

DDG 78 (USS PORTER) 9 JAN 2013 INDUSTRY DAY Q&A

Question 1: Due to the cost and resources required to prepare a proposal of this magnitude, when will the Navy make a determination for adequate competition in Norfolk?

Government Response: The determination will be made after receipt of proposal/s.

Question 2: Who will be the NSA for this contract? Will they hold technical and contractual authority?

Government Response: The Naval Supervisory Authority (NSA) will be determined based on the location of the successful offeror. Upon award the Government will confirm the points of contact for technical and contractual authority.

Question 3: Who will be the NSA? What will the SERMC/NSSA relationship be in availability execution?

Government Response: The NSA will be determined based on the location of the successful offeror. The Government anticipates SERMC project management involvement regardless of place of performance. At the time of award, the Government will provide more information about roles and responsibilities of Government personnel.

Question 4: How can this solicitation be a potential best value procurement when the technical side appears to be pass/fail? There are no gradients or levels of being technically acceptable.

Government Response: In accordance with FAR 15.101-2, Lowest Price Technically Acceptable (LPTA) is a Best Value source selection process where no trade-off is performed. The Government receives the Best Value from award to the lowest priced technically acceptable offer.

Question 5: Are the modules referred to completely outfitted or assembly work kits?

Government Response: The modules are not completed outfitted; they are structural assemblies. Please refer to the applicable specifications and drawings for additional information.

Question 6: The draft solicitation mentions pricing spreadsheet (J-6) and an Interport Differential Chart – will these be provided with the final solicitation?

Government Response: Yes.

Question 7: Under the past performance review, will a contractor who has no dry-docking experience, if they have access to a NAVSEA certified dry dock, on the specified vessel/s be found technically acceptable and eligible for award?

Government Response:

Offerors must be evaluated as technically acceptable in both Factor 1, Corporate Experience, and Factor 2, Past Performance, to be deemed eligible for award. Due to the complexity associated with dry-docking availabilities, an offeror that has no corporate experience as a prime contractor for dry-docking availabilities on DDG 51, CG 47, LHA 1, LHD 1, LPD 4, LPD 17, or LSD 41 class ships and has no experience as a prime contractor for the construction of U.S. Naval vessels of at least the same complexity as a DDG 51 class ship will be found technically unacceptable under the Corporate Experience Factor and, thus, will be ineligible for award.

Offerors with *no* relevant corporate experience will be rated Acceptable under the Past Performance evaluation factor in accordance with Department of Defense source selection guidance for LPTA source selections but unacceptable under the Corporate Experience evaluation factor.

Question 8: The Government has defined most relevant experience and clearly stated how the lack thereof would be evaluated for past performance (i.e. neutral is acceptable). If the offeror lacks the “most” relevant corporate experience how will that be evaluated?

Government Response: The experience will be evaluated based on the merits of that experience demonstrated in the proposal submission.

Question 9: Will the final specification package issued on 15 January include changes to the current package. If so, will these changes be identified / highlighted?

Government Response: The Government does not anticipate revising the 28 December specification package before release of the RFP on 15 January 2013. If revisions are made, they will be clearly identified by errata.

Question 10: Is it possible to obtain access to the ship prior to 20 January 2013 to conduct ship checks to the work specs?

Government Response: The Government does not intend on revising the ship check dates at this time.

Question 11: What is the extent of the anticipated engineering and what is the relationship with the hull planning yard?

Government Response: Please resubmit your question with additional information so the Government can fully understand and provide an accurate response.

Question 12: Who is responsible for engineering technical adjudication? Will the hull planning yard be on site?

Government Response: The NSA Chief Engineer (CHENG) will be responsible for technical adjudication. The planning yard will be on site.

Question 13: Will the schedule submission timeline within 009-60 be enforced? If not, what will be the submission date for the schedule?

Government Response: Yes, the schedule submission timeline within 009-60 will be enforced.

Question 14: Who are the anticipated third parties and what is the level of involvement, what are the integration efforts?

Government Response: The anticipated third parties are those typically included in CNO availabilities (e.g. SPAWAR, Port Hueneme, MDA, NAWC AD, NAVSSES). The level of integration and involvement is described in the specifications.

Question 15: Of the 214 work items, 22 ship alterations and 16 AERs, how many will be assigned to outside activities?

Government Response: All work items, ship alterations and AERs are the responsibility of the Prime contractor. The level of responsibility varies from complete execution to support and coordination of execution. Please see the specifications for specific guidance for each work item.