



***FY13 EXTENDED DRY-DOCKING SELECTED
RESTRICTED AVAILABILITY (EDSRA) FOR
USS PORTER (DDG 78)
INDUSTRY DAY***

9 January 2013

Morgan Reese - Contracting Officer



Agenda

- **Industry Day Ground Rules**
- **PMS400F Opening Remarks**
- **FY13 EDSRA Technical Summary**
 - **Background**
 - **EDSRA Summary**
 - **Authorized Ship Alterations**
 - **Authorized Alterations Equivalent to Repair (AERs)**
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- **FY13 EDSRA Contractual Summary**
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 - **Expected Acquisition Timeline**
 - **Draft Source Selection Criteria**
- **Questions**



Ground Rules

- The purpose of this Industry Day is to improve Industry's understanding of the Navy's requirements regarding the USS PORTER EDSRA, thereby allowing potential Offerors to judge whether or how they can satisfy the Government's requirements.
- The Information provided today represents the Government's intentions but is not final and is therefore to be considered draft and entirely non-binding. This presentation does not constitute a Request for Proposal (RFP) nor a commitment on behalf of the U.S. Government of any kind.
- The Government wishes to facilitate an open and equal dissemination of information during this Industry Day. Therefore, while Offeror's are encouraged to ask questions, please do so as part of the public forum and not in side bar conversations.



FY13 EXTENDED DRY-DOCKING SELECTED RESTRICTED AVAILABILITY (EDSRA)

TECHNICAL SUMMARY



Background

- Sunday, 12 August 2012 USS PORTER (DDG 78) collided with a Japanese-owned bulk oil tanker outside the Strait of Hormuz.
- The Extended Dry-Docking Selected Restricted Availability (EDSRA) Period of Performance is 30 May 2013 to 01 April 2014. It will include a combination of collision repairs, program alterations, and planned Fleet maintenance.
- DDG 78 is home-ported in Norfolk, Virginia and is scheduled to be a Forward Deployed Naval Force (FDNF) asset home-ported in Rota, Spain in 2015.



Background, Cont'd

- Temporary repairs were accomplished overseas to ensure that the ship was capable of transit to homeport (Norfolk, Va.)
- Removal of temporary non Mil-Spec materials /repairs and remaining collision damage structure will be required during the EDSRA and replaced with Mil-Spec materials.
- Prior to the collision, USS Porter was scheduled for a DSRA which included a typical docking work package, modernization, as well as repair work that now requires integration with the collision damage affected area.



Background, Cont'd Ship Collision Damage Prior to Voyage Repairs



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FY13 EDSRA Summary

- Availability Start Date - 30 May 2013: Availability End Date - 1 Apr 2014
- Work package consist of 214 Work Items, including
 - Collision Repairs
 - Bow Strengthening Alteration Installation
 - Ballistic Missile Defense (BMD) Alteration
 - Sonar Dome Connectorization Alteration with transducer change out
 - FWD Retractable Kingpost Removal (Partial)
 - Consolidated Afloat Network Enterprise System (CANES) Alteration
 - Dry-docking Work Package
 - HENL – with required Berthing Barge Support
 - GTG/GTE Intake/Uptake Repairs/Preservation
 - Tank Repairs/Preservation – FO/PW
 - Various Structural Repairs
 - Freeboard/FWD & AFT Stack Preservation
 - Critical Coating Preservation – U/W Hull, Machinery Space Bilges
 - Critical and Non-Critical Non-skid
 - PRC Replace/resurface throughout the ship
 - Staging Mast for Ship's Force Preservation
- Execution Milestones will be defined in Solicitation Package
- Southeast Regional Maintenance Center (SERMC) has planned and will provide the Project Team for execution of the Work Package.

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Authorized Ship Alterations

- SA 79026K, 74283K, 79301K AEGIS BALLISTIC MISSILE DEFENSE (BMD) INSTALLATION
- SA 70438K BOW STRENGTHENING MODIFICATION
- SA 76231D SONAR DOME STAVE CABLE CONNECTORIZATION
- SA 76201D DELE FWD RETRACTABLE KINGPOST
- SA 77279K CONSOLIDATED AFLOAT NETWORK AND ENTERPRISE SERVICES (CANES)
- SA 00151.01K & DDG51-00151.02K, CONVERT A/C PLANTS
- SA 71140D TORPEDO HANDLING MODIFICATION
- SA 73738D DDG MOD, INST ADDL BLKHD CUTOUT VALVES
- SA 73395D BULKHEAD SHAFT SEAL UPGRADE
- SA 75829D FIREMAIN REGULATOR STRAINER AND CORD
- SA 76087D DDGM BOLTED BLISS CAPS
- SA 77690D 02 LVL INTAKE AND UPTAKE DRAINS
- SA 80916D STEERING CONTROL SYSTEM MOD
- SA 80246D SMALL BOAT REFUELING CHANGEOVER FROM JP-5
- SA 81675 CRES DUAL LIFERAFT INSTALLATION
- SA 76564 D AFT CAPSTAN CONTROLLER MOD
- SA 77691 D DDGM WEATHER DECK DRAIN AND TROUGH MOD
- SA 78148 D AMMO HATCH OPERATING SYSTEM MOD
- SA 77228D INSTALL ALL CRES INDIVIDUAL DOG WTRTT DOORS
- SA 72424D MAFO-HOLTKAMP DOOR INSTALLATION
- SA 00271.01/03/04D, HELLAN STRAINER INSTALLATION
- HENL-S3344 HABITABILITY MODIFICATION

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Authorized Alterations Equivalent to Repairs

- AER 64204D COMPOSITE FAIRWATER AND REM ROPEGUARD
- AER 64205D BOLTED EQUIPMENT REMOVAL PLATE MODS
- AER 64209D ANTI-ICING PIPE HANGER CORR MOD
- AER 64221D TRASH DISPOSAL RM VENT DAMPER
- AER 64229D ADDITIONAL VENTILATION IN SONAR PASSAGEWAY
- AER 64245D CMWD BULKHEAD PENETRATION SLEEVES TO CRES 316
- AER 64250D SSTG EMERGENCY SEAWATER COOLING PPG MODS
- AER 64269D RUDDER WELD MODIFICATIONS
- AER 64270D 02 LVL AFT PORT WEATHER DECK DRAIN
- AER 66074D SONAR DOME SCUTTLE IMPROVEMENT
- AER 64053 SIGNAL PROCESSOR HIGH TEMP ALARM
- AER 64211 MAST CORROSION MODS
- AER 64223 CIWS GRATING CORROSION MOD
- AER 64242 DDG 51 MAST DRAINAGE
- AER 66043 STEERING GR RM VENT MOD
- AER 64201D STUFFING TUBE REPLACEMENT



Pre-Availability Activity

- Collision Damage Structure, Hull Block Module Assembly fabrication is in process. There will be a total of 8 assemblies provided as GFM.
- Early Removal Activity:
 - Radio/Communication Center (2-126-1-C) Space equipment removal including 59 Equipment Racks and associated Intra-Compartment cabling. Re-installation of Equipment Racks and associated Intra-Compartment cabling during CNO AVAIL by the Prime Contractor.
- Additional Removal Work Planned/In-progress:
 - Damaged dead-ended Cable removal– remove cut or dead ended cables to termination point (approximately 1600 inter-compartment cables), to be re-installed during CNO AVAIL by the Prime Contractor.
 - Damaged bulkhead insulation removal caused by flooding in Communication Center
 - Cleaning/Preservation of decks and bulkheads in way of Communication Center flooding damage



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CONTRACTUAL SUMMARY



Acquisition Plan

- The Government intends to award a single Firm Fixed Price (FFP) contract, for base and option work items. The Government also intends to include an Exhibit Line Item Option Schedule as a means to obtain competitive pricing for growth work and ease post award administration
- The Government will make a Best Value source selection decision using the Lowest Price Technically Acceptable (LPTA) approach described in FAR 15.101-2. Award shall be made to the technically acceptable Offeror, who is deemed responsible in accordance with FAR 9.104, who offers the lowest evaluated price.
- The EDSRA shall be competed on a coast-wide basis; however, if two or more responsible Offerors submit technically acceptable offers to perform the work in the Norfolk homeport area, the Government reserves the right to restrict competition to only those offers.
- The Contractor shall accomplish execution planning, engineering, procurement, prefabrication, shipyard production work, and any other work necessary for the collision repairs, program alterations and Fleet maintenance identified in the Statement of Work (SOW) and work specifications.



Expected Acquisition Timeline

20 December 2012	Synopsis
20 December 2012	Draft Specifications Released (Version 1)
28 December 2012	Draft Specifications Released (Version 2)
4 January 2013	Draft RFP Released
09 January 2013	Industry Day
15 January 2013	Expected RFP Release with full spec package
1 February 2013	Expected Cut Off for Bidders Questions
14 February 2013	Expected Receipt of Proposals
30 April 2013	Expected Award Date

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Draft Source Selection Criteria

Eligible Offerors must:

- Own or have committed access to a MIL-STD-1625D certified dry dock with capacity to support USS PORTER during the required contract period;
- Own or have committed access to a crane with capacity adequate to support and install 15 tons of steel in a single lift; and
- Own or have committed access to a pier capable of berthing USS PORTER during the period of availability.

The Government will evaluate two non-price Factors for acceptability and analyze the Offeror's total proposed price as described in FAR 15.404. The evaluation factors are:

- Factor 1: Corporate Experience
- Factor 2: Past Performance
- Factor 3: Price



Factor 1: Corporate Experience

- In determining the relevancy of the Offeror's Corporate Experience, the Government will give greater consideration to the Offeror's experience executing the same or similar type and complexity of work required by the solicitation. For purposes of this solicitation, the Government considers an Offeror's Corporate Experience relating to the following types of contract/work to be most relevant given the type of effort involved in this solicitation:
 - Performance as a prime contractor of dry-docking availabilities on DDG 51, CG 47, LHA 1, LHD 1, LPD 4, LPD 17, or LSD 41 class ships similar in complexity and magnitude as the proposed USS PORTER dry-docking availability. For this solicitation and evaluation purposes, most relevant in duration and magnitude is an availability of at least 6 months and 75,000 man-days using the same or similar personnel, processes and equipment the Offeror is proposing to use to meet the solicitation requirements, **or**
 - Performance as a prime contractor of the construction of U.S. Naval vessels of at least the same complexity as a DDG 51 class ship using the same or similar personnel, processes and equipment the Offeror is proposing to use to meet the solicitation requirements.



Factor 2: Past Performance

- The Government will measure how well an Offeror has performed on relevant contracts in the past as an indicator of successful performance on the current requirement.

- The Government will also review an Offeror's past performance information from the Past Performance Information Retrieval System (PPIRS) as well as any other reasonable sources. The Government's evaluation will be focused on the following areas (all of equal importance):
 - Technical - (Quality of Product)
 - Schedule
 - Business Relations and Management
 - Small Business Participation and Coordination
 - Cost Control



Questions ?

Break for Question Development 15 mins

- *Attendees prepare questions*
- *Questions will be treated as “Bidder’s Questions” and all answers will be made publically available*
- *Q&A sheets provided*

Break for Navy Review & Prepare Answers 30 mins

- *What it can answer: Today*
- *What it can’t answer: Answer provided via FEDBIZOPPS website (www.fbo.gov)*

Navy Provide Responses 15 mins

- *Revised answers to questions may be provided via the FEDBIZOPPS (www.fbo.gov)*



Further Requests for Clarification

- ALL INQUIRIES shall be directed to Morgan Reese, Contracting Officer, and Traci Pichler, Contract Specialist, at morgan.reese@navy.mil and traci.pichler@navy.mil.
- To ensure the Government is able to adequately address and respond to Offeror requests for information (RFIs) via amendment, it is requested questions be submitted no later than 01 February 2013.
- RFIs should reference a solicitation and/or specification page and paragraph number and be submitted on the form provided with the solicitation.