Defence Materiel Organisation
Ministry of Defence

Return address Postbus 90822 2509 LV Den Haag

To the possible manufacturer/supplier of twelve high speed crafts

Directorate Materiel Logistics
Procurement Branch

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Our reference
DIV13003101

Please quote date, our reference and subject when replying.

Date 29 April 2014
Subject Request For Information (RFI)

Dear

With this letter the Defence Materiel Organisation (DMO) kindly asks your attention to the following matter.

The Dutch Caribbean Coast Guard (DCCG) operates twelve high speed crafts. Replacement of these crafts is scheduled within the next years. The Ministry of Defence (MoD) of the Netherlands is requested to run this project on behalf of the DCCG.

We are investigating the possibilities of the above mentioned replacement with regard to an upcoming procurement.

The required specifications of the high speed crafts are laid down in Annex A (General Information) and Annex B (Quantified Specifications). The most important issue is that the crafts are of a proven design and already in use under similar circumstances.

In addition to the requirements mentioned in Annex A and Annex B you are requested to answer the questions stated in Annex C (Questionnaire).

Both this RFI and your response will be free of any obligations by both you and the Netherlands Ministry of Defence. Please be aware that a possible tender in the next phase will be put out in competition.

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It is very much appreciated if your information is received before June 6th 2014. Please be assured that the information provided will be treated confidentially. If you need any clarification, or if you have any further questions, please do not hesitate to contact the DMO at the e-mail address stated at the top of this letter.

Finally the DMO would like to thank you in advance for your cooperation and we are looking forward to receive your reply.

Yours Sincerely,

H. Lok
Contracts Manager

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ANNEX A GENERAL INFORMATION

The crafts will be the main interceptors of the Dutch Caribbean Coast Guard. The area of operation are territorial waters, but this area of operation could expand to the open seas, limited by the range of 160 nm. The crafts need to operate at speeds of at least 48 knots. This speed is determined by the desire to react and intercept faster than the current interceptor (maximum speed of the current interceptor is 45 knots), while the range is determined by the range of the radar/AIS. The six islands (Aruba, Curacao, Bonaire, St Maarten, St. Eustatia and Saba) have radar or similar functionality, but "acting" is possible from Aruba, Curacao and St. Maarten only. The crafts may operate in shallow or fresh waters, but the design must focus on the territorial waters and open seas. Experience with the local wave patterns learns that the total length of the craft must be around 12 meters.

The crafts should have a closed cabin. It is preferred that the cabin provides some degree of protection in case of unfriendly fire by small calibre weapons. Suppressing fire can be delivered from within the cabin by means of windows that can be opened. The cabin should reduce the stress (noise, sun, salt, sea spray, sea waves) on the crew, compared to an open or semi-open cabin. By keeping the elements out, the expected life of (personal) equipment increases as well. However, the salt levels in the air, as well as the (very) high humidity calls for proper watertight - and for proper corrosion resistant materials of the console and all the other build in equipment.

The crafts mission is search and rescue, to patrol, to intercept, and to board. Each of these missions may include fast and aggressive manoeuvring during a period of two hours. The boarding point on the craft will be a 'logical point' before or behind the closed cabin. Sufficient space should be provided to walk alongside the cabin.

'Easy maintenance' is mostly a matter of reachability - and durability of components. Therefore the manufacturer should show that critical components, such as tubes, hull, engines and sterns can be easily replaced and/or maintained, taking into consideration ` expected life' of components in a salty, sunny, (very) humid, 'corrosion promoting/glue-degrading' environment.

The crafts will preferably be maintained locally. This means that a possible manufacturer should have existing local dealerships, or should be willing to start co-operation with local companies.

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ANNEX B QUANTIFIED SPECIFICATIONS

Minimum max speed	48 knots
Cruising speed	Approximately 35 knots
Endurance	• 6 hrs at 25 knots, SS1, **or** • Range of 160 nm at cruising speed in SS1, **or** • 2,5 hrs at top speed and 1 hour at 25 knots, SS1.
Payload (crew, outfit)	1200 kg
Crew	6 persons
Miscellaneous	• The craft should have a cabin • Seating for a crew of 6 and 2 extra passengers • Possibility to transport 1 passenger on a stretcher within the cabin
Dimensions	• Length approx. 12 meters because of wave patron in Caribbean Sea • Height max 8 ft, limitations of the bridge at St Maarten
Weight	Max 6500 kg
Operational up to	SS4, successfully seek shelter in SS5
Preferred propulsion system	• Type approved inboard diesel engines • Intermediate shaft/gear • Sterndrives
Number of engines	At least 2
Type of fuel	F76 / F75 / DMA ISO 8217
Transport, road	Yes, by trailer
Transport, sea	Yes, HNlMS Pelikaan
Alongside other ships	Yes
Tactical signature (colour, radiated noise)	Yes
Ballistic protection small calibre weapons	Preferable (cabin)
GMDSS area	A1 (VHF incl. DSC, SART-EPIRB)
Communication	1 commercially available radio, cabling and antenna's
Navigation suite	Extended integrated navigation suite: Mil GPS, GPS-compass, radar, shallow water echo sounder, Electronic Chart System (ECS)

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ANNEX C - QUESTIONNAIRE

Functional/technical

1. What type of craft's can you offer taking into consideration the information and specifications stated in Annex A and Annex B?
   Please provide us with technical specifications and a general plan.
2. What kind of material is used for the hull construction?
3. In case you use tubes, do you have preferences for air-filled or foam-filled tubes, and if so, what are they based on?
4. In case you use tubes, what is your preferred method of robust attachment of these tubes? Which considerations is this preference based on?
5. Is it possible to have a cabin installed with some kind of ballistic protection? If so, to what degree?
6. What is your propulsion configuration?
7. What are your considerations when you have to choose between a water jet propulsion system or a system with propellers?
8. What is the expected fuel consumption based on 750 running hours a year at 35 knots in SS1?
9. How do you anticipate on controlling the environmental conditions of the cabin during routine 6 hour missions (both day and night)?
10. How do you propose to minimize crew fatigue and injury due to shock and vibration as experienced during high speed operations?
11. What are your thoughts on broaching, bow diving, chine tripping and porpoising during high speed maneuvering?
12. What are your thoughts on radiated noise and radar visibility.
13. To which (inter)national legislation and regulations do you design and construct your crafts?

Logistic Support

14. Are all components easy accessible for maintenance? Is it possible to change an engine within the hour?
15. Is your company providing a network of dealers or agents around the Caribbean See? Does your company already have dealers or agents on the islands Curacao, Aruba and St Maarten or is your company willing to start a co-operation with a local company?

Prices

16. Can you provide us with a ROM price or prices, including the assumptions you have used?
17. In relation to the possible different configurations, we would appreciate it very much if you could provide us with cost information related to procurement including acceptance tests, Integrated Logistic Support and costs for initial training of crew members.
18. The estimated costs will not be construed as an offer. The information will only be used to optimize a possible future Request For Quotation.

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19. Can you provide a price breakdown showing the cost drivers of the crafts?
20. Can you provide us an estimation on life cycle costs and your view on performance based maintenance concepts.

Company information/experience

21. Please provide your company profile.
22. Do you have experience with the manufacturing/delivery of the requested crafts to similar organizations under similar operating conditions (high temperature, salinity and humidity)? If so, please mention references if possible.
23. What are your thoughts on high speed maneuvering in moderate sea state (over and above 40 knots in SS4)?
24. Are your craft's deployed worldwide, or only in a specific region?
25. Does your company have a certified quality system?
26. Is it possible to customize the crafts you will offer in a future RFQ.

Delivery time

27. Can you give us an estimation of the time needed to produce a well detailed quotation in response to a future RFQ?
28. Can you give us an estimation of the time needed for the production of a high speed craft and how many crafts can be built in parallel, related to the requested quantities?
29. Does your company have comparable crafts available for demonstration to the MoD?

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