.B |
| Fuel | III-E | 2.D |

- C. RPS reserves the right to update this RFP by amendment(s) up to the award date. Amendments may be in areas such as specifications, design, construction/ modification, terms and conditions, data, etc.
- D. Charterers intend to award a firm fixed price charter subcontract resulting from this solicitation, to the responsive Bidder whose proposal, conforming to the solicitation, constitutes the best value, and will be most advantageous to RPS.
- E. An award in the amount of \$10 million or more will not be made under this solicitation unless the Bidder and each of its known first-tier subcontractors (to whom it intends to award a subcontract of \$1 million or more) are found, on the basis of a compliance review, to be able to comply with the provisions of the Equal Opportunity clause of this solicitation.
- F. Charterers' Rights and Clarifications:
 - i. The Charterers may reject any or all offers if such action is in the best interest of the U.S. Federal Government; accept other than the lowest offer; and/or, waive informalities and minor irregularities in offers received.

- ii. The Charterers may award a contract on the basis of initial offers received, without discussions. Therefore, each initial offer should contain the Bidder's best terms from a management/cost and technical standpoint.
 - iii. A written award or acceptance of offer mailed or otherwise furnished to the successful Bidder, within the specified time for acceptance in the offer, shall result in a binding subcontract without further action by either party. Before the offer's specified expiration time, the Charterers may accept an offer whether or not there are negotiations after its receipt, unless a written notice of withdrawal is received before award. Negotiations conducted after receipt of an offer do not constitute a rejection or counter offer by the Charterers.
 - iv. Neither financial data submitted with an offer, or representations concerning facilities or financing, will be part of the resulting subcontract. The resulting subcontract will contain a clause providing for price reduction for defective cost or pricing data; the subcontract price will be subject to reduction if cost or pricing data furnished is incomplete, inaccurate, or not current.
- G. The Charterers reserve the right to conduct a pre-award survey or to require other evidence of technical, managerial, financial, and similar abilities to perform prior to awarding the subcontract.

PROPOSAL SCHEDULE

| | |
|-----------------------------------|----------------------|
| Release of RFP | 5 December 2007 |
| Pre-Proposal Conference | 12, 13 February 2008 |
| Proposals due to RPS | 30 April 2008 |
| Final Revised Proposal release | 23 May 2008 |
| Final Revised Proposal due to RPS | 23 June 2008 |
| Negotiation and Contract Award | 31 October 2008 |

PRE-PROPOSAL CONFERENCE

- A. A pre-proposal conference for all interested Bidders will be held on the 12th & 13th of February 2008 at the Raytheon Rosslyn, VA facility located at 1100 Wilson Blvd. Meeting details will be provided at a later date.
- B. The purpose of this pre-proposal conference is for Bidders to bring their draft or in development proposal for review, discussion, and clarification with RPS. If possible, please bring your draft General Arrangement Plan and any concept design and ship particulars.

- C. RPS will meet with bidders individually to answer your proposal-specific questions.

PROPOSAL PRESENTATION

A. Binding and Labeling

Each volume of the proposal shall be separately bound in such a manner as to facilitate subsequent changes provided to RPS during the negotiation process. A cover sheet shall be affixed to each volume, clearly marked as to volume number, copy number, and the Bidder's name. Indicate which specific pages and paragraphs contain proprietary information. RPS will treat unidentified pages or paragraphs as non-proprietary information.

B. Page Size, Typing and Spacing

Page size shall be 8-1/2 by 11 inches (standard size) white bond paper. The proposal page shall be in legible print (minimum of 11pt, single spaced); pagination shall be in numerical sequence. Photo reduction of material other than graphs and drawings is not desired. Whenever practical, enclosed headings, subheadings, titles, sequence of material and a number identification system shall be used. Each volume shall contain a glossary of abbreviations used.

C. Foldouts

Foldouts may only be used for essential charts and graphs needed to depict organization, system descriptions and layouts, implementation schedules and plans. Any such charts or graphs must be legible and uncomplicated to preserve clarity.

D. Volumes and Copies

- i. Each proposal must be signed by an authorized officer of the company and submitted in the appropriate volumes. Each section within a volume shall start on a new page. In presenting material in these volumes, the Bidder is advised that information quality is significantly more important than quantity.
- ii. The proposal shall contain all pertinent information in sufficient detail to permit thorough evaluation. Information requested in the paragraphs below shall be provided in the volumes indicated. If the required information is not located in the proper section, the information will be assumed to be absent.

Volume

Management and Cost Proposal
Technical Proposal

Copies

8 hard copies & 1 electronic copy
8 hard copies & 1 electronic copy

- iii. The instructions for each of the above sections are set forth below. These instructions represent the minimum information required and do not preclude the submittal of any additional information that the Bidder considers pertinent to the evaluation of its proposal.
- E. Organization of Volumes
- Each volume shall be organized so that searching through documents is not required to evaluate the proposal. Tabbed dividers are desirable. The proposal shall contain appropriate cross-references to the paragraphs in the technical requirements, the equipment specifications, and this proposal guide. Each section within a volume shall start on a new page.
- F. Any portion of material contained in a proposal that is considered to be proprietary shall be identified and clearly marked as “Proprietary Material.”
- G. The order of importance of the evaluation criteria is: (1) Technical and (2) Management/Cost. The total Technical score is 60% and the total Management/Cost score is 40%. As part of the Management/Cost Volume I, Bidders Cost will be evaluated on firm fixed charter rates and charges as described below. Basic charter term and option years, if any, will be evaluated for reasonableness and realism. Management evaluation will score Bidders on experience, demonstrated management and technical capabilities, planning abilities and other items listed. As part of the Technical Evaluation listed in Volume II, Bidders will be evaluated on proposed vessel(s) construction and/or modifications, mission capability, vessel safety, and other items described below. Proposals that do not demonstrate an understanding of, and ability to meet certain specifically noted technical and management requirements may not be considered further. The U.S. Department of Labor will have the option to review the successful Bidder and determine their compliance with various U.S. laws including Equal Employment Opportunity prior to award of a subcontract.

VOLUME I – MANAGEMENT AND COST PROPOSAL

Volume I shall consist of two sections: Management and Cost.

- A. Evaluation of the Management and Cost sections will be based on the degree to which the Bidder demonstrates, through appropriate plans, approaches, and analyses, its managerial ability to sufficiently meet RPS requirements. The management proposal must include, but is not limited to, the information described in the following paragraphs.
- i. Personnel and Organization
 - a. The proposal shall clearly demonstrate the Bidder's overall technical competence by delineating the categories of skills held by engineering, technical, shipyard, and administrative personnel

to be assigned to this subcontract. This information should include experience levels as well as experience on similar subcontracts.

- b. The Bidder shall describe the project management organization proposed for the vessel construction/modification effort. The description should include, but not necessarily be limited to, the areas indicated below:
 - A proposed task organization chart shall identify task leaders, key personnel, their functions and the facility to which each person will be assigned.
 - A discussion of how the proposed organization supports effective management at multiple sites, if applicable.
 - A discussion of how the proposed organization shall be coordinated with the Bidder's current organization.
 - A discussion of the allocation of the Bidder's internal resources and identification of resource commitment, including personal and real property assets.
 - A discussion of the limitations, if any, of the project manager's authority, including a discussion of other duties that may be assigned during the vessel construction/modification effort.

B. Construction/Modification Experience

- i. Bidder shall provide references to demonstrate its performance on prior contracts, particularly in construction/modification of items of this type. Such contracts should have been delivered since 1 January 1997. Contracts used as a reference must, as nearly as possible, be within the same shipyard(s), plant(s) and/or division(s) proposed to perform the RPS effort(s). These contracts shall include both those successfully and unsuccessfully completed with respect to meeting management, technical, cost and schedule performance requirements. If the Bidder has not experienced both scenarios it shall certify to that effect.
- ii. The synopsis for each prior contract selected must be prepared in the following order and format:
 - a. Prior contract number and type
 - b. Program title
 - c. Brief description of the program including the various stages of acquisition/construction (design, development, production, etc.).
 - d. Activity associated with the award of the contract, including the address and telephone number of the prime agency's contracting personnel and your company's Program Manager.

- e. Prior contract value (1) at time of award and (2) at the present time or at close-out (as appropriate).
- f. History of performance to include sufficient information to enable RPS to track both contract changes and variances in performance in the areas of technical performance, schedule and cost.
- g. Narrative that shall provide specific details as to why the contract was, or was not, successful.

C. Construction/Modification Management Plans

- i. The Bidder, through the implementation of its management and technical plans, shall demonstrate that it has control of the vessel construction/modification effort(s) in compliance with the Technical Requirements. Management plans shall include descriptions identifying how the construction/modification effort will be managed and performed to meet the subcontract requirements.
- ii. The Bidder's project management approach should provide reliable visibility of the Bidder's progress through various data. Such data must show work progress; schedule and technical accomplishments; be valid, timely, and auditable; and, supply RPS with a practical level of summarization. The offer shall also address:
 - a. a time-phased summary schedule of work effort;
 - b. the system to be used to control schedules;
 - c. how the performance schedule will be reported to RPS; it shall include actual or potential delays in production;
 - d. how the Bidder plans to comply with the review requirements; and
 - e. the cost/schedule impact(s) of any proposed alternative(s).
- iii. If the construction/modification effort(s) will occur at more than one Continental U.S. (CONUS) site, the Bidder shall present its approach for managing the total construction/modification effort, at each CONUS site, to ensure a coordinated program effort. In its proposal, the Bidder shall include a description of the procedures and techniques it will use for this purpose. A description of the resources that are to be applied to, or modified for, the construction/modification task shall be included.
- iv. Bidder shall include a detailed layout of the facilities dedicated for the vessel construction/modification, the type of personnel needed, including engineering support for multiple production sites, and a discussion of how general work flows throughout the facility or facilities. An outline of the procedures to be used for material transfer, flow of purchased material, etc., shall be provided.

- v. The proposal shall describe physical aspects of the shipyard(s) the Bidder proposes to use for this subcontract. The proposal shall also describe any special technical facilities, laboratory, manufacturing and test facilities to be used to comply with the RFP requirements as well as any additional work proposed as part of the proposal.

D. Vessel Operations and Support

The proposal shall describe in detail past and current vessel charter operation and support experience, to include:

- i. resumes of Master and Officers, including experience on research vessels overseas and in high latitudes,
- ii. information demonstrating crew experience on research vessels overseas and in high latitudes,
- iii. proposed crew organization,
- iv. crew rotation policies,
- v. ability to replace crew vacancies on short notice,
- vi. plans for providing onshore operations support to the vessel,
- vii. concept of operations for supporting science activities while at sea;
- viii. plans for galley operations (include sample menus),
- ix. plans and capability for repairs dockside and at sea,
- x. management approach to maintenance and repair.

E. Environmental Requirements

The offeror will submit a management plan that contains:

- i. description of how all environmental regulations outlined in this solicitation will be met;
- ii. bidder's environmental compliance policies (provide copies of existing policies), including a discussion of how the policies will ensure compliance with additional Antarctic environmental requirements;
- iii. oil spill and remediation contingency plans and capabilities that address spills in both open water and ice-conditions;
- iv. training plans to ensure crew are aware of Antarctic environmental requirements as well as their roles and responsibilities in responding to environmental accidents;
- v. an outline of environmental compliance topics to be covered during general orientation and ship's safety briefings for the scientific complement at the beginning of each cruise;

- vi. unique safeguards which may be built into the proposed vessel that will help safeguard against spills or other environmental accidents;
- vii. waste segregation and disposal methods; and
- viii. the experience of the operator in complying with Antarctic or similar unique environmental requirements.

F. Management Section

- i. The Management Section Format shall be as follows:
 - a. Title Page
 - b. Table of Contents
 - c. Volume Summary
 - d. Body of Proposal:
 - Personnel and Organization
 - Construction/Modification Experience
 - Construction/Modification Management Plans
 - Environmental Requirements
 - Infrastructure and Facilities
- ii. The Management Section shall also identify and discuss:
 - a. Primary Subcontractor(s) for Vessel Design and Construction
 - b. Operational Experience
 - c. Crewing, Operation, and Support of the Vessel
 - d. Schedule of major milestones and delivery of Vessel

G. Cost Section

- i. The Cost/Price Proposal Format shall be as follows:
 - a. Title Page
 - b. Table of Contents
 - c. Volume Summary
 - d. Body of the Proposal:
 - Statement of Work
 - Completed Pricing Schedule
 - Description of Cost Estimating Techniques Used
 - Exceptions (if any)
 - Financial Report(s) and Proof of Solvency
 - Completed Certifications and Representations

- ii. Pricing Instructions
 - a. The requirements of the prime contract necessitate that your proposal be supportable by detailed cost data in accordance with Public Law 87-653 ("Truth in Negotiations Act"). The Charterers reserve the right to require submittal by Bidders of such detailed cost data prior to, and during, the term of a resultant contract between RPS and the vessel Owners/Operators.
 - b. In the event that any cost data and/or supporting information described herein is deemed to be proprietary, and/or not available to RPS, Bidders must provide the location of pertinent cost work papers and financial records available to assist audit by the government.
 - c. As identified in Section 1.0, cost/pricing proposal shall remain valid for one hundred twenty (120) days after submittal.
 - d. Bidders shall propose daily charter rates to be applicable for each of the charter years and any option year if applicable. Bidders shall also propose a firm fixed, daily standby rate expressed as a percentage of the firm fixed charter daily rate. Bidders shall propose a firm fixed accommodation/food daily rate per person for Charterers' personnel. Bidders shall also identify that price at which RPS or the National Science Foundation (NSF) may purchase the vessel at the end of the initial charter or any option years proposed.

SAMPLE PRICING SCHEDULE

A. INITIAL TERM

- i. FIRM FIXED CHARTER DAILY RATE YEAR 1* US \$
- ii. FIRM FIXED CHARTER DAILY RATE YEAR 2 US \$
- iii. FIRM FIXED CHARTER DAILY RATE YEAR 3 US \$
- iv. FIRM FIXED CHARTER DAILY RATE YEAR 4 US \$
- v. FIRM FIXED CHARTER DAILY RATE YEAR 5 US \$
- vi. FIRM FIXED CHARTER DAILY RATE YEAR 6 US \$
- vii. FIRM FIXED CHARTER DAILY RATE YEAR 7 US \$
- viii. FIRM FIXED CHARTER DAILY RATE YEAR 8 US \$
- ix. FIRM FIXED CHARTER DAILY RATE YEAR 9 US \$
- x. FIRM FIXED CHARTER DAILY RATE YEAR 10 US \$

- B. OPTION 1
 - i. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 11 US \$
 - ii. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 12 US \$
 - iii. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 13 US \$
 - iv. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 14 US \$
 - v. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 15 US \$
- C. OPTION 2
 - i. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 16 US \$
 - ii. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 17 US \$
 - iii. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 18 US \$
 - iv. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 19 US \$
 - v. FIRM FIXED CHARTER DAILY RATE OPTION YEAR 20 US \$
- D. Total Charter with Options US \$
(365.25 Days/Year)
- E. Firm Fixed Daily Standby Rate Expressed as a % of the Firm
Fixed Charter Daily Rate %
- F. Firm Fixed Accommodation (hotel costs) US \$
- G. Food Daily Rate (per charter's personnel) US \$
- H. Firm Fixed Purchase Price Option:
 - i. Upon completion of initial Charter US \$
 - ii. Upon completion of Option 1 US \$
 - iii. Upon completion of Option 2 US \$

*For purposes of this Pricing Schedule, the term "Year" shall mean a consecutive twelve month period commencing (i) on delivery of the vessel under the charter for Year 1, and (ii) on the anniversary date of the delivery of the vessel under the charter for each successive Year.

VOLUME II - TECHNICAL PROPOSAL

- A. Technical Plans
 - i. The technical volume, which shall contain specifications furnished by the Owners, should be specific, detailed, and complete to demonstrate that the prospective Bidder has a thorough understanding of the requirements. The technical volume must enable RPS technical

personnel to make a thorough evaluation and arrive at a sound determination as to whether or not the proposal meets technical requirements to provide a vessel that will operate in a fully safe, seaworthy, and technically efficient manner. The proposal shall include the schematics, block diagrams, and interface descriptions sufficient to describe the Bidder's approach and to illustrate clearly the manner in which the Bidder shall conduct the project. Phrases such as "standard procedures will be employed" or "well-known techniques will be used" are insufficient. The technical volume must be sufficient to show how the Bidder proposes to comply with RPS requirements, and it must include a full explanation of the proposed techniques and procedures.

- ii. Each section of the Specifications shall be presented in as much detail as practicable and its sections shall align numerically one-to-one with the corresponding section numbers contained in the RFP requirements.
- iii. A Cross Reference Matrix shall be provided as a guide indicating how the sections of the proposal correspond to the RFP documents.
- iv. Bidder shall provide a full explanation of all exceptions taken to the Technical Requirements, specifications, etc., by paragraph or exhibit line item number at the beginning of each section, as appropriate. If no exceptions are taken, the Bidder shall so state.

B. Vessel Construction/Modification Approach

The Bidder shall present its approach to the construction/modification, integration and testing of the equipment, including a detailed discussion of its quality-control methods and vessel construction/modification assurance throughout the construction/modification process from receiving to delivery. A detailed flow diagram/timeline shall be presented to depict the entire construction/modification process, highlighting, with supporting discussion, critical events and milestones. Included in the event flow shall be the identification of any RPS furnished material/information and/or government furnished material/property (GFM/P) to be used in support of construction/modification.

C. Technical Risk Management Plan

The Bidder shall identify in writing all potential technical, construction/modification risk areas and proposed methods for overcoming/mitigating each identified risk. The Bidder's assessment of existing and potential technical, construction/modification risk shall be presented in terms of the following:

- i. Availability of resources such as materials, components, personnel, facilities, outside facilities, etc.

- ii. Achievement of all the performance requirements specified in the subcontract technical requirements.

D. Quality Assurance (QA)

Bidder shall describe the plans for maintaining control methods, audits, configuration status, changes control, and inspection and test methods throughout the construction/modification process. The Bidder shall discuss its plans for inspections and tests and describe the methods and required supporting documentation for internal approval. RPS reserves the right for its PA/QA representatives to visit the ship yard during the construction/modification process.

E. The technical proposal format shall be as follows:

- i. Title
- ii. Table of Contents
- iii. Volume Summary
- iv. Body of the Proposal:
 - Response to Technical Requirements
 - Ship Design and Layout
 - System Engineering Concept(s)
 - Reliability and Maintainability
 - Quality Assurance
 - Construction/Modification Plan
 - Subcontracts (if any)
 - Final Technical Summary

TRANSITION PERIOD

The current charter of the RV Laurence M Gould (LMG) expires on 16 July 2010. With this in mind, bidders are requested to indicate the time required to transition any equipment from the LMG to their proposed ship. Preferably, this should be done prior to the LMG charter expiration. If this can't be accomplished prior to the LMG charter expiration the bidder is requested to provide a time table of when this equipment transfer needs to take place.

If the proposed vessel delivery date is later than 16 July 2010, bidders are requested to recommend a course of action to be taken to continue operations to and from Punta Arenas, Chile to Palmer Station, Antarctica. Recommendations may include providing a vessel to charter in the interim or alternative ideas of how to continue operations during the transition period.

VESSEL REGISTRY AND CERTIFICATION

It is acceptable to use a foreign built ship as long as it is refurbished in the U.S. and has been under U.S. flag and registry for a least the prior three (3) years. A new ship must be built in the U.S. and have a U.S. flag and registry. Reference FAR 52.247-64 and U.S.C 46 55305 when applicable.

ADDITIONAL ANTARCTIC REQUIREMENTS

- A. Bidders shall review and become familiar with the Antarctic Conservation Act of 1978 and all subsequent revisions, amendments and editions, The Antarctic Treaty and the Agreed Measures for the Conservation of Antarctic Fauna and Flora. The successful Bidder is required to comply with the foregoing documents at all times. Full text is available via the Internet as follows: access the website (WWW.NSF.GOV). Go to “Documents” then to “Text Section”. Type in “Antarctic Treaty”. The Antarctic Conservation Act of 1978 (Public Law 95-541) will appear in PDF format that can be viewed with Adobe Acrobat. Adobe Acrobat can be downloaded at no cost from <http://www.adobe.com/>.
- B. Additional requirements pertaining to operations in the Antarctic environment are set forth by Title 45 of the Code of Federal Regulations (“CFR”), Subpart 671.

QUESTIONS FOR SHIPYARD

Offers that entail vessel construction and/or conversion must include the following.

- A. Name and location of proposed shipyard
- B. A description of how the shipyard can start and deliver the vessel on time, including:
 - i. jobs already started and jobs planned;
 - ii. available manpower - skilled, unskilled;
 - iii. available trades;
 - iv. availability of materials and equipment for this construction; and
 - v. a description of the technical skills available to fabricate and weld specialized steels.
- C. A description of the shipyard's history in building vessels for cold weather and ice operations, including:
 - i. industrial techniques for cold weather product reliability; and
 - ii. on-site design and engineering capability to deal with new problems.
- D. An evaluation of the shipyard's versatility, including:

- i. ability to move trades around in response to internal and external factors; and
 - ii. ability to maintain schedule in changing environmental conditions.
- E. Shipyard experience and equipment that is available for the application of low friction hull coatings.
- F. What is the Shipyard's experience with construction factors specific to the propulsion systems and propulsors proposed? Also note experience building acoustically quiet vessels.
- G. History of work stoppages of greater than two weeks in duration that have been experienced by the Shipyard in the last five years. Provide reasons.
- H. List of vessels built by Shipyard in the last five years.
- I. A description of the organizational structure of the shipyard indicating:
 - i. responsiveness to Owners/Operators requirements;
 - ii. progress monitoring and reporting systems; and
 - iii. shifts and work schedules.
- J. A description of the shipyard's Quality Control and Compliance Systems and techniques to guarantee product at delivery, including the following areas:
 - i. Structure
 - ii. Acoustics
 - iii. Electronics
 - iv. Vibration
 - v. Machinery performance
 - vi. Design compliance/capability
- K. What are the critical path items for the proposed construction or modification?
- L. Will the Shipyard provide permanent office space for the Charterers' representatives during construction/modification?

PROPOSAL EVALUATION

Figure 1: Evaluation categories and major weighting factors for the ARSV.

