

DETERMINATION DECISION MEMO

Renovations and Upgrades to the Flagship Niagara

Project Number: 974-9

Location: Erie County

Project Allocation: \$ 5,500,000

Est. Construction Duration: 18 Months

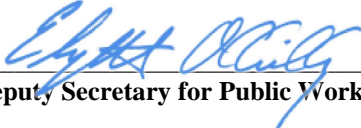
DETERMINATION REGARDING THE USE OF THE REQUEST FOR PROPOSAL (RFP) METHOD OF PROCUREMENT

The scope of work for this maritime project includes structural modifications, vessel restoration, and replacement of systems to the US Brig *Niagara*. The vessel is a carvel planked, galvanized steel fastened, wooden vessel built in 1987 in Erie, PA. It is a near replica of the historic 1812 warship of the same name. The principal purpose of the reconstruction is for passenger safety by increasing the depth of the vessel by twenty inches, while preserving, as much as possible, its existing historical appearance. The scope of work for this maritime project is more specifically as follows:

- The United State Coast Guard, not the Department of Labor & Industry, will have oversight, inspection, and certification responsibilities.
- The planking, ceiling, decking and deck structure will be completely removed.
- The transverse framing will be partially dismantled above about 7.5' above the baseline and extended an additional 20'.
- After the framing modifications are complete, planking, ceiling, new deck structures and decking will be renewed.
- The Contractor will recondition and reinstall the deck structures and fittings.
- In addition, 100% of the interior joinery structures will be renewed, as well as the watertight bulkheads and interior sole.
- When it was built, the vessel had no modern systems. Since then it has been retrofitted with exterior ballast, auxiliary propulsion, electrical plant, bilge pumping, fire main, watertight bulkheads, and sewage holding tanks to enable it to sail as a United States Coast Guard (USCG) inspected, sailing school ship. These systems will be replaced during this contract.

- The Contractor will be responsible for the safe removal of the vessel from the water for the reconstruction, the repair and renewal of the vessel's structure, the upgrading and repair of the ship systems, passing all USCG inspections/obtaining all certifications, and the safe relaunching of the vessel.
- All the spars and rigging will be removed by the Commission prior to delivery of the vessel to the Contractor. After the reconstruction is complete, the spars and rigging will be reinstalled by the Pa. Historical and Museum Commission.
- Since this unique scope of work does not constitute a 'public building', the project will be awarded to a single prime contractor with nautical skills and experience. There will be no separate general, electrical, plumbing, or mechanical contracts.

The above factors demonstrate the unique construction considerations on this project which requires specific contractor knowledge, skill and experience of wooden vessel restorations, including the vessel's systems, to pass all USCG inspections and to safely and successfully complete the maritime project. Consequently, it is not practical or advantageous to use the competitive sealed bidding process to procure a contractor for this project because the low bid approach does not allow the Commonwealth to consider the specific factors presented herein, in conjunction with cost and the Small Diverse Business / Small Business program, during the procurement process.


Deputy Secretary for Public Works

6-25-18
Date