

## **Pre-Proposal Meeting: Technical Scope Narrative**

Captain Billy Sabatini, full time Master of the *U.S. Brig Niagara* will conduct your tour of the vessel after this meeting.

OR

My name is Captain Billy Sabatini; I am the full time Master of the *U.S. Brig Niagara* and will go over some points about the technical scope of the project and I will also conduct your tour of the vessel after this meeting.

**First, I would like to discuss with you the Goals of the Project in the order of importance:**

**1. Make fully sound and seaworthy by repair or replacement of decayed wood structure.**

A survey of the ship's hull was performed from the inside in April 2015 by Capt. Paul Haley, of Capt. G.W. Full and Associates Marine Surveyors, and his report is available as a Bulletin to the RFP. His report indicates that the hull is in generally good condition and makes note of work that needs to be done for repairs.

Work shall include all work as identified in the condition survey included as an exhibit to this RFP, and any other repairs needed as found in the process of repair and construction work.

**2. Continue use as a sailing school vessel and meet standards necessary to obtain re-certification. Make fully compliant with CFR 46, Subchapter R for service on partially protected waters as defined by the US Coast Guard.**

A feasibility study was developed by Tri-Coastal Marine for modifications and re-fit to the ship to improve stability and more closely comply with USCG regulations. This report is included with the RFP package as Appendix G and shall be used as the basis for design for this portion of the project work for ship modifications and re-fit.

Work shall include all construction necessary to implement the design and engineering for re-fit and modification, including that outlined in the re-fit study and any additional work documented in the final construction documents. The final constructed ship must meet re-certification requirements for a sailing school vessel.

**3. Maintain historical authenticity to the greatest extent possible without compromising safety and stability.**

The *U.S. Brig Niagara* contains about 60 pieces of original wood components that date from 1813 and that were conserved and incorporated in the reconstruction of the ship in 1988 as non-structural elements. It is the intent of this project for these to remain in the ship if it can be determined that they are not causing accelerated deterioration of surrounding wood components.

**4. Provide exceptional quality materials and workmanship for longevity and ease of maintenance.**

Work shall include the procurement of all materials required for the repair, restoration, re-fit and modification of the *Niagara*. Schedule the procurements to be sure to accommodate long-lead time items so as not to delay the construction work.

**5. Provide a living history experience for the public.**

The *Niagara* shall be restored and re-fit in Erie within its home berthing basin at the Erie Maritime Museum. Work shall include the hauling out of the *Niagara* from its current berth to allow work to be performed on the entire vessel. Sheltering of the work area shall be provided to allow work to proceed on the ship throughout the winter. Construct public viewing area, at a safe but reasonably close distance from the construction site, and secure the construction site with fencing.

**Items of Note:**

**Haul Out Information** - It is the Design/Build Contractor's option on how to prepare the ship for work in the dry. There is room at the site if the Design/Build Contractor opts for placing the vessel on land. If the Design/Build Contractor intends use the berthing basin to bring a floating dry dock to Erie, please be advised the fender piles on the entrance channel are not suitable for mooring to; depth in channel is 14 ft. Depth in harbor basin is 23.6 ft. as of 9/12 (Ref. NOAA chart 14835). The dry dock would need to be sunk in the harbor to get enough depth over the dock floor to float in the *Niagara*. Where this depth exists there is no pier; anchors would be required and generator would be required for power. If the Design/Build Contractor opts to rent a barge from the local shipyard, please be aware that one may be obtained from DonJon Shipbuilding and Repair located adjacent to the berthing basin, If the Design/Build Contractor wishes to use this method for getting the ship hauled out for the refit they must make their own arrangements with DonJon. The Design/Build Contractor may propose other appropriate methods.

**This is a design/build contract** - A certified or licensed Maritime architect and/or engineer must be included on the team. There will be three (3) design submissions and reviews (schematic, design development and construction documents); the final submission shall include submissions to the US Coast Guard and American Bureau of Shipping for approval.

Meetings will be essential throughout the project in order to assure good communications, progress and decision-making. At a minimum, meetings shall be held as follows. The Contractor may propose additional meetings. All meetings will be held at the project site in Erie, PA, except as noted below.

1. One meeting at the beginning of the project as orientation to the project scope, schedule and team members (in Harrisburg, PA).

2. One meeting at the completion of the Research and On-site Inspection work categories. One meeting at the completion of the Schematic Design submission review period (in Harrisburg, PA).
3. One meeting at the completion of the Design Development submission review period (in Harrisburg, PA).
4. One meeting at the completion of the Construction Documents submission review period (in Harrisburg, PA).
5. One pre-construction meeting.
6. Construction meetings every two weeks during the on-site construction.
7. One Substantial Completion inspection meeting to develop a punch list.
8. One Final Inspection meeting at completion of the punch list. The Contractor shall arrange for inspections by the U.S. Coast Guard and American Bureau of Shipping at or prior to the final inspection meeting.

**Contractor's Limits of Project Work Area** - DGS is working with the County of Erie for use of common areas at the project work area to allow the Design/Build Contractor space for delivery, storage of equipment and materials, and for off-ship work. The Design/Build Contractor shall be responsible for erection of construction fencing and any temporary structures required for storage and work areas, as well as removal of same and restoration of grounds at completion of the project.

The facilities and equipment of the Erie Maritime Museum workshop will not be available to the Design/Build Contractor; it will be used by the Museum and Flagship Niagara League personnel for overhaul of spars & rigging, as well as construction and repair of ship's boats.

If the work area is not sufficient to accommodate all the needs of the Design/Build Contractor, including parking of contractor vehicles, it will be the responsibility of the Design/Build Contractor to make their own arrangements for additional facilities.

**Utilities and Facilities** - The Design/Build Contractor shall make arrangements for their own utilities for the project work area, including power, water, waste removal, temporary heat, restrooms, offices and other support facilities required for the work.

**Base Bids** - Make sure you read through and understand how to structure your cost proposal with regard to the base bids. DGS Base Bids are cumulative. i.e. – Base Bid 2 includes the total sum of all work in Base Bid 1 plus all of the additional specified work described in Base Bid 2.

**Changes to the RFP** - Item 2B in the Part IV Work Statement, titled MAINTENANCE DRY-DOCKING INSPECTION, will not be performed by the Flagship Niagara League as originally planned. This scope item shall be deleted from the RFP by bulletin.

**Project Schedule** - The following is a general schedule for the project with milestones. This should form the overall framework for the Contractor to develop a more detailed schedule:

DGS issues letter of intent to award contract to selected vendor; off-site work can begin (estimated 6-8 weeks after RFP proposal due date)

- Contract for design/build fully executed (estimated 8-10 weeks after letter of intent issued)
- Schematic design submission; purchasing begins for materials with long lead times.
- Design development submission
- Construction documents submission; design complete
- Submission of final design documents to USCG and ABS for approvals
- April 2016 – September 2016, Niagara shall be available to the ship's crew for re-rigging and sailing
- October 2016: De-rigging by Niagara's crew; ship turned over to Contractor
- Approvals received from USCG and ABS prior to construction (estimated 3-6 months for approvals)
- Contractor arranges for haul out and shipbuilding begins.
- March 2018: Shipbuilding complete
- April 2018: Re-rigging by Niagara's crew
- June 2018: Inclining test, sea trials and inspections/certifications by US Coast Guard and ABS
- July 2018: Niagara available for sailing