

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>			1. CONTRACT ID CODE J	PAGE OF PAGES 1   14
2. AMENDMENT/MODIFICATION NO. 0002	3. EFFECTIVE DATE 13-Jan-2023	4. REQUISITION/PURCHASE REQ. NO. ROLLSROYCE		5. PROJECT NO.(If applicable)
6. ISSUED BY COMMANDER SOUTHEAST REGIONAL MAINTENANCE MAYPORT NAVAL STATION PO BOX 280057 JACKSONVILLE FL 32228	CODE N40027	7. ADMINISTERED BY (If other than item 6) <b>See Item 6</b>		
8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code)		X	9A. AMENDMENT OF SOLICITATION NO. N4002723R0001	
		X	9B. DATED (SEE ITEM 11) 07-Dec-2022	
			10A. MOD. OF CONTRACT/ORDER NO.	
			10B. DATED (SEE ITEM 13)	
CODE	FACILITY CODE			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS				
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.				
12. ACCOUNTING AND APPROPRIATION DATA (If required)				
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.				
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.				
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B).				
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:				
D. OTHER (Specify type of modification and authority)				
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.				
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)  OEM ROLLS-ROYCE AMENDMENT 0002				
Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.				
15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)		
		TEL:	EMAIL:	
15B. CONTRACTOR/OFFEROR  _____ (Signature of person authorized to sign)	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA  BY _____ (Signature of Contracting Officer)		16C. DATE SIGNED  13-Jan-2023

## SECTION SF 30 BLOCK 14 CONTINUATION PAGE

## SUMMARY OF CHANGES

## SECTION SF 1449 - CONTINUATION SHEET

The following have been added by full text:

AMENDMENT 02

The purpose of this amendment is to answer Bidders Questions No. 002 – 005.

The proposal due date remains to 1400 27 Jan 2023.

**Bidders Question No. 002:**

The RFP states that the contract is to “provide for Original Equipment Manufacturer (OEM) support of the Rolls Royce Corporation MT-30 Gas Turbine Engines (GTE) for LCS 1 (Freedom Variant) class ships of the U.S. Navy.” (RFP Para 1.0, page 17)

Rolls Royce is the OEM for other major commercial systems onboard the LCS 1 (Freedom Variant) class ships including the waterjets, CANMAN steering systems, and shafts. These systems are complex systems that also require support regularly.

Question: Request that the RFP increase its scope to include all the systems Rolls Royce is OEM for, such as the water jets and Canman steering controls?

**Answer No. 002:**

SERMC will investigate the possibility of adding increasing scope post award with leadership.

**Bidders Question No. 003:**

The RFP states that “the Program Manager is expected to work in Mayport” (Para 4.0 pg 21), that the “Project lead shall work in Mayport” (para 4.2, page 21), and that the “Gas Turbine Specialist shall work in Mayport” (Para 4.3 pg 21).

Rolls Royce North America has no facilities or people in Mayport currently. We would need to staff the support for this contract by moving current employees to the Mayport area or hiring new employees and establishing them there. We can only do this if enough work was available to fully utilize these assets. With a minimum contract value of \$10,000 dollars, Rolls Royce cannot move or hire employees in support of this Contract only.

Question: Can the minimum contract award be increased to cover these three personnel.

If it is the intent of the Govt to require at least these three personnel be available in Mayport continuously in support of LCS repairs, it seems fair to include a guaranteed funding level to support them that in the award. An inability to guarantee work for those who are required to be in Mayport, will likely prevent us from bidding this RFP.

**Answer No. 003:**

No, a PM/Project Lead is NOT required to reside in Mayport at this time. The Government reserves the right to request a part or full time person(s) via a funded delivery order. The SOW will be amended.

**Bidders Question No. 004:**

The provided J4 is the provided staffing matrix form to be filled out. While it is titled as “J-4 Key Personnel.xlsx.xlsx” it seems to be asking for names and data of personnel beyond just the Key Personnel. The column “D” is a Key Person Y/N column, implying that non-key personnel should be included as well.

Page 117 para 5 of the RFP states that we are to “Fill out J-3 and J-4 and return with proposal” however no instructions are provided on how to fill out J-4.

Our belief is that only key personnel should be included in J-4.

Question: Is it accurate that only Key Personnel are to be included in J-4?

**Answer No. 004:**

Concur, Only Key personnel shall be included.

**Bidders Question No. 005:**

The RFP states that “When directed, provide GTE and Associated Systems Preventive Maintenance training for NAVY AFLOAT MAINTENANCE TRAINING STRATEGY (NAMTS) PROGRAM as directed by the government.” (RFP Para 3.1.1 page 19)

It also states “When directed, provide GTE & Associated Systems On the Job (OJT) training for RMC Intermediate Maintenance Technicians as directed by the government to provide a baseline level of knowledge on the systems.”(RFP Para 3.1.2 page 19)

The J-1 Pricing sheet indicates up to 750 hours a year for OJT training and 1000 for “training Class”.

QUESTION: Can the Govt describe what “Training Class” is? We understood NAMTS to be mostly OJT type training and so do not clearly understand the difference in these two line items.

**Answer No. 005:**

Training Class is defined as formal classroom training with developed curriculum for specific topics> IE... specific accomplishment of certain maintenance or operation of the equipment. This training is mainly designed to be accomplished in a classroom type of environment.

The following have been modified:

STATEMENT OF WORK

STATEMENT OF WORK

Section C - Descriptions and Specifications

**Statement of Work (SOW) for Support of  
In-Service LCS One Variant Rolls-Royce Corporation MT-30 Gas Turbine Engine  
On-Site Repair**

1.0 BACKGROUND

- 1.0 Naval Sea Systems Command (NAVSEA) and Southeast Regional Maintenance Center (SERMC) are issuing this contract to provide for Original Equipment Manufacturer (OEM) support of the Rolls Royce Corporation MT-30 Gas Turbine Engines (GTE) for LCS 1 (Freedom Variant) class ships of the U.S. Navy.
- 1.1 The purpose of this Firm Fixed Price Indefinite-Delivery, Indefinite Quantity (IDIQ) contract is to develop a vehicle for the procurement of Rolls-Royce service and parts for NAVSEA and SERMC. Rolls-Royce are to provide the following : repair service, routine/periodic/annual service maintenance, corrective maintenance, shop maintenance, shop work, technical representative visits, equipment grooms, root cause analysis telephone consultations, remote technical support via e-mail and phone, hardware and software configuration management services, training, assistance in accomplishing technical refresh efforts to address obsolescence issues, and other related tasks in order to maintain Rolls- Royce equipment.

## 2.0 SCOPE OF WORK

This section defines the scope of work applicable toward engineering service and support for the following platforms and systems.

- Platforms: LCS (Freedom Variant) up to and including LCS 31
- Locations: Naval Station Mayport Florida (Homeport)  
Naval Base San Diego, CA  
Forward Deployed Regional Maintenance Center ROTA Spain  
U.S. Naval Support Activity Manama, Bahrain  
Other locations listed in Section H of the Statement of Work
- Systems: MT-30 Gas Turbine Engines (GTE)

## 2.0 REFERENCE

The requirements of the following references shall be utilized in the execution of this contract unless otherwise stated herein. Wherever NAVSEA Standard Items undergoes subsequent revision, the Contractor is expected to use the latest revision during contract execution.

- a. Current NAVSEA Standard Items

## 3.0 TECHNICAL REQUIREMENTS

### 3.0 PROGRAM SUPPORT

- 3.0.1 The OEM Contractor shall provide repair services and material, when directed, as set forth below in support of emergent repair support, training, engineering and program support.

- 3.0.2 The Contractor shall track and report metrics for equipment covered under this statement of work ( CDRL A003 Delivery Order Completion Report)
- 3.0.3 The Contractor shall provide feedback to the cognizant technical authority of the U.S. Navy regarding corrections or recommendations for changes to technical documentation including PMS cards, technical manuals, technical bulletins, drawings, allowance parts listings (APL) and repair work scope via CDRL A002
- 3.0.4 The Contractor shall provide a Point of Contact POC that can be reached during normal working hours (and perhaps rarely on weekend for extremely emergent requirements. Contractor shall provide name, email and cell phone number of on-call response coordinator within 1 day of contract award.

### 3.1 TRAINING SERVICES

- 3.1.1 When directed, provide GTE and Associated Systems Preventive Maintenance training for NAVY AFLOAT MAINTENANCE TRAINING STRATEGY (NAMTS) PROGRAM as directed by the government.
- 3.1.2 When directed, provide GTE & Associated Systems On the Job (OJT) training for RMC Intermediate Maintenance Technicians as directed by the government to provide a baseline level of knowledge on the systems.

### 3.2 ENGINEERING SERVICES

- 3.2.1 When directed, provide Engineering Services for failure analysis of specified components to determine root cause of equipment failure and submit report (CDRL A002) to the government citing causes and any corrective recommendation to include any immediate remediation recommendations to prevent similar failures.
- 3.2.2 Provide equipment component improvement recommendations on a task basis as directed by the government.
- 3.2.3 Provide, bi-monthly, In Service Engineering Agents data to analyze engine performance, failure information and make recommendations regarding components or systems that may be candidates for the

improvement effort specified in paragraph 3.2.2 above via (CDRL A002).

- 3.2.4 Provide a list of Diminishing Manufacturing Sources and Material Shortages (DMSMS) and obsolescence forecast and a list of components that can be substituted or replacement to the government. Advise if the substitute or replacement may affect the current system design, and whether there is a need to redesign or modify the system (CDRL A002).

### 3.3 EMERGENT REPAIRS

- 3.3.1 When directed, provide On-Site technical assistance of emergent repairs as defined as by the Supervisor.
- 3.3.2 When directed, accomplish emergent repairs shall be tasked by Program Manager on a case by case basis using a dedicated task instruction
- 3.3.3 The Contractor shall provide all required labor and material to complete the work required under section 3.4 as specified in the applicable delivery order.
- 3.3.4 Technicians are to be qualified and shall hold an MT-30 Gas Turbine Engines training certification signifying their knowledge and proficiency of working on MT-30 Gas Turbine Engines.
- 3.3.5 Response to emergent tasking in CONUS shall be within 24 hours of notification (or as soon as personnel are available). Response to emergent tasking OCOUNUS shall be within 72 hours of notification (or as soon as personnel are available)..

### 3.4 REMOTE TECHNICAL SUPPORT / ENGINEERING SUPPORT

- 3.4.1 When directed, provide Remote technical support to Navy technical engineers and In-service Engineering Agents (ISEA); support may consist of either phone consultation or E-mail inquiries (CDRL A005).

### 3.5 OPERATIONAL CONSIDERATIONS

- 3.5.1 All LCS-1 Class ships shall be subject to the direction of the National Command Authority and the direction of regional commanders. The Government reserves the right to make Emergency repair and perform maintenance where operations and national interests dictate

or failure of equipment occurs while at sea and repairs are essential to completing the mission. If at all possible the Contractor shall make all at-sea repairs. If Contractor personnel are not onboard and Government decides that repair is necessary, the Government shall provide transport for the Contractor to the vessel at sea from the closest port of embarkation by appropriate means (small boat or helicopter).

### 3.6 GENERAL REQUIREMENTS

- 3.6.1 Official contractor vehicles will be permitted to make deliveries to the work site/vessel, as defined in the RCP, only. No waterfront parking will be provided.
- 3.6.2 Simultaneous performance of multiple delivery orders for different ships may be anticipated and required. Conversely, periods of weeks or months may lapse without orders, depending on the needs of the Government.

### 3.7. MATERIAL PROCURMENT REPORTING

#### 3.7.1 Demand Reporting of Locally Purchased Items ( CDRL A006)

Demand Reporting of Locally Purchased Items report shall be completed within 15 days of the completion of the Delivery Order. This report provides the Naval Inventory Control Point (NAVICP) with a broader demand base for identifying, forecasting, and positioning materials to meet repetitive fleet requirements, fleet activities will report all equipage and repair parts procured by local purchase or manufacture. Purchased items to be reported will include only those which are procured by means of DD Form 1155 under the indefinite delivery contract and other sources by the OEM contractor. The reports may be made by an automated transaction (one for each item) submitted via DAAS, utilizing the standard MILSTRIP formats discussed i. NAVSUP P-485 Volume 1 Afloat Supply sections 3057-2 and 3057-3 if the OEM is capable of this methodology. Otherwise a contractor format capturing all the items as noted in a consolidated spreadsheet may be created and submitted as annotated on the CDRL form.

### 3.8 DELIVERABLES

#### Contract Data Requirements List (CDRLs)

##### Exhibit A

A001 Delivery Order Tasking Spreadsheet

A002 Condition Found Report (CFR)

A003 Delivery Order Completion Report

A004 Training Conduct Support Document

A005 Remote Technical Support Log

## A006 Demand Only Transaction Report

## PERSONNEL QUALIFICATIONS

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- 4.1 PROGRAM MANAGER – The program manager (PM) shall have at least ten (10) years of experience in the field of marine engineering repair with at least five (5) years of experience with U. S. Navy repair and maintenance requirements. A minimum educational background of a bachelor's degree is required. The Program manager must be eligible for a secret security clearance and must be available for international travel and have a current passport. A Marine Engineer (Turbine) (3rd Engineer or above) License is preferred but not required. The Program Manager may be assigned as required to Mayport, Florida.
- 4.2 PROJECT LEAD –The project lead shall be a senior level technician with at least fifteen (15) years of experience in the field of in-situ marine Gas Turbine Engine troubleshooting and repair and at least five (5) years as a repair project superintendent or equivalent. Previous troubleshooting and repair experience with the MT-30 Gas Turbine Engines on the LCS-1AF ships is required. The project lead shall hold an MT-30 Gas Turbine Engines training certification signifying their knowledge and proficiency of working on MT-30 Gas Turbine Engines.
- 4.3 GAS TURBINE SPECIALIST – This person shall have a minimum of ten (5) years of in-situ repair experience specifically related to the MT-30 Gas Turbine Engines. The Senior Turbine technician shall hold an MT-30 Gas Turbine Engines training certification signifying their knowledge and proficiency of working on MT-30 Gas Turbine Engines.
- 4.4 REPAIR TEAM – A minimum of one Field Service Engineer shall hold an MT-30 Gas Turbine Engines training certification signifying their knowledge and proficiency of working on MT-30 Gas Turbine Engines.
- 4.5 Personnel listed above are on a per Delivery Order (DO) basis, and are not expected to reside locally unless expressly directed via DO. At this time, it is SERMC's intent NOT to have any permanent contractors in the local area. SERMC reserves the right to request, fund and execute requirements that may require a permanent team in Mayport. SERMC fully understands that when a requirement is issued the contractor will provide personnel as soon as possible.

## 5 OTHER

## 5.1 SECURITY

- 5.1.1 The Contractor shall maintain a quality assurance plan compliant with current ISO standards. The Contractor's quality assurance plan shall interface with, and respond to Government generated reports of quality deficiencies known as Quality Deficiency Reports (QDR) and Reports of Discrepancy (ROD). The government shall be notified within thirty (30) days of the QRD/ROD resolutions. The Contractor's Quality Assurance Plans shall enable it to trace the delivery of individual lowest repairable unit supplied in the event the location and retrieval of the asset becomes necessary.
- 5.1.2 The Contractor shall comply with the Department of Defense National Industrial Security Program (DOD 5220.22) and any revision to that operating manual, for verification of all US Citizens. The Contractor shall comply with NAVSEA Instruction 5500.3A, Control of Access to Vessels by Non-US Citizens. The Contractor shall comply with DD Form 254, Contract Security Classification Specification.

#### 5.1.3 MAYPORT NAVAL STATION BASE ACCESS REQUIREMENTS

##### Naval Station (NAVSTA) Mayport and SERMC Access

Requirements: In order to gain unescorted entry to Naval Station (NAVSTA) Mayport, contractors must obtain Defense Biometric Identification System (DBIDS) credentials and U.S. citizenship is required for issuance of DBIDS for all contractor employees. Possible other locations are identified in the Statement of Work (not all-inclusive).

- 5.1.4 Naval Station (NAVSTA) Mayport and SERMC Access Requirements: In order to gain unescorted entry to Naval Station (NAVSTA) Mayport, contractors must obtain Defense Biometric Identification System (DBIDS) credentials and U.S. citizenship is required for issuance of DBIDS for all contractor employees. Possible other locations are identified in the Statement of Work (not all-inclusive).

Defense Biometric Identification System (DBIDS) Credentialing: contractor employees assigned to the contract must undergo the DBIDS background vetting process, and be eligible to obtain a DBIDS credential from NAVSTA Mayport. There is no cost to obtain DBIDS credentials, and SERMC will serve as the DBIDS sponsoring command. Upon award, the contractor shall submit a DBIDS Sponsorship Request to the SERMC Security Division for all employees that will be assigned to the contract. The Naval Station

Mayport DBIDS Company Enrollment Form shall have the following information: include the company name, address and phone number, and the name, phone number and e-mail address for the company's contract administrator. In addition, the contractor's DBIDS Enrollment Form shall include the contract number, contract date(s) of performance, the Contracting Officer's name, phone number and email address, and requested installation access hours (i.e. 24x7, or Monday –Friday from 0500-1800). The contractor shall also include a separate Employee List, on official company letterhead, including all contractor employees who will be assigned to the contract. The list shall contain the following information for each individual: Employee's legal full name, date of birth, the last four (4) digits of their Social Security Number and the company name (if a subcontracted employee).

All Naval Station Mayport DBIDS Company Enrollment Form shall be submitted to the SERMC Security Division via e-mail to: SERMC\_MYPT\_SECURITY\_DBIDS@navy.mil. Upon receipt of the contractor's DBIDS Enrollment Form, the SERMC Security Division will submit the information to NAVSTA Mayport Security for DBIDS approval/disapproval. Upon approval notification from NAVSTA Mayport Security, the SERMC Security Division will notify the contractor to direct their employees to begin the DBIDS registration process at NAVSTA Mayport – Main Gate Visitor Control. Contractor must also submit a completed, Department of the Navy, Local Population ID Card/Base Access Pass Registration (SECNAV 5512/1) Form to NAVSTA Mayport – Main Gate Visitor Control, during registration. Additional information that may also be required either before, or during the DBIDS registration process may include: Employee's legal full name, date of birth, social security number, company name, address, phone number, and email address, contract number, contract date(s) of performance, employee identification number (EIN), a digital photo, fingerprints, and employee home address and phone number.

If a contractor employee fails the DBIDS background screening/vetting process, the employee may apply for a waiver. It will be the responsibility of the employee to obtain a DBIDS Waiver Request Form from NAVSTA Mayport Security and provide it to their employer as notification. It is the responsibility of the contractor to initiate the waiver request process within 60 days of receiving a Waiver Request Form from the employee. The contractor shall submit all Waiver Requests Forms to the SERMC Security Office for processing and submission to the NAVSTA Mayport Security Office. The Commanding Officer, NAVSTA Mayport is the final waiver determination authority.

It is the contractor's responsibility to check for changes and updated information on a continual basis regarding DBIDS and/or installation access procedures. For more information regarding the DBIDS, and to obtain a copy of the, Department of the Navy, Local Population ID Card/Base Access Pass Registration (SECNAV 5512/1) Form proceed to: <http://dbids.dmdc.mil>.

NOTE: Failure to obtain DBIDS credentials shall exclude any contractor employees from performance of duties under this solicitation. The exclusion of an employee for inability to obtain DBIDS credentials shall not relieve the contractor from performance of the services required under this contract.

## 5.2 TRAVEL/PLACE OF PERFORMANCE

- 5.2.1 Travel and Work shall be performed at CONUS and OCONUS locations as specified at the Delivery Order level.
- 5.2.2 The Project Lead/Technicians/repair team will be expected to travel in support of Emergent Maintenance.
- 5.2.3 Travel will be cost plus G&A.
- 5.2.4 A DCAA approved cost accounting system is not required to use Travel cost reimbursement. The Contractor shall obtain prior written approval by the ACO per trip occurrence. All estimated and incurred travel costs shall be in accordance with FAR 31.205-46.

## 5.3 TRAVEL REIMBURSEMENT

- 5.3.1 The Contractor shall obtain prior written approval by the ACO per trip occurrence. Travel shall be funded under the travel CLINs for each year. All estimated and incurred travel costs shall be in accordance with FAR 31.205-46. This applies to prime contractor and all subcontractors. The contractor proactively optimizes the Fly Away Team composition to maximize performance of maintenance at locations away from home port while minimizing travel expenses.
- 5.3.2 Workers being paid under this contract, as prime contractor personnel or subcontractor personnel, will complete a full shift at the worksite, and no compensation will be paid for travel time before or after the shift.

- 5.3.3 This requirement pertains only to payments for travel time before or after these workers' regular shifts, and does not apply to legitimate travel costs incurred during normal working hours, provided that those costs are otherwise reasonable, allocable and allowable.
- 5.3.4 Other Direct Costs consist of travel any subcontractor costs for both CONUS and OCONUS repair teams. All travel cost shall be reported for the Contractor and all support subcontractors (cost reimbursable only per FAR 31.205-46).

**Delivery Order Issuance:**

The following activities are authorized to issue orders hereunder. The Contracting Officer may add other ordering activities as needed throughout the performance of this contract.

**Ordering Activities Mailing Address DODAAC**

NAVSEA Commander N00024  
Naval Sea Systems Command  
1333 Isaac Hull Ave, SE  
Washington Navy Yard, DC 20376-4030

SERMC Commander N40027  
Southeast Regional Maintenance Center  
P.O. Box 280057  
Mayport, FL 32228-0057

FLC Rota Commander N68171  
Naval Supply Systems Command,  
Fleet Logistics Center Sigonella - Rota  
PSC 819 Box 1  
Rota, Spain 09645

FLC Sigonella Commander N68171  
Naval Supply Systems Command,  
Fleet Logistics Center Sigonella Naples Office  
Naval Regional Contracting Cen Det  
PSC 810 Box 50  
FPO AE 09619-3700

FLC Bahrain Commander N49400  
Naval Supply Systems Command,

Fleet Logistics Center Bahrain  
PSC 451 Box 50  
FPO AE 09834-2800

MARMC Commander N50054  
Mid Atlantic Regional Maintenance Center  
9727 Avionics Loop  
Norfolk, VA 23511-2124

SWRMC Commander N N55236  
Southwest Regional Maintenance Center  
3755 Brinser Street, Suite 1  
San Diego, CA 92136

FLC Singapore Commander N40345  
Naval Supply Systems Command,  
Fleet Logistics Center Singapore  
Building 7-4 Sembawang Terminal  
Deptford Road  
Singapore, 759657

Yokosuka Commander N62649  
Naval Supply Systems Command  
Fleet Logistics Center Yokosuka  
PSC 473 Box 11  
FPO AP 96349-1500

Sasebo Commander N68246  
Naval Supply Systems Command  
Fleet Logistics Center Yokosuka Det Sasebo  
PSC 476, Box 6  
FPO AP 96322-1500

FLC San Diego N00244  
3985 Cummings Rd  
San Diego, California 92136

North West Regional Maintenance Center N4523A  
1400 Farragut St.  
Bremerton, WA 98314  
Puget Sound Naval Shipyard & IMF  
(North West Regional Maintenance Center) (NWRMC)  
Bremerton, WA

Hawaii Regional Maintenance Center N32253  
667 Safeguard St, Suite 100

Honolulu, HI 96818.  
Pearl Harbor Naval Shipyard and IMF  
Hawaii Regional Maintenance Center (HRMC)

(End of Summary of Changes)