

21 October 2026

This is the Military Sealift Command Norfolk, Strategic Sealift Program Support Office

**SOURCES SOUGHT NOTICES, RFP'S, AMENDMENTS AND CONTRACT AWARDS
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PROFORMA DOCUMENTS WILL BE MADE AVAILABLE UPON REQUEST

Subj: RFP N3220527R6015

Ref: (a) SF 1449
(b) MSC DRYTIME 2026 (02-26)

This procurement is a FAR Part 12 acquisition being conducted under FAR 15 Contracting by Negotiation. Per FAR 52.216-1, the Government contemplates award of, firm-fixed-price contracts resulting from this solicitation.

MSC Strategic Sealift Program Support Office, N103A, requests proposals for vessel(s) capable of meeting the transportation requirements described below. The paragraph numbers below apply to the box layout of references (a) and (b), which are incorporated herein by reference (available on the MSC web site at <https://www.msc.usff.navy.mil>, under "Business "Opportunities", select "Contracts", then "Proforma", or upon request), and shall be the charter form of any contract resulting from this solicitation. By submission of a proposal, the owner/offeree confirms agreement with all terms and conditions of this solicitation and the charter form (proforma), unless otherwise identified therein.

NOTES:

- 1. IN ACCORDANCE WITH MSC DRYTIME PROFORMA, PART X (a)(11), A VALID SUBMISSION CONSISTS OF AT LEAST A SHIP NAME, A PRICE, AND A SIGNATURE; WITHOUT THESE THREE ITEMS ON THE OFFER DOCUMENT AT A MINIMUM, YOUR SUBMISSION WILL NOT BE CONSIDERED FOR EVALUATION AND AWARD.**
- 2. DUE TO INCREASED E-MAIL SECURITY, IT MAY TAKE LONGER FOR E-MAILS TO BE RECEIVED IN THE APPROPRIATE IN-BOX, ESPECIALLY WHEN AN E-MAIL IS HOSTED IN A FOREIGN COUNTRY; SOME E-MAILS ARE DELAYED IN EXCESS OF HOURS. OFFERORS ARE ENCOURAGED TO SUBMIT OFFERS AS SOON AS POSSIBLE. NO JPEG FILES.**
- 3. IN REFERENCE TO THE PROFORMA'S "WAR" SECTION, CONTRACTORS ARE NOTIFIED THAT THE RED SEA, THE BAB AL-MANDEB STRAITS, AND GULF OF ADEN ARE DESIGNATED IMMINENT DANGER PAY LOCATIONS; MSC CIVMARS RECEIVE IMMINENT DANGER PAY OF \$225 FOR THE ENTIRE MONTH OR \$7.50 PER DAY WHILE IN THE AREA.**
- 4. OFFERORS ARE REMINDED THAT EXPIRED OFFERS WILL BE EXCLUDED FROM THE COMPETITION UPON EXPIRATION AND WILL NOT BE AVAILABLE FOR SUBSEQUENT REVIVAL OR RENEWAL UNLESS THE EXPIRATION OCCURS DURING A PERIOD WHERE FINAL PROPOSAL REVISIONS ARE BEING ACTIVELY SOUGHT.**
- 5. NOTICE TO OFFERORS THAT SOLICITATION MAY RE-OPEN IF FULL NEED OF GOVERNMENT IS NOT MET.**

A. STANDARD FORM 1449 BOXES

I. Standard Form 1449 Boxes

2. Contract No.: Will be provided upon award
5. Solicitation No.: **N3220527R6015**
6. Solicitation Issue Date: 21 October 2026
7. For Solicitation Information: Email David Anaya at david.c.anaya.civ@us.navy.mil; 564-226-8419
8. Offer Due Date: **Monday, 02 November 2026, at 1100 Eastern Time**
9. Issued By: Military Sealift Command Norfolk, 471 East C Street, Bldg. SP-64, Naval Station Norfolk, Norfolk, VA 23511-2419 (Code: N32205)
10. This Acquisition is: Unrestricted; NAICS Code: 483111
14. Method of Solicitation: RFP
- 18a. Payment will be made by: ERP DFAS-CL (Pay DoDAAC N50082). Submit electronic invoices IAW Part VI(6) DFARS 252.232-7006 Wide Area Work Flow Payment Instructions
- 18b. Submit invoices to: See Part VI(C)(7) MSC Wide Area Work Flow (WAWF) Instructions
- 27a. Solicitation incorporates by full text FAR 52.212-1 and 52.212-4, tailored as indicated and appropriate.

PART I – DRYTIME BOXES:

1. Vessel(s) Required:

- A. General:** This requirement is for a U.S. or foreign flag, general cargo Roll-on/Roll-off (RORO) or Lift-on/Lift-off (LOLO) vessel capable of transporting a minimum of 40,000 square feet of rolling stock and general cargo as described in the attached cargo list. The vessel will conduct port-to-port logistics operations in support of U.S. Marine Corps (USMC) missions and exercises in the Western Pacific region for a charter period of 360-days. The **vessel must be able to moor alongside piers and quay walls to conduct cargo operations using organic equipment.** Loading, unloading, and securing government property for sea will primarily be coordinated by the vessel owner with assistance from Sponsor personnel as needed.
- B. Draft:** Vessel shall accommodate a range of draft restrictions based on unique port requirements. The average loadout is 975 short ton, and the maximum load will be up to 2,500 short ton. Vessel shall provide the draft measures at 975 short ton and at 2,500 short ton. The maximum laden draft shall not exceed 6.0 meters.
- C. Sustainment & Range:** The vessel shall be capable of operating up to 21 days without resupply; achieve a speed of at least 10 knots while loaded; and have a transit range of at least 5,000 nautical miles.
- D. Cargo & Loading:** The vessel will typically be moored alongside piers and quay walls while loading and offloading. Cargo operations could be conducted by utilizing LOLO or RORO configured ships. Adequate space for sponsor personnel to move between vehicles must be provided for minor maintenance during transit.

(1) Hazardous Cargo:

- Other than the items listed in the cargo, the vessel may need to transport hazardous class material: Divisions 1.1 through 1.4.

(2) Cargo Space:

- A minimum total of 40,000 square feet is required. Vessel must be suitable for loading and securing USMC rolling and non-rolling stock, containers, and additional mission equipment.
- The Government may require periodic re-stow or reconfiguration of cargo, subject to safe loading practices both in port and at sea.

(3) Deck and Lane Width:

- Deck strength and tie-down configurations must accommodate typical USMC wheel loads (e.g., trucks, tracked vehicles, ISO containers), with adequate spacing for flexible stow plans.
- Provide clearly marked lanes or open deck areas that permit the safe maneuvering of standard Marine Corps vehicles, including those referenced in the Government Cargo List.
- Incorporate sufficient tie-down points (lashing rings or equivalent) and tie down equipment for secure stowage in compliance with expected sea states.
- Chains, binders and tie-down materials to be provided by the Contractor.

(4) RORO (Ramp) Configured Ships:

- **Ramp Configuration:**
 - Vessel shall be configured with slewing, quarter or side ramp(s) to support RORO operations alongside the pier.
- **Ramp Dimensions:**
 - Ramp shall be sized to accommodate all vehicles or containers listed in the cargo list.
- **Ramp Capacity and Traction:**
 - Vessel must possess a ramp that can be deployed to piers, improved structures, and on a floating barge (approximately at the waterline).
 - Ramp shall sustain the heaviest USMC vehicle loads expected during RO/RO evolutions (as listed in the Cargo List).
 - Traction elements (e.g., traction bars, non-skid) shall be in place to ensure safe movement under wet or slippery conditions.
- **Operational Parameters:**
 - Ramp operations shall be supported by Contractor personnel to accommodate port-to-port transfers of vehicles and cargo from/to improved facilities (pier, ramp, barge, or improved landing ramp) as generally found in commercial port facilities.

(5) LOLO (Onboard Crane) Configured Ships:

- **Crane Capacity:**
 - Crane must be rated and capable of loading and off-loading all equipment on the Cargo List. Any damage to cranes that reduces vessel lift capacity must be reported to the Charterer with an estimated repair timeline.
- **Crane Tackle (Rigging) and Taglines:**

- Ship crane tackle, taglines, shackles, and hooks shall be sized and maintained to support intended loads. Contractor must ensure that load control is maintained throughout the range of motion while conducting cargo operations.
- **Operator Qualifications:**
 - The vessel owner representative (Master) shall assess crane operator qualifications when provided by port authorities or stevedore companies to ensure personnel safety and minimize potential for damage to cargo, onboard cranes, and related equipment.

E. Operational Schedules & Mission Flexibility:

- (1) The vessel Master(s) shall be responsible for the safety of the ship, all personnel onboard and government cargoes. The Master of the vessel shall be responsible for meeting overall schedule requirements. The Master shall work closely with the Sponsor's onboard Officer-in-Charge (OIC) to conduct operational planning (including daily activities) and employment of the vessel to ensure overall mission accomplishment.
- (2) The Government will supply the vessel(s) Master with relevant mission planning information, including cargo manifests, passenger rosters, and any special security or force protection measures. Cargo manifest and personnel rosters will be coordinated in advance of departure.
- (3) The Government will promptly provide updates to changed details (e.g., changes in port schedules) as conditions evolve.
- (4) The Government reserves the right to alter port calls, routes, schedules, or cargo requirements due to emergent operational needs. The Contractor shall make every reasonable effort to accommodate such changes. Any associated costs or schedule impacts shall be addressed via the appropriate contract modification or reimbursable line items, if applicable.
- (5) The Vessel Owner is responsible for operating and maintaining all equipment aboard the vessel unless prohibited by port authority. Dates for Class required surveys and inspections shall be provided to the Charterer on award and updated over time. Vessel owner shall coordinate completion of Class requirements with the charterer to minimize operational impact.

F. Fuel Procurement, Storage and Transfer/Delivery:

- (1) The contractor shall procure fuel for the vessel and the Government equipment on a reimbursement basis with appropriate receipts and supporting documents.
- (2) Diesel fuel for Government equipment may come from ships service tanks.
- (3) All transfer systems shall meet ABS / IACS class requirements and environmental regulations, with emergency shutoff controls and proper spill containment.
- (4) Vessel owner shall advise Government of any vehicle fuel load restrictions for loading (e.g. full tank, half tank, etc.).

G. Personnel Support: A minimum of two Sponsor personnel will be onboard the vessel to help coordinate cargo movement and perform minor maintenance.

(1) Hotel Services:

- The Contractor shall provide meals and stateroom style berthing accommodations for a minimum of two (2) male and female Sponsor personnel with costs to be included in the charter rate. Supercargo personnel in addition to two (2) Sponsor personnel may be

requested to the limit of available berthing with two weeks of advance notice. The government will reimburse the vessel owner for additional Supercargo personnel hotel service/meals at a rate of \$50 USD per person, per day. The contractor will provide a list of personnel to the Military Sealift Command Program Office (PM41) after each voyage, prior to invoicing.

(2) Berthing Accommodations:

- Curtained-off bunks are acceptable. Locking showers/heads shall be provided to ensure privacy in the event of “Jack and Jill” berthing arrangements (shared between staterooms). All accommodations shall be air conditioned and heated. The following stateroom configurations are acceptable:
 - Four person staterooms with private head and shower.
 - Two-person staterooms with private or shared head and shower.
 - In no case will more than four (4) persons share head and shower facilities.

(3) Meals and Support Services:

- The vessel shall provide three full meals per day for Sponsor personnel, with accommodation for persons with special dietary requirements (e.g., Halal).

(4) Medical and Sanitation:

- Medical facilities and treatment capability shall be described in offeror technical proposals.
- Automated External Defibrillators (AEDs) shall be accessible in passenger and crew areas in accordance with ABS and IACS requirements. Sponsor personnel shall be briefed on storage locations and use.

2. Place / Range of Delivery:

Naha, Okinawa, JA or a designated anchorage in the vicinity

3. Place / Range of Redelivery:

Naha, Okinawa, JA or a designated anchorage in the vicinity

4. Charter Period:

About 360-days.

5. Laydays:

Commencing: NLT 28 December 2026, 0800 hrs. (Local)

Cancelling: 06 January 2027, 1600 hrs. (Local)

Itinerary: Provide vessel’s itinerary, confirming the vessel can meet the layday in accordance with Part I, DRYTIME Box 16.

6. Terms/Conditions/Attachments added, deleted or modified:

A. PART III. DRY CARGO (TIME) TERMS AND CONDITIONS (Addendum to FAR 52.212-4)

- (1) Amend Part III(g) LOADING AND DISCHARGING, section (1) General to read as follows:

(1) General. The whole reach and burthen of the Vessel shall be at the disposal of the Charterer, reserving only proper and sufficient space for Vessel's Master, Officers, and crew, tackle, apparel, furniture, provisions, stores, and fuel. The Charterer shall have the use of all cargo handling equipment onboard and the Owner shall provide sufficient power to operate all of the Vessel's cargo handling equipment simultaneously. The Vessel shall work night and day, if required by the Charterer. The Charterer shall have the use of any special gear or fittings actually aboard the Vessel, although said gear or fittings are not required by this Charter. All material required for securing cargo is to be furnished by the Vessel Owner, and the Charterer may have the free use of any lashings aboard the Vessel. The Charterer will be responsible for the replacement of lashing gear damaged by the Charterer or its servants. Such replacement shall be as original or equivalent.

- (2) Amend Part III(g) LOADING AND DISCHARGING, section (6) Charterer's Responsibility to read as follows:

(6) Charterer's Responsibility. The Vessel Owner shall coordinate to load, stow, trim, secure, and discharge the cargo with assistance from Sponsor personnel, all in compliance with applicable laws and regulations and the permit/waiver requirements there under; notwithstanding, however, that the Master shall supervise and be responsible for such actions as they concern the seaworthiness and stability of the Vessel. The Owner shall arrange for stevedoring services at ports visited under this Charter, with reimbursement for all necessary and reasonable agency fees, all reasonable costs of loading and/or discharging, and port charges in accordance with IV(n) (Port Charges and Expenses) below, II(i) (Payment) above, and IV(y) (Reimbursable Supplies and Services (Charters)) below.

B. PART IV. TIME CHARTER COMMON TERMS AND CONDITIONS (Addendum to FAR 52.212-4),

- (1) Amend Part IV(k) (1) Charterer's Option, to read as follows:

The Charterer shall have the right to assign supercargo (supercargo as used herein is both plural and singular), in addition to two (2) Sponsor personnel aboard the vessel if space permits, and other Government designated representatives aboard the Vessel for duty

purposes to the extent that accommodations and United States Coast Guard certification (when applicable) allow and in accordance with COMSC Instruction 3121.9 Series. The Charterer shall pay an amount of \$50.00 per day, per person, covering all expenses including accommodations and victualling for additional supercargo personnel other than the two (2) personnel identified.. The Owner shall victual U.S. Government designated representatives, pilots, and Customs Officers when authorized by the Charterer. The Government particularly reserves the right to put a representative onboard the Vessel, with the pilot, at the approach to a discharge port (or otherwise as mutually agreeable) to inspect the Vessel and to monitor the unloading; reimbursement for accommodations and/or victualling is to be as described above.

C. CALL OUT PART V (i): Lashing Gear. Vessel must be fully outfitted with container deck fittings, semi-automatic twist locks, stackers, rods, turnbuckles, lashing gear, dunnage, and shifting boards in sufficient quantity to safely stow and secure cargo.

D. CALL OUT PART V (j): Spreader Bar. If lifting containers using cranes, vessel must be equipped with a spreader bar, one per crane, capable of lifting 20-foot and 40-foot containers for each crane, weight tested to 50,000 lbs.

E. ACKNOWLEDGEMENT: Owner/ Offeror shall do the following:

Owner/Offeror shall submit a warranty that the Owner/Offeror acknowledges and will meet all requirements of the solicitation and corresponding proforma.

2. Owner/Offeror shall submit items: 1A, 1B, 1D(1), 1D(4) – (5), 1G(4), 5.

3. Owner/Offeror shall provide a warranty of acknowledgment of items: 1C, 1D(2) – (3), 1E, 1F, 1G(1) – (3), 2 – 4, 6A – 6E.

Full text of clauses may be accessed electronically through this/these address(es):

<http://www.acquisition.gov/far/index.html>
<http://www.acq.osd.mil/dpap/dars/dfarspgi/current/index.html>

PART VI ADDITIONAL FAR AND DFARS CLAUSES; add/amend the following:

Amend: (b) FAR 52.203-13, Contractor Code of Business Ethics and Conduct – **CHECKED**

Amend: (b) FAR 52.204-14, Service Contract Reporting Requirements - **CHECKED**

Amend; (b) FAR 52.217-8, Option to Extend Services to read as follows:

The Government may require continued performance of any services within the limits and at the rates specified in the contract. These rates may be adjusted only as a result of revisions to prevailing labor rates provided by the Secretary of Labor. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months. The Contracting Officer may exercise the option by written notice to the Contractor any time prior to redelivery of the Vessel.

Amend: (b) FAR 52.217-9 Option to Extend the Term of the Contract - **UNCHECKED**

Amend: (b) FAR 52.219-8 Utilization of Small Business Concerns – **CHECKED**

Amend: (b) FAR 52.219-9, Small Business Subcontracting plan – **CHECKED**

Amend: (b) FAR 52.219-16, Liquidated Damages—Subcontracting Plan – **CHECKED**

Amend: (b) FAR 52.219-28, Postaward Small Business Program Representation - **CHECKED**

Amend: (b) FAR 52.222-3, Convict Labor (Jun 2003) - **CHECKED**

Add: (b) FAR 52.222-21, Prohibition of Segregated Facilities – **CHECKED**

Amend: (b) FAR 52.222-35, Equal Opportunity for Veterans - **CHECKED**

Amend: (b) FAR 52.222-36, Equal Opportunity for Workers with Disabilities - **CHECKED**

Amend: (b) FAR 52.222-37, Employment Reports on Veterans - **CHECKED**

Amend: (b) FAR 52.222-40, Notification of Employee Rights Under the National Labor Relations Act – **CHECKED**

Amend: (b) FAR 52.222-41, Service Contract Labor Standards – **CHECKED**

Amend: (b) FAR 522-42, Statement of Equivalent Rates for Federal Hires (May 2014) to read as follows:

In compliance with the Service Contract Labor Standards statute and the regulations of the Secretary of Labor (29 CFR Part 4), this clause identifies the classes of service employees expected to be employed under the contract and states the wages and fringe benefits payable to each if they were employed by the contracting agency subject to the provisions of 5 U.S.C. 5341 or 5332.

This Statement is for Information Only: It is not a Wage Determination

Employee Class	Non-Mech Daily	Mech Daily	Daily
Master	\$440.74	\$497.88	
Chief Engineer			\$395.30
Chief Mate	\$267.24	\$294.00	
2 nd Mate	\$238.01	\$261.86	
3 rd Mate	\$208.82	\$229.71	
1 st Asnt Engineer			\$272.16
2 nd Asnt Engineer			\$241.27
3 rd Asnt Engineer			\$206.23
Able Seaman			\$161.98
Ordinary Seaman			\$122.86

(End of clause)

Amend: (b) FAR 52.222-62, Paid Sick Leave Under Executive Order 13706 – **CHECKED**

Add: (b) FAR 52.222-90, Addressing DEI Discrimination by Federal Contractors (Apr 2026) - **CHECKED**

Amend: (b) FAR 52.225-13, Restrictions on Certain Foreign Purchases - **CHECKED**

Amend: (b) FAR 52.229-12, Tax on Certain Foreign Procurements - **CHECKED**

Amend: (b) FAR 52.240-1, Prohibition on Unmanned Aircraft Systems Manufactured or Assembled by American Security Drone Act-Covered Foreign Entities – **CHECKED**

Add: (b) FAR 52.240-91, Security Prohibitions and Exclusions Representations and Certifications – **CHECKED**

Add: (b) FAR 52.240-93, Basic Safeguarding of Covered Contractor Information Systems – **CHECKED**

Add: (b) FAR 52.244-6, Subcontracts for Commercial Products and Commercial Services – **CHECKED**

Add: (c) DFARS 252.225-7005 Identification of Expenditures in the United States – **CHECKED**

Amend: (c) DFARS 252.232-7008 Assignment of Claims (Overseas) – **CHECKED**

PART VI(c) DFARS 252.232-7006 Wide Area Work Flow Payment Instructions

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VI(c)(f)(1)(ii)(A) **Not Applicable**

VI(c)(f)(1)(ii)(B) **Invoice 2-in-1**

VI(c)(f)(3): Document routing: The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

A. Routing Data Table:

<i>Field Name in WAWF</i>	<i>Data to be entered in WAWF</i>
Pay Official DoDAAC	N50082
Issue By DoDAAC	N32205
Admin DoDAAC	N32205
Inspect By DoDAAC	N62387
Ship To Code	N62387
Ship From Code	Leave Blank
Mark For Code	Leave Blank
Service Approver (DoDAAC)	N62387
Service Acceptor (DoDAAC)	N62387

Accept at Other DoDAAC	Leave Blank
LPO DoDAAC	N62387
DCAA Auditor DoDAAC	Leave Blank
Other DoDAAC(s)	Leave Blank

PART VII ADDITIONAL FAR AND DFARS PROVISIONS; add/amend the following:

Add: (b) FAR 52.240-90 Security Prohibitions and Exclusions Representations and Certifications - **CHECKED**

Add: (c) DFARS 252.225-7059 Prohibition on Certain Procurements from the Xinjiang Uyghur Autonomous Region-Representation (JUN 2023) – **CHECKED**

PART IX. ATTACHMENTS – DRY CARGO TIME CHARTER; add the following:

- (b) U.S. Department of Labor Wage Determination, 2019-0288, Rev. 27
- (c) DRYTIME Fuel Consumption Template

Offerors shall comply with all parts of the solicitation and shall use the guidelines set forth in Part X for submission of offers.

PART X. INSTRUCTIONS TO OFFERORS; amend or add the following:

AMEND PART X(a)(11) to read:

A valid submission consists of at least a ship name, a price, and a signature; without these three items on the offer document at a minimum, your submission will not be considered for evaluation and award.

AMEND PART X(i) Simplified Procedures, to read “Reserved.”

AMEND PART X(l) Service of Protest, to read:

Service of Protest. Protests, as defined in FAR 33.102 that are filed directly with an agency, and copies of any protests that are filed with the General Accounting Office (GAO), shall be served on the Contracting Officer (addressed as follows) by obtaining written and dated acknowledgment of receipt from the Contracting Officer. The mailing address is the same as that stated in Box 9, SF 1449. Interested parties may request an independent review of their protest as an alternative to consideration by the Contracting Officer or as an appeal of the Contracting Officer’s decision on their protest. See FAR 33.104. Requests for independent review shall be addressed to:
Director, Contracts & Business Management Directorate, Code N10

Military Sealift Command
471 East C Street, Bldg. SP-4
Naval Station Norfolk
Norfolk, VA 23511-2419

MSC encourages potential protestors to discuss their concerns with the Contracting Officer prior to filing a protest. The copy of any protest shall be received in the office designated above within one day of filing a protest with the GAO.

ADD PART X (m) FAR 15 Acquisition: This procurement is a FAR Part 12 acquisition being conducted under FAR 15 Contracting by Negotiation. Accordingly, the policies and procedures for solicitation, evaluation, and award authorized by FAR Part 15, “Contracting by Negotiation” procedures apply. The Government intends to award without discussions. Pursuant to FAR 52.212-1(g), however, the Government reserves the right to conduct discussions if it later determines them to be necessary.

ADD PART X(n) to read: Owner/Offeree shall submit Vessel Specification sheet, General Arrangement drawing, Pictures of ship and interior spaces, and ABS and USCG Certificate of Inspection(COI), Certificate of Documentation (COD), and Load Line Certificate or equivalent regulatory certificates.

PART XI. FAR 52.212-2 EVALUATION -- COMMERCIAL PRODUCTS AND COMMERCIAL SERVICES (DOW DEVIATION 01 FEB 26) (tailored pursuant to FAR 12.205(a)) – SPOT CHARTER); amend or add the following:

Amend PART XI(a) first two sentences to read as follows:

The Government will award up to two contracts resulting from this solicitation to the responsible offeror(s) (See Note (1) below) whose technically acceptable proposal(s) represents the lowest price to the Government. Award(s) will be made to the offeror(s) with the two, lowest, evaluated price proposals or until the needs of the Government have been met, and according to the preference scale set forth in sec. III.A.3. of VISA (available at 89 Federal Register 83941).

PART XI(a)(7) PRICE; amend to read as follows:

The offeror’s price proposal will be evaluated based on the value of the charter hire rate(s) offered for the entire charter period of (a) 360 days, price for fuel, and any other pricing elements set forth in the offer. For evaluation purposes, the period of performance will consist of (b) 360 days. Fuel calculations will be based upon (c) 118 days underway laden at the speed specified in the individual solicitation, using fuel consumptions provided in DRYTIME Boxes 68 and 70; (d) 45 days underway ballast at the speed specified in the individual solicitation, using fuel consumptions provided in DRYTIME Boxes 69 and 70; and (e) 197 days in port idle, using the fuel consumption provided in DRYTIME Box 71. This will represent the overall price to the Government. The proposed price(s) must be determined to be fair and reasonable.

XI(a)(7)(ii) Add the following to the body of the already-existing paragraph:

MGO/MDO: \$1,608.88 per metric ton.

Add PART XI(a)(9) SOLICITATION COMPLIANCE to read as follows:

Solicitation Compliance. The offeror's proposal will be reviewed for compliance with the submission requirements outlined in Part X(a)(12). Failure to provide any of those submission requirements may result in a proposal being not eligible for award.

THIS CONCLUDES THE CHANGES TO PART I, DRYTIME BOX 6 (TERMS/CONDITIONS/ ATTACHMENTS ADDED, DELETED OR MODIFIED).

SIGNED: CHRISTOPHER TOMLIN, CONTRACTING OFFICER, MSC, N103A