

**Selection of Award
RFP: NNS10ZDA003R**

**Refurbishment of the NASA Pushboat Clermont II and the Liquid Oxygen Barge and Transportation of the Pushboat and the Barge from Stennis Space Center to the Contractor's Facility and return of both vehicles to Stennis Space Center after Refurbishment is Complete
May 10, 2010**

INTRODUCTION:

The NASA John C. Stennis Space Center (SSC) is located in Hancock County, MS. A need has been identified for the refurbishment of the NASA Pushboat Clermont II and the Liquid Oxygen Barge. Transportation of both vehicles from Stennis Space Center to the Contractor's facility and return of the vehicles to Stennis Space Center after refurbishment has been completed is also required. The work to be performed under this project consists of providing the labor, equipment and materials necessary to provide the following: (1) drydock, inspection, perform any necessary steel work, and paint one NASA Liquid Oxygen (LOX) Barge, (2) drydock, inspection, cleaning, fabrication, repairing, sandblasting, painting and installation of Government Furnished Equipment to the underwater and top side of one NASA/SSC Pushboat Clermont II (3) Provide labor, material and plant facilities to purchase and install 2 each main diesel propulsion engines (V-12, 4-stroke-cycle continuous duty Tier 2 type engines with horsepower to be within range of 620-750 BHP @1800 RPM), disconnect connections, and modify existing engine bed in accordance with paragraph 5.0. A, B and C of specification 31D00-G005, Rev. 4, (4) Provide labor, material and plant facilities to repair, weld, and machine to replace rudder stock on the two main rudders and the four flanking rudders in accordance with paragraph 5.0 of specification 31D00-G005, Rev. 4, (5) Provide transportation of the LOX Barge and the Clermont II Pushboat from NASA Stennis Space Center, MS to Contractor's Facility and return both vehicles to NASA Stennis Space Center after completion of Drydocking and Repair as identified in CLIN 0001 and CLIN 0002.

EVALUATION RESULTS:

A total of ten (10) Vendors requested copies of the CDs containing the specifications and drawings. One Vendor (North Florida Shipyards, Inc) attended the Site Visit. A total of one (1) offer was received in response to this Request for Proposal (RFP). In accordance with the evaluation process outlined on page 9 of the RFP, the offer was evaluated to determine if all required information had been provided. The offeror submitted the required documentation and their offer was forwarded to the technical evaluation team for evaluation under step 2. During the initial phases of evaluation under step 2 the technical personnel received the offeror's past performance, relevant experience, schedule and proposed price information.

The evaluation team prepared a summary of findings utilizing the best value selection as described in the solicitation. In accordance with the solicitation, one method was to make selection and award without discussions. As a result of the technical evaluation, it was determined that the evaluation team clearly understood the offeror's proposals however; they requested clarification regarding the process that would be used for transportation of the vessels. The contractor provided the requested information via telecom with the Contract Specialist and the COTR so the evaluator could continue the evaluation process. The Contractor stated that the barge and pushboat would be towed separately from

Stennis Space Center to Contractor's Shipyard. They would be towed in tandem when returned. North Florida Shipyards, Inc (NFSY) will use a subcontractor, Cross State Towing, for moving the vessels. Prior to towing the vessels will be secured, closure plates will be placed on the main deck and doors will be secured. Rudder wheels will be locked.

The subcontractor will use intercoastal waterways and outside lakes will be used around the Keys. NFSY will comply with any direction given by the Coast Guard, and two (2) additional days have been included in their proposed schedule in case of weather delays. The Okeechobee Waterway will not be used due to the cabin of the pushboat.

Prior to towing, a 3rd party will inspect the vessels for insurance purposes and may identify any additional requirements to secure.

In compliance with the past performance, relevant experience, schedule and price analysis criteria established in the RFP, the evaluation team evaluated the offeror listed below. The table summarizes the comments that follow and reflects the rating received by the team:

| Contractor | Past Performance Rating | Relevant Experience Rating (RISK) | Schedule | Proposed Price | Business Size |
|------------------------------|--------------------------------|--|---|-----------------------|----------------------|
| North Florida Shipyards, Inc | Very High Level of Confidence | Low Risk | Outweighed by technical criticality of replacing both engines | \$2,168,002.00 | Small |

NOTE: No Small Disadvantaged Business or Hub-Zone Small Business submitted proposals.

PAST PERFORMANCE:

The instructions regarding submission of offer portion of the solicitation required offerory, using Attachment 4 of the solicitation, to submit the contact information for prior customers, what the contract was for and status of the contract. The solicitation also states that the evaluation will be based on information obtained from references provided by the offeror (Attachment 4), as well as other past performance information obtained from other sources known by the government or any other source that may have useful and relevant information. The evaluation team assigned the contractor a rating for Past Performance.

Several technical references were provided by the contractor as part of this review. All references contacted expressed very favorable comments about the work performed by the contractor. One reference stated that in 20 years of the Coast Guard work, this contractor was the best that he had ever worked with. They were responsive to resolving issues and frequently corrected problems in a very timely manner. He also stated that the contractor completed all work on time. Another reference with the Department of Transportation stated the contractor performed good work which included much of the same type of work required for this type of work required for this solicitation, including drydocking, shaft, rudder, engine repairs and preservation of vessels. A third reference with a NASA contractor at Kennedy Space Center stated that the contractor performed good work; there were a few problems although there were some change orders due to inspections during the

shipyard period. Based on the comments from these references, the evaluator has rated this contractor's past performance as "Very High Level of Confidence".

EXPERIENCE:

In accordance with the evaluation process outlined in the solicitation, relevant experience is the accomplishment of work that is comparable or related to the technical work required by this solicitation, and is of similar scope, size and complexity. The contractor has performed work for several government organizations on vessels and equipment that is very similar to the work requested in this solicitation. One example of the similar work that has been performed is the project the contractor completed with the Department of Transportation which included drydocking, shaft, rudder, engine repairs and preservation of vessels. The contractor has clearly demonstrated, based on technical references provided and the description of facilities and capabilities they have, that the relevant work experience is rated as "Low Risk".

PRICE EVALUATION:

In accordance with the solicitation and FAR 15.404-1 (a) (1) the contracting officer is responsible for evaluating the reasonableness of the offered prices. The analytical techniques and procedures described in subject reference were utilized during the price analysis evaluation. Specifically FAR 15.404-1 (b) (2) (v) was used to determine price reasonableness of the proposed price.

Note that no Small Disadvantaged Business Concerns or Hubzone Small Business Concerns submitted proposals therefore the price evaluation adjustment was not necessary.

Since only one responsive proposal was received for this solicitation a survey of forty percent of contractors on the bidders mailing list was conducted IAW NASA FAR Sup 815.305-71 to determine if the solicitation was flawed or unduly restrictive and if a single responsive proposal was acceptable. A total of 10 Vendors is included on the bidders mailing list. The survey revealed that one Vendor indicated that the job would have been too overwhelming for their company, based on the size of the project and work involved. Stated they would have been trying to coordinate the effort from the home office in Atlanta and that would have complicated their efforts. Another Vendor stated that they made a decision after reviewing the specifications that they just couldn't be competitive. One Vendor stated that the Barge was too wide for their company to handle. The Pushboat was ok. They wanted to bid but couldn't, based on the width of the Barge. The last Vendor contacted stated that the tight schedule and the fact they are a new company, small number of employees, the economy and weather conditions they were afraid to submit a proposal. The request for proposal was on the street for a total of 35 days which should have been adequate time for submitting a proposal. Based on the result of the survey it was determined that the solicitation was not flawed or unduly restrictive and the single responsive proposal was acceptable. In order to proceed with the award without discussions a price analysis was conducted using the responsive proposal from North Florida Shipyards, Inc and input from the Technical team to support the determination of price fair and reasonable.

Comparison with the government estimate: The IGE to complete the work required under the procurement is \$2,358,062.00. The Contractor's proposed price is \$2,168,002.00, a difference of \$190,060.00. After analysis and determining that the Contractor fully understood the requirements of the solicitation, it was determined that the proposed price was fair and reasonable when compared to the IGE.

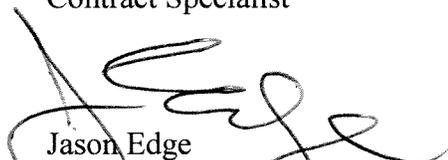
SELECTION DECISION:

In accordance with the evaluation process outlined in the solicitation, the award will be made to the responsible offeror whose proposal is responsive, and offers the best value to the government. Best value is hereby determined based on an integrated assessment of the proposal in terms of past performance, relevant experience, schedule and price.

Based on the information presented above, I have concluded that the offer submitted by North Florida Shipyards, Inc is the most advantageous for the government and represents the best value to Stennis Space Center. As a result, recommend award of a fixed price contract be made to North Florida Shipyards, Inc. without discussions in the amount of \$2,168,002.00. The period of performance will be 207 calendar days from the date of contract award.



J. E. Jacobs
Contract Specialist



Jason Edge
Contracting Officer