

LAW Industry Day 04 MARCH General Session Q & A

Q: Has the Government considered a Commercial design for a contested environment? Will the government take a design and militarize them?

A: Yes, this can be part of the preliminary design process. Regarding shock qualification, we do not envision making every system or item shock (901E) qualified. However, the Government may choose to invoke shock qualification for certain critical components (bow or stern ramp as examples).

Q: Do we need to have a vital generator or shock qualified generator?

A: Yes, but there is trade space here. We need LAW to be able to conduct its mission in a contested environment and that may mean vital power to the generator, but not necessarily, "shock qualified".

Q: Are there specs listed for the ramp?

A: Not at this time, we are still working through ramp requirements. Offloading USMC Rolling Stock quickly to meet mission is priority. Beaching as quickly as possible is a NON negotiable requirement.

Q: Is the Navy looking for commercial damage stability (ie: one compartment flooding) or Navy Damage Stability (ie: 2 compartment flooding criteria)?

A: This is an area of future Industry Studies the Government is contemplating that would seek Industry input on commercial- 1 compartment stability vs 2 compartment. This requirement is still in the Government's trade space as we look at designs and cost.

Q: Does the Government envision the Program getting down to competitors bidding on one design with Navy team or systems specifications or is the expectation for Industry to build to Government specifications and requirements?

A: The Government intends for Industry to perform the preliminary/contract design and provide the Navy input on the cost drivers and producibility of the proposed specifications and requirements. The Navy views this collaborative approach to technical specifications as the best balance between cost, schedule and capability.

Q: Has the Government considered Multiple Award Designs?

A: Yes, the acquisition approach the Government intends to follow will award multiple preliminary design efforts to support robust competition for Detailed Design and Construction. The Government is also considering non-traditional acquisition strategies such as Middle Tier Acquisition (Rapid

Prototyping, Rapid Fielding). The top Government priorities are affordability and fielding the capability as quickly as possible, therefore Industry is encouraged to propose teaming ideas or acquisition strategies in their RFI white paper responses that further these goals.

Q: Is the Government considering awarding a design contract to multiple shipbuilders?

A: Yes, the acquisition approach the Government intends to follow will award multiple preliminary design efforts to support robust competition for Detailed Design and Construction. The Government is also considering non-traditional acquisition strategies such as Middle Tier Acquisition (Rapid Prototyping, Rapid Fielding). The top Government priorities are affordability and fielding the capability as quickly as possible, therefore Industry is encouraged to propose teaming ideas or acquisition strategies in their RFI white paper responses that further these goals.

Q: To help with cost analysis, is there any way you can share the intended Government Furnished Material with Industry?

A: The Government intends to have a very limited amount of GFM: a small communications suite made up from existing programs of record (similar to a MK 6 Patrol boat), a 25mm or 30mm gun system, Global Positioning System (GPS), Identification Friend or Foe (IFF), Automatic Identification System (AIS) and crew served weapons (e.g. .50 caliber machine guns).

Q: Has the Government discussed providing other major equipment (ie: shafts, props, etc.) as GFE?

A: No, the Navy is only considering C4I and weapon systems at this time.

Q: Is the Government considering all construction materials (e.g. steel, aluminum)?

A: The Government does not intend to limit the material the vessels are constructed with, however the material selected must meet the design requirements including the mandatory ability to withstand beaching the vessel (i.e single point offload to the beach).

Q: What is the required beach gradient for LAW?

A: The minimum beach gradient requirement is 1:40. Please include in RFI response the beach gradient your vessel is designed to.

Q: Is the LAW required to stern beach?

A: The Government is not dictating whether the vessel beaches by the bow or stern, only that it must be capable of single point offload to the beach (i.e. offloads without additional infrastructure such as piers or lighterage).

Q: Does the LAW require drive-through potential?

A: No, the LAW is a shore-to-shore vessel, but additional design features such as this that increase capability will be given consideration if the Navy ultimately chooses a best-value acquisition.

Q: Does LAW require a well deck?

A: No, LAW will not have a well deck. Open deck stowage is desirable/preferred.

Q: What military onload/offload requirements must be accommodated?

A: Must be capable of onload/offload of all existing USMC Rolling Stock inventory (except M1A1 Abrams tanks), including Medium Tactical Vehicle Replacement (MTVR), RT240 (Rough Terrain Container Handler) carrying a 20-foot TEU, and 11m RHIB on trailer.

Q: Is there a maximum draft requirement for LAW?

A: Yes, the maximum draft requirement is 12 feet.

Q: Is there a requirement for weapons and armament?

A: Yes, two MK 46 (30mm GWS) with control station and gun mounts which can hold pintles for common crew served weapon systems in order to provide 360 degree defense.

Q: Will the weapons be GFE?

A: Yes.

Q: What's the concept for reloading- across the beach or resupply at sea?

A: Shore to shore is the primary requirement, but additional design features (such as the ability to resupply at sea) that increase capability will be given consideration if the Navy ultimately chooses a best-value acquisition.