



**DEPARTMENT OF PROCUREMENT SERVICES  
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION**

Complete this cover form and the **Non-Competitive Procurement Application Worksheet** in detail. Refer to the page entitled **"Instructions for Non-Competitive Procurement Application"** for completing this application in accordance with its policy regarding NCRB. Complete "other" subject area if additional information is needed. Subject areas must be fully completed and responses merely referencing attachments will not be accepted and will be immediately rejected.

<b>Department</b>	<b>Originator Name</b>	<b>Telephone</b>	<b>Date</b>	<b>Signature of Application Author</b>
Water Management	Mark O'Malley	312-747-3700	05/17/2016	<i>[Signature]</i>
<b>Contract Liaison</b>	<b>Email Contract Liaison</b>	<b>Telephone</b>		
Felicia RAWlings	felicia.rawlings@cityofchicago.org	312-745-0581		

<b>List Name of NCRB Attendees/Department</b>
Mark O'Malley - DWM <i>[Signature]</i>
Virgilio Silva - DWM <i>[Signature]</i>
Richard Frizellis - DWM <i>[Signature]</i>
Felicia Rawlings - DWM
Margarita Alvarez - DWM

Request NCRB review be conducted for the product(s) and/or service(s) described herein.

**Company:** Fincantieri Bay Shipbuilding

<b>Contact Person:</b>	<b>Phone:</b>	<b>Email:</b>
Julie C. Koch	920-746-3392	julie.koch@us.fincantieri.com

**Project Description:** Five (5) year regulatory inspection dry-docking, maintenance and replacement of the main engine aboard the DWM tugboat James J. Versluis

**This is a request for:**

New Contract       Amendment / Modification

**Contract Type**

Blanket Agreement    Term: 60 (# of mo)       Time Extension       Vendor Limit Increase     Scope Change

Standard Agreement

Contract Number: \_\_\_\_\_  
 Specification Number: \_\_\_\_\_ *N/A*  
 Modification Number: \_\_\_\_\_

<b>Department Request Approval</b>	<b>Recommended Approval</b>
<i>[Signature]</i>	<i>[Signature]</i>
DEPARTMENT HEAD OR DESIGNEE	BOARD CHAIRPERSON
<u>6/11/16</u>	<u>9-20-16</u>
DATE	DATE
<i>[Signature]</i>	<i>[Signature]</i>
PRINT NAME	PRINT NAME
Felicia L. Rawlings	Rich Butler

**(FOR NCRB USE ONLY)**

Recommend Approval/Date: 9-20-16

Return to Department/Date: \_\_\_\_\_

Rejected/Date: \_\_\_\_\_

Approved       Rejected

*[Signature]*

CHIEF PROCUREMENT OFFICER

9-23-16

DATE



**DEPARTMENT OF PROCUREMENT SERVICES  
NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION  
JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT WORKSHEET**

All applicable information on this worksheet must be addressed using each question found on the "Instructions for Non-Competitive Procurement Application" in this application.

**Justification for Non-Competitive Procurement Worksheet**

**PROCUREMENT HISTORY**

1. Describe the requirement and how it evolved from initial planning to its present status.

The requirement is for a five (5) year purchase order for dry-dock inspection of the tugboat James. J. Versluis that includes, repairs, maintenance, and replacement of the main engine aboard the tugboat

The American Bureau of Shipping and the United States Coast Guard have a mandated five (5) years inspection maintenance requirement that require commercial vessels to have the underwater hull inspected. The James J. Versluis is an 83-foot tugboat official registration number 274924, Class Number 5702867 built in 1957 at the Fincantieri Bay Shipbuilding in Sturgeon Bay Wisconsin. It is owned by the Chicago Department of Water Management (DWM) and used to access the existing water intake cribs in Lake Michigan serving the two DWM drinking water treatment facilities. The Versluis is normally docked at the Jurdine Water Purification Plant (JWPP) located at 1000 E. Ohio St. Chicago Illinois.

2. Is this a first time requirement or a continuation of previous procurement from the same source?

No, this is not the first time requirement, but the American Bureau of Shipping and the United States Coast Guard has inspection and maintenance requirements that require commercial vessels to have the underwater hull inspected and maintained every five (5) years.

If so, explain the procurement history:

10/15/2013 - PO 28343 Spec 116482 - Value \$847,397  
8/15/2008 - PO 17956 Spec 59743 - Value \$250,000  
5/25/2004 - PO 3502 Spec 14772 - Value \$333,608  
8/31/1998 - C026979 Spec C959970004 Value \$223,354

3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted.)

Fincantieri Bay Shipbuilding is the original builder of the vessel in 1957 and owns the blueprint, rights, and technical specification of the vessel. Fincantieri Bay Shipbuilding also has completed most of the major upgrades to the vessel during the past four dry docking periods. Should another company be awarded the contract: Plans and specifications would need to be forwarded to other companies if allowed by Fincantieri Bay Shipbuilding and security concerns would also arise. Fincantieri Bay Shipbuilding and its subsidiaries are Department of Defense approved contractors and have set security protocols in place by the Department of Defense, the only ones on the Great Lakes. The facility at Fincantieri Bay Shipbuilding has 24 hour security.



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4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.

Since Bay Shipbuilding is the original builder for the vessel and owns the blueprints, rights, and technical specification of the vessel, and is the sole source for the tugboat James J. Versluis, there are no more sources available at this time. DWM also, contacted Illinois Marine towing that operates a small tug repair facility in Lemont Il., and also Chicago Dry-dock in Chicago, and received no responses, (see attached)

5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?

Since Bay Shipbuilding is the original builder of the vessel and owns the blueprint, rights, and technical specification of the vessel, and is the sole source for the tugboat James J. Versluis, DWM feels that future request will continue.

6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

Since Bay Shipbuilding holds and owns the blue prints, rights and technical specification of the vessel, and also has the closest full service shipyard on Lake Michigan with a full complement of professional trades at Sturgeon Bay Wisconsin and is the exclusive contractor for the five (5) year regulatory dry docking, DWM is unable to competitively bid for the tugboat James J. Versluis.

**ESTIMATED COST**

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?

The estimated cost is \$2,583,340.00

What is the funding source?

The funding is: 016-0200-0882020-0162-W004-220162

2. What is the estimated cost by fiscal year?

Funding allocation by year is approximately \$861,113.33/year.

3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimates, etc.)

The cost estimates for the project is developed from initial discussions with Bay Shipbuilding and also based on previous vessel dry-docking experiences with attention to maintenance costs from 2012 contract updated for inflation.

As the constructor of the vessel, Bay Shipbuilding Co. in Sturgeon Bay Wisconsin has considerable investment in the original design documents, the dry-dock facilities, specialized trade employees, and special equipment required to perform the work.

No price negotiation has occurred to date. After the Non-competitive Review Board has been approved, the price will be negotiated.



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The estimated cost is reasonable because it is based on previous similar work and on actual vendor equipment costs. Milestone payments will be required at key points through this project. Progress payments would include when engineering and design is completed, purchase of major components, dry-docking reservation, start of work, midpoint of work completed, and final payment upon delivery of vessel back to owners.

4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.

Bay Shipbuilding is the original builder of the vessel in 1957 and owns the blueprints, right, and technical specification of the vessel. Bay Shipbuilding also has completed most of the major upgrades to the vessel during the past four dry docking periods. The facility at Bay Shipbuilding has the capacity to do the vessel repairs and modification without needing to bring in outside resources. The facility has the proper dry-docks and crane capacity to complete all of the necessary work.

Describe cost savings or other measurable benefits to the City which may be achieved.

Bay Shipbuilding is the closest full service shipyard to Chicago. As such travel time to Sturgeon Bay WI. Is approximately 16 hours by water and 4 ½ hours by land. If additional suppliers or space equipment from the DWM is needed to be brought up to the ship yard it would not incur excessive transportation cost. Also, Shipyard facilities located farther away would require additional crew to make the voyage to comply with legal requirements of the United States Coast Guard. As the vessel is designed there is limited space for crew accommodations, we have two bunks for four people. We would also require vessel captains with specific pilotage for certain routes depending on the location of the proposed ship repair facility, this would be a significant additional cost to the DWM. With current United States Coast Guard security requirements the vessel would not be allowed to stop and tie up at facilities along the route to the ship repair facility without prior approval and significant additional costs.

5. Explain what negotiation of price has occurred or will occur.

DWM feels that estimated cost is deemed reasonable because it is based on previous similar work and on actual vendor equipment costs for the five (5) year regulatory inspection dry-docking, maintenance, and replacement of the main engine aboard the DWM tugboat James J. Versluis. Milestone payments will be required at key points through this project. Progress payments would include when engineering and design is completed, purchase of major components, dry-docking reservation, start of work, midpoint of work completed, and final payment upon delivery of vessel back to owners.

**SCHEDULE REQUIREMENTS**

1. Explain how the schedule was developed and at what point the specific dates were known.

The schedule has been developed based on the following requirements:

- i. ABS and USCG requirement that dry-dock inspection/maintenance occur every 5 years. This maintenance is required in 2018.
- ii. It is estimated that 6-8 months will be required for the Contractor to complete engineering and prepare documents for installation of new equipment.
- iii. It is estimated that after the installation documents are prepared, that it will take 5-6 months for vendors to manufacturer replacement equipment and deliver it to the contractor.
- iv. It is estimated the vessel will need

The previous contract Bay Shipbuilding Co. was awarded 10/1/2013, for the five year survey dry-dock maintenance and repair of the tugboat James J. Versluis and DWM would like to continue with the Non-competitive Review Board



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with Bay Shipbuilding Co.

2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.

The lack of drawings is one of the constraining factors.

In order to meet ABS regulatory requirements for commercial vessels, the design of the maintenance modifications must be completed by a Naval Architect. DWM sent an email to all its existing design Term Agreement Consultants (both Target Market and Non-Target Market firms) asking if they would be able to respond to an RFQ for a Naval Architect to prepare documents for bidding the maintenance work. No firms responded that they would be interested. Naval Architecture is a specialized field that the DWM Design Term Consultants are not involved with. They would have to sub contract the entire design effort. The liability concerns for a small fee, plus the difficulty of meeting MBE/WBE requirements were most likely the reasons that no firms responded in with interest.

The Bay Shipbuilding is the original builder of the vessel in 1957 and owns the blueprints, rights, and technical specification of the vessel. Bay Shipbuilding also has completed most of the major upgrades to the vessel during the past four dry-docking periods.

3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.

The American Bureau of Shipping and United States Coast Guard has inspection and maintenance requirements that require commercial vessels to have the underwater hull inspected and maintained every 5 years in dry-dock maintenance is required to be completed by end of 2018.

4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

It is estimated that competitive bidding could add an additional 2 to 2.5 years' time to the project:

- i. 1 year for DPS/Law development of single project design RFQ, solicitation through DPS, review and selection by DWM, and award by DPS.
- ii. 6-8 months for the design to be completed and project to be ready to forward to DPS/Law for pre-bid review.
- iii. 6-8 months for DPS/Law review, advertisement, bidding and award.

The American Bureau of Shipping and United States Coast Guard has inspection and maintenance requirements that require commercial vessels to have the underwater hull inspected and maintained every 5 years in dry-dock maintenance is required to be completed by end of 2018.

**EXCLUSIVE OR UNIQUE CAPABILITY**

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the



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project. Attach a copy of the cost proposal, scope of services, and Temporary Consulting Services Form.

N/A – DWM not contemplating hiring a person or firm as a professional Service Consultant. However, Bay Shipbuilding is the exclusive sole manufacturer for the 5 year regulatory inspection dry-docking, maintenance, and replacement of the main engine aboard the DWM tugboat James J. Versluis

2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?

No

3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?

Bay Shipbuilding is the original builder of the vessel in 1957 and owns the blueprints, rights, and technical specification of the vessel. Bay Shipbuilding also has completed most of the major upgrades to the vessel during the past four dry-docking periods.

4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?

In order to meet ABS regulatory requirements for commercial vessels, the design of the maintenance modifications must be completed by a Naval Architect. Personnel at Bay Shipbuilding are familiar with American Bureau of Shipbuilding and United States Coast Guard and have representatives on site to oversee and advise on technical issues. The facility at Bay Shipbuilding has the capacity to do the vessel repairs and modification without needing to bring in outside resources. The facility has the proper dry docks and crane capacity to complete all of the necessary work.

5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the city?

Bay Shipbuilding is the exclusive sole manufacturer for the 5 year regulatory inspection dry-docking, maintenance, and replacement of the main engine aboard the DWM tugboat James J. Versluis.

6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features, and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?

Bay Shipbuilding is the original builder of the vessel in 1957 and owns the blueprint, rights, and technical specification of the vessel. Bay Shipbuilding also has completed most of the major upgrades to the vessel during the past four dry docking periods. Should another company be awarded the contract: Plans and specifications would need to be forwarded to other companies if allowed by Bay Shipbuilding and security concerns would also arise. Bay Shipbuilding and its subsidiaries are Department of Defense approved contractors and have set security protocols in place by the Department of Defense, the only ones on the Great Lakes. The facility at Bay Shipbuilding has 24 hour security.

7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?

Yes



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8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources?

No

If not, is the proposed firm the only authorized or exclusive dealer/distributor and/or service center?

Yes

If so, attach a letter from manufacturer on company letterhead.

Letter attached

OTHER

1. Explain other related considerations and attach all applicable supporting documents, i.e., an approved "ITGB Form" or "Request For Individual Hire Form".



## DEPARTMENT OF PROCUREMENT SERVICES NON-COMPETITIVE REVIEW BOARD (NCRB) APPLICATION INSTRUCTIONS FOR NON-COMPETITIVE PROCUREMENT APPLICATION

### INSTRUCTIONS FOR PREPARATION OF NON-COMPETITIVE PROCUREMENT APPLICATION

If a City Department has determined that the purchase of supplies, equipment, work and/or services cannot be done on a competitive basis, a justification must be prepared on this "Justification for Non-Competitive Procurement Application" in which procurement is requested on a or non-competitive basis in accordance with 65 ILCS 5/8-10-4 of the Illinois Compiled Statutes. Using this instruction sheet, all applicable information must be addressed on the worksheet. The information provided must be complete and in sufficient detail to allow for a decision to be made by the Non-Competitive Procurement Review Board. For Amendments, Modifications, describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change.

Attach a DPS Checklist and any other required documentation; the Board will not consider justification with incomplete information documentation or omissions.

#### PROCUREMENT HISTORY

1. Describe the requirement and how it evolved from initial planning to its present status.
2. Is this a first time requirement or a continuation of previous procurement from the same source? If so, explain the procurement history.
3. Explain attempts made to competitively bid the requirement (attach copy of sources contacted).
4. Describe in detail all research done to find other sources; list other cities, companies in the industry, professional organizations contacted. List periodicals and other publications used as references.
5. Explain future procurement objectives. Is this a one-time request or will future requests be made for doing business with the same source?
6. Explain whether or not future competitive bidding is possible. If not, explain in detail.

#### ESTIMATED COST

1. What is the estimated cost for this requirement or for each contract, if multiple awards are contemplated? What is the funding source?
2. What is the estimated cost by fiscal year?
3. Explain the basis for estimating the cost and what assumptions were made and/or data used (i.e., budgeted amount, previous contract price, current catalog or cost proposal from firms solicited, engineering or in-house estimate, etc.)
4. Explain whether the proposed Contractor or the City has a substantial dollar investment in original design, tooling or other factors which would be duplicated at City expense if another source was considered. Describe cost savings or other measurable benefits to the City which may be achieved.
5. Explain what negotiation of price has occurred or will occur. Detail why the estimated cost is deemed reasonable.

#### SCHEDULE REQUIREMENTS

1. Explain how the schedule was developed and at what point the specific dates were known.
2. Is lack of drawings and/or specifications a constraining factor to competitive bidding? If so, why is the proposed Contractor the only person or firm able to perform under these circumstances? Why are the drawings and specifications lacking? What is the lead time required to get drawings and specifications suitable for competition? If lack of drawings and specifications is not a constraining factor to competitive bidding, explain why only one person or firm can meet the required schedule.
3. Outline the required schedule by delivery or completion dates and explain the reasons why the schedule is critical.
4. Describe in detail what impact delays for competitive bidding would have on City operations, programs, costs and budgeted funds.

#### EXCLUSIVE OR UNIQUE CAPABILITY

1. If contemplating hiring a person or firm as a Professional Service Consultant, explain in detail what professional skills, expertise, qualifications, and/or other factors make this person or firm exclusively or uniquely qualified for the project. Attach a copy of the cost proposal, scope of services, and **Temporary Consulting Services Form**.
2. Does the proposed firm have personnel considered unquestionably predominant in the particular field?
3. What prior experiences of a highly specialized nature does the person or firm exclusively possess that is vital to the job, project or program?
4. What technical facilities or test equipment does the person or firm exclusively possess of a highly specialized nature which is vital to the job?
5. What other capabilities and/or capacity does the proposed firm possess which is necessary for the specific job, project or program which makes them the only source who can perform the work within the required time schedule without unreasonable costs to the City?
6. If procuring products or equipment, describe the intended use and explain any exclusive or unique capabilities, features and/or functions the items have which no other brands or models, possess. Is compatibility with existing equipment critical from an operational standpoint? If so, provide detailed explanation?
7. Is competition precluded because of the existence of patent rights, copyrights, trade secrets, technical data, or other proprietary data (attach documentation verifying such)?
8. If procuring replacement parts and/or maintenance services, explain whether or not replacement parts and/or services can be obtained from any other sources? If not, is the proposed firm the only authorized or exclusive dealer/distributor and/or service center? If so, attach letter from manufacturer on company letterhead.

#### MBE/WBE COMPLIANCE PLAN

- \* All submissions must contain detailed information about how the proposed firm will comply with the requirements of the City's Minority and Women Owned Business program. All submissions must include a completed C-1 and D-1 form, which is available on the Procurement Services page on the City's intranet site. The City Department must submit a Compliance Plan, including details about direct and indirect compliance.

#### OTHER

1. Explain other related considerations and attach all applicable supporting documents, i.e., an approved "ITGB Form" or "Request For Individual Hire Form".

#### REVIEW AND APPROVAL

This application must be signed by both Originator of the request and signed by the Department Head. After review and final disposition from the Board, this application will be signed by the Board Chairman. After review and final disposition from the Board, this form will be presented to the Chief Procurement Officer recommending approval.






DEPARTMENT OF WATER MANAGEMENT  
CITY OF CHICAGO

MEMORANDUM

**TO:** Jamie L. Rhee  
Chief Procurement Officer  
Department of Procurement Services

**FROM:**   
Barrett Murphy  
Commissioner  
Department of Water Management

**ATTN:** Richard Butler

**SUBJECT:** Sole Source Procurement  
DWM Tugboat, James J. Versluis,  
American Bureau of Shipping – Five (5) Year Survey,  
Dry Dock Maintenance and Repairs

**DATE:** June 1, 2016

The Department of Water Management, Bureau of Water Supply – Division of Pumping is requesting that Fincantieri Bay Shipbuilding, located in Sturgeon Bay Wisconsin, be awarded a Sole Source contract to perform the mandated five (5) year regulatory inspection dry-docking, maintenance, and replacement of the main engine aboard the DWM tugboat James J. Versluis. Estimated cost \$2,583,340.00 for dry dock maintenance and repairs for the DWM Tugboat, James J. Versluis.

Additionally, the reasons' concerning this request is as follows:

The American Bureau of Shipping and United States Coast Guard has inspection and maintenance requirements that require commercial vessels to have the underwater hull inspected and maintained every five (5) years. Additionally, dry dock maintenance is required to be completed by end of 2018. Fincantieri Bay Shipbuilding has performed the mandated regulatory agency five (5) year dry dock inspection, repairs and maintenance for the Department of Water Management Tugboat James J. Versluis for the past four inspection times (1998, 2003, 2008, and 2013).

Fincantieri Bay Shipbuilding is the closest full service Shipyard to Chicago. As such, sailing time to Sturgeon Bay would be approximately seventeen (17) hours.

Also, note that additional expenses would not have to be incurred concerning land transportation to the dry dock. Additionally, should the need arise to ship spare parts out of the Bureau of Water Supply, Division of Water Pumping inventory to the Shipyard, transportation expenses would be minimal.

Vessel surveys and repairs are very specialized field. They are required to carry American Bureau of Shipping and United States Coast Guard Certification.

Fincantieri Bay Shipbuilding originally constructed the Versluis in 1957 and has the original plans and specifications. Should another company be awarded a contract for this work, plans and specifications would have to be forwarded in order for work to commence and security concerns would thereby be compromised.

Also, personnel at Fincantieri Bay Shipbuilding are familiar with the American Bureau of Shipping (ABS) standards. Therefore all work performed by Fincantieri Bay Shipbuilding is A.B.S. compliant. In the past previous non-compliant work performed at DWM facilities had to be redone by the Fincantieri Bay Shipbuilding. Moreover, A.B.S. inspectors are on site at Bay Fincantieri Shipbuilding, and a full time security staff is also on site at Fincantieri Bay Shipbuilding, thereby ensuring security while the Tugboat is in dry dock.

Additionally, DWM have made attempts to contact other ship repairs facilities, none returned phone calls. Chicago Dry-Dock TPG Marine and Illinois Marine Towing were the two closest ship repair facilities contacted. Therefore, DWM would like to request your consideration for a sole source contract with Fincantieri Bay Shipbuilding for the mandated 2016 A.B.S. survey/inspection.

Thank you in advance for your consideration. If you have any questions or require additional information in order to process this sole source request, please contact Felicia Rawlings, Deputy Commissioner at 312-745-0581

cc: Mark O'Malley  
Richard Frizelis  
Virgilio Silva

## Project Checklist

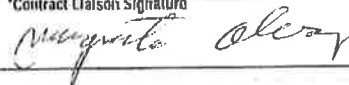
Attach required forms for each procurement type and detailed scope of services and/or specifications and forward original documents to the Chief Procurement Officer; City Hall, Room 806.

<b>Date:</b> 2/23/2016	
<b>Department Name:</b> DWM	
<b>Requisition No:</b> 110162	<b>Specification No:</b> 167915
<b>PO No:</b>	<b>Modification No:</b>
<b>Contract Liaison:</b> Felicia Rawlings/Margarita Alvarez	
<b>Telephone:</b> 312-745-0581/312-747-1683	
<b>Email:</b> felicia.rawlings@margarita.alvarez	
<b>Project / Program Manager:</b> Mark O'Malley	
<b>Telephone:</b> 312-744-3700	
<b>Email:</b> mark.omalley@cityofchicago.org	

For blanket agreements, original or lead department must consult with other potential departments who may want to participate on the blanket agreement. If grant funded, attach copy of the approved grant application and other terms and conditions of the funding source. Note: 1) **Funding:** Attach information if multiple funding lines; 2) **Individual Contract Services:** Include approval form signed by Department Head and OBM; 3) **ITGB:** IT project valued at \$100,000.00 or more, attach approval transmittal sheet.

*\*By signing this form, I attest that all information provided is true and accurate.*

*\*Contract Liaison Signature*



**Project Title:**  
NON-COMPETITIVE REVIEW BOARD

**Project Description:**  
NEW SOLE SOURCE STANDARD PURCHASE ORDER CONTRACT FOR THE FIVE (5) YEAR REGULATORY INSPECTION DRY-DOCKING, MAINTENANCE AND REPLACEMENT OF THE MAIN ENGINE ABOARD THE DWM TUGBOAT JAMES J. VERSLUIS

**Funding:**

<input checked="" type="checkbox"/> Corporate	<input type="checkbox"/> Bond	<input type="checkbox"/> Enterprise	<input type="checkbox"/> Grant	<input type="checkbox"/> Other:
<input type="checkbox"/> IDOT/Transit	<input type="checkbox"/> IDOT/Highway	<input type="checkbox"/> FHWA	<input type="checkbox"/> FTA	<input type="checkbox"/> FAA

LINE	FY	FUND	DEPT	ORGN	APPR	ACTV	PROJECT	RPTG	ESTDOLLAR AMOUNT
001	016	0200	088	4155	0162	W202	220162		2,583,340.00

**Check One:**  
 **New Contract Request**

*\*By signing below, I attest the estimates provided for this contract are true and accurate.*

*\*Project / Program Manager Signature*  


*\*Commissioner/Authorized Designee Signature*  


**Purchase Order Information:**

**Contract Term (No. of Months):** 36 months

**Extension Options (Rate of Recurrence):** 24 months

**Estimated Spend/Value:** \$ 2,583,340.00

**Grant Commitment / Expiration Date:**

**Pre-Bid/Submittal Conference:**  Yes  No

Mandatory  Site Visit

**Purchase Order Type:**

Blanket/Purchase Order (DUR)

Master Consultant Agreement (Task Order)

Standard/One-Time Purchase

**Procurement Method:**

Bld  RFP  RFQ  RFI

Small Order

**Special Approvals Required:**

Emergency

Non-Competitive Review Board (NCRB)

Request for Individual Contract Services

Information Technology Governance Board (ITGB)

**Contract Type:**

Architect Engineering  Commodity  Construction  JOC  SBI

Professional Services  Revenue Generating  Vehicle & Heavy Equipment

Work Service  Joint Procurement  Reference Contract

**Modification or Amendment**

**Modification Information:**

**PO Start Date:** N/A

**PO End Date:** N/A

**Amount (Increase/Reduction):**

**MBE/WBE/DBE Analysis: (Attach MBE/WBE/DBE Goal Setting Memo)**

Full Compliance  Contract Specific Goals

No Stated Goals  Waiver Request

**Modification/Amendment Type:**

Time Extension  Scope Change/Price Increase /Additional Line Item(s)

Vendor Limit Increase  Requisition Encumbrance Adjustment

Other (specify):

**Risk Management / EDS**

**Insurance Requirements (Included)**  Yes  No

**EDS Certification of Filing (Included)**  Yes  No

**Vendor Info:**

**Name:** Bay Shipbuilding Company

**Contact:** Julie C. Koch

**Address:** C/O Fincantieri Marine Group, LLC

**E-mail:** Julie.koch@us.fincantieri.com

**Phone:** 920-746-3392

## **SCOPE OF SERVICE**

The Contractor must provide Shipyard Services for repair work (not rehabilitation work to like new condition) necessary to comply with the American Bureau of Shipping (ABS) standards, United States Coast Guard (USCG) regulations and in accordance with, but not limited to these Detailed Specifications.

### **A. Project Description**

The description of the Project described herein is intended to be general in nature and is not be construed to be a complete description of the Project or a limitation on the Services to be provided hereunder.

### **B. Role of the Contractor in the Project**

The Contractor must provide Shipyard Services for repair work (not rehabilitation work to like new condition) necessary to comply with the American Bureau of Shipping (ABS) standards, United States Coast Guard (USCG) regulations and in accordance with, but not limited to these Detailed Specifications.

The Contractor hereby warrants and represents that it understands its intended role as set forth herein and assumes all responsibilities thereunder by its execution of this Contract. The Contractor further warrants and represents to cooperate in the performance of its Services hereunder with the City, including without limitation its officials, employees, agents, and all other interested parties.

### **C. Role of the City in the Project**

The City, acting through its officials, employees and other agents, will retain final authority with regard to all Project related decisions.

## **STANDARD OF PERFORMANCE**

The Contractor must perform the Services required of it under the terms and conditions of this Contract with that degree of skill, care, and diligence normally exercised by professionals performing these types of Services in projects of a scope and magnitude comparable to the Project described herein.

The Contractor must be responsible for the work the Contractor has agreed to perform. The Contractor must use its reasonable efforts to provide timely and satisfactory completion of such work. The Contractor must act in the best interest of the City, consistent with the professional and fiduciary obligations assumed by it in entering into this Contract. The Contractor must perform the repair and installation work as described in the quote. The Contractor will not be liable for any components, which have been provided by City personnel. The Contractor will not be liable for or be responsible for any pre-existing physical condition of any component of the tug James J. Versluis which may exist and

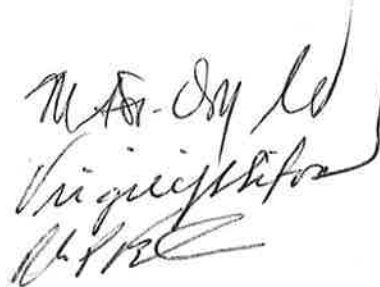
which is not to be repaired, however the Contractor will be responsible for his workmanship and for those components which he has repaired.

The Contractor, in executing this Contract, accepts the relationship of trust and confidence established between it and the City by this Contract. The Contractor covenants with the City to furnish its best skill and judgment and to cooperate with the officials, employees, and agents of the City in furthering the interests of the City.

The Contractor agrees to furnish efficient business administration and superintendence and to use its reasonable efforts to complete the Work in an expeditious and economical manner consistent with, American Bureau of Shipping (ABS) standards, United States Coast Guard (USCG) regulations, the ship repair industry standards, and the interests of the City.

The Contractor must perform or cause to be performed all Services required by this Contract. All Services performed and materials provided by the Contractor must conform with all established rules, American Bureau of Shipping (ABS) standards, United States Coast Guard (USCG) regulations.

In the event the Contractor fails to comply with the above referenced standards, the Contractor must perform again, at its own expense, any and all of the Work which is required to be re-performed as a direct or indirect result of such failure. Notwithstanding any review, approval, acceptance, or payment for any and all of the Services by the City, the Contractor must remain responsible for the professional and technical accuracy of all of the Services and Deliverables, as defined herein and furnished under this Contract, unless the technical inaccuracy or error was caused by inaccurate information being supplied by the City. This provision will in no way be considered as limiting the rights of the City against the Contractor either under this Contract, in law or in equity.

Handwritten signature and initials in black ink, appearing to read "M. A. ...", "Virginia ...", and "C. P. ...".

# **FINCANTIERI**

**BAY SHIPBUILDING**

January 12, 2016

City of Chicago  
Department of Water Management  
333 S. State Street Room 410  
Chicago, Illinois 60604

Attention: Margaria Alvarez

Subject: Tug JAMES J. VERSLUIS  
Repair Contract

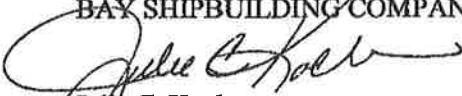
Gentlemen:

Bay Shipbuilding submits this letter in support of an exclusive contract for drydocking and repairs of the JAMES J. VERSLUIS.

The subject vessel was designed and constructed in Sturgeon Bay at the Fincantieri Bay Shipbuilding (FBS) facility. Drawings and calculations are readily available to support the drydocking, 5-year survey work and repowering modifications as planned. We are also the closest full service shipyard on Lake Michigan with a full complement of professional trades at your service. Bay Shipbuilding was an exclusive contractor to the City of Chicago in 2013 for the same project.

We respectfully request you consider and grant approval for an exclusive contract for the repair of the Tug James J. VERSLUIS.

Sincerely,  
BAY SHIPBUILDING COMPANY



Julie C. Koch  
Manager, Contract Services



**DEPARTMENT OF WATER MANAGEMENT  
CITY OF CHICAGO**

June 1, 2016

Ms. Jamie L. Rhee  
Chief Procurement Officer  
Department of Procurement Services  
Room 403, City Hall  
121 North LaSalle Street  
Chicago, Illinois 60602

Attn: Monica Jimenez

Re: Waiver Request  
Fincantieri Bay Shipbuilding  
Tugboat Maintenance, Parts and Repair Services

Dear Ms. Rhee:

The Department of Water Management would like to request approval for a full waiver to Fincantieri Bay Shipbuilding. Fincantieri Bay Shipbuilding initially constructed the Versluis in 1957 and has performed similar inspection work in the past for the Department of Water Management. Fincantieri Bay Shipbuilding is located in Sturgeon Bay Wisconsin and is the closest full service shipyard to Chicago. Fincantieri Bay Shipbuilding also has American Bureau of Shipping (ABS) inspectors on site and a full time security staff which guarantees Water Management that any work performed on the Tugboat will be (ABS) compliant and secured while dry docked.

In their efforts to comply with the City of Chicago's MBE/WBE compliance goals, Fincantieri Bay Shipbuilding searched the City of Chicago's certified MBE/WBE website and Women Owned Businesses and was unable to identify companies with the expertise and certification requirements needed to perform this work. In addition, attempts have been made to contact other ship repair facilities, Illinois Marine Towing and Chicago Dry-Dock in Chicago.

We have attached a letter from Fincantieri Bay Shipbuilding, explaining their position regarding MBE/WBE. Therefore, Department of Water Management supports and recommends that the full waiver of M/WBE compliance be granted since tugboat survey, inspection/repairs are specialized fields and because the previous contracts for 1998, 2004, 2008, and 2013 survey/inspection was granted a full waiver for similar services.

Thank you in advance for your attention in expediting this request for full waiver. Feel free to contact Felicia Rawlings, Deputy Commissioner at 312-745-0581 if you require additional information in order to process this request.

Sincerely,

A handwritten signature in blue ink that reads "Thomas H. Powers". The signature is fluid and cursive, with a large initial "T".

Thomas H. Powers, P.E.  
Commissioner

cc: Julie Hernandez-Tomlin  
Mark O'Malley  
Virgilio Silva  
Richard Frizelis







# CERTIFICATE OF PROPERTY INSURANCE

MORESW

DATE (MM/DD/YYYY)

5/11/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

If this certificate is being prepared for a party who has an insurable interest in the property, do not use this form. Use ACORD 27 or ACORD 28.

<b>PRODUCER</b> Willis of Wisconsin, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 37230-5191		<b>CONTACT NAME:</b> Willis Towers Watson Certificate Center <b>PHONE (A/C, No., Ext):</b> (877) 945-7378 <b>FAX (A/C, No):</b> (888) 467-2378 <b>E-MAIL ADDRESS:</b> certificates@willis.com <b>PRODUCER CUSTOMER ID:</b> FINCMAR-01	
<b>INSURED</b> Fincantieri Marine Group, LLC - DBA: Fincantieri Bay Shipbuilding 605 N. 3rd Ave Sturgeon Bay, WI 54235		<b>INSURER(S) AFFORDING COVERAGE</b> <b>INSURER A:</b> Westport Insurance Corporation <b>INSURER B:</b> <b>INSURER C:</b> <b>INSURER D:</b> <b>INSURER E:</b> <b>INSURER F:</b>	<b>NAIC #</b> <b>39845</b>

**COVERAGES**                      **CERTIFICATE NUMBER:**                      **REVISION NUMBER:**

LOCATION OF PREMISES / DESCRIPTION OF PROPERTY (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

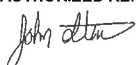
INSR LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	COVERED PROPERTY	LIMITS	
A	<input checked="" type="checkbox"/> PROPERTY	NAP 2000526 00	05/01/2016	05/01/2017	BUILDING	\$	
	CAUSES OF LOSS				DEDUCTIBLES	PERSONAL PROPERTY	\$
	BASIC				BUILDING	BUSINESS INCOME	\$
	BROAD				CONTENTS	EXTRA EXPENSE	\$
	<input checked="" type="checkbox"/> SPECIAL					RENTAL VALUE	\$
	EARTHQUAKE					<input checked="" type="checkbox"/> BLANKET BUILDING	\$ 23,500,000
	WIND					<input checked="" type="checkbox"/> BLANKET PERS PROP	\$ 50,000,000
	FLOOD					BLANKET BLDG & PP	\$
							\$
							\$
	INLAND MARINE	TYPE OF POLICY			\$		
	CAUSES OF LOSS				\$		
	NAMED PERILS	POLICY NUMBER			\$		
					\$		
	CRIME				\$		
	TYPE OF POLICY				\$		
					\$		
	BOILER & MACHINERY / EQUIPMENT BREAKDOWN				\$		
					\$		
					\$		
					\$		

SPECIAL CONDITIONS / OTHER COVERAGES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Evidence of Insurance for "All Risk" property coverage at Bay Shipbuilding Company, 605 N 3rd Ave, Sturgeon Bay WI 54235.

### CERTIFICATE HOLDER

### CANCELLATION

City of Chicago Department of Procurement Services Felicia Rawlings 121 N. LaSalle Street, Room 806 Chicago, IL 60602	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
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CERTIFICATE OF FILING FOR

CITY OF CHICAGO ECONOMIC DISCLOSURE STATEMENT

EDS Number: 79742

Date of This Filing:01/29/2016 12:50 PM

Certificate Printed on: 02/05/2016

Original Filing Date:01/29/2016 12:50 PM

Disclosing Party: Fincantieri Marine Group  
LLC

Title:Financial Planning and Analysis Manager

Filed by: Ryan Hoernke

Matter: Dry Dock and Survey of Tug James V  
Verlsuis

Applicant: Fincantieri Marine Group LLC

Specification #:

Contract #:

The Economic Disclosure Statement referenced above has been electronically filed with the City. Please provide a copy of this Certificate of Filing to your city contact with other required documents pertaining to the Matter. For additional guidance as to when to provide this Certificate and other required documents, please follow instructions provided to you about the Matter or consult with your City contact.

A copy of the EDS may be viewed and printed by visiting <https://webapps1.cityofchicago.org/EDSWeb> and entering the EDS number into the EDS Search. Prior to contract award, the filing is accessible online only to the disclosing party and the City, but is still subject to the Illinois Freedom of Information Act. The filing is visible online to the public after contract award.

List of User Department Personnel Participating in the NCRB Meeting;

The Department of Water Management (Department No. 88) will be the only user Department on this Sole Source Contract for Bay Shipbuilding Company.

The following people will attend to the Non-competitive Review Board (NCRB) Meeting for the Tugboat, James J. Versluis

American Bureau of Shipping – Five (5) year regulatory inspection dry-docking, maintenance and replacement of the main engine aboard the DWM tugboat James J. Versluis.

Mark O'Malley - DWM

Virgilio Silva - DWM

Richard Frizelis - DWM

Felicia Rawlings - DWM

Margarita Alvarez -DWM



**DEPARTMENT OF WATER MANAGEMENT  
CITY OF CHICAGO**

June 27, 2016

Ms. Jamie L. Rhee  
Chief Procurement Officer  
Department of Procurement Services  
Room 403, City Hall  
121 North LaSalle Street  
Chicago, Illinois 60602

Attn: Monica Jimenez

Re: Waiver Request  
Fincantieri Bay Shipbuilding  
Tugboat Maintenance, Parts and Repair Services

Dear Ms. Rhee:

The Department of Water Management would like to request approval for a full waiver to Fincantieri Bay Shipbuilding. Fincantieri Bay Shipbuilding initially constructed the Versluis in 1957 and has performed similar inspection work in the past for the Department of Water Management. Fincantieri Bay Shipbuilding is located in Sturgeon Bay Wisconsin and is the closest full service shipyard to Chicago. Fincantieri Bay Shipbuilding also has American Bureau of Shipping (ABS) inspectors on site and a full time security staff which guarantees Water Management that any work performed on the Tugboat will be (ABS) compliant and secured while dry docked.

In their efforts to comply with the City of Chicago's MBE/WBE compliance goals, Fincantieri Bay Shipbuilding searched the City of Chicago's certified MBE/WBE website and was unable to identify companies with the expertise and certification requirements needed to perform this work, (please see attached).

We have attached a letter from Fincantieri Bay Shipbuilding explaining their position regarding MBE/WBE. Therefore, DWM would like to request that the compliance requirements be processed as a Non-Styled Goals since tugboat survey, inspection/repairs are specialized fields and because the previous contract for the 1998, 2004, 2008, and 2013 survey/inspection was granted a full waiver for similar services.

Thank you in advance for your attention in expediting this request for full waiver. Feel free to contact Felicia Rawlings, Deputy Commissioner at 312-745-0581 if you require additional information in order to process this request.

Sincerely,

  
Barrett Murphy  
Commissioner

cc: Mark O'Malley  
Virgilio Silva  
Richard Frizelis

# FINCANTIERI BAY SHIPBUILDING

February 5, 2016

City of Chicago  
Department of Water Management  
333 S. State Street Room 410  
Chicago, Illinois 60604

Attention: Margarita Alvarez

Subject: Repowering Tug James J. Versluis

Gentlemen:

Bay Shipbuilding proposes to perform and assist in repowering of the Tug James J. Versluis in 2018.

Estimate to complete the project is \$2,583,340.

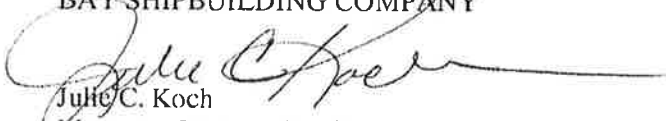
Conditions to this pricing hinge upon approval by the Sole Source Board in a timely manner.

We will require a Purchase Order with milestone payment schedule prior to sourcing engineering to confirm the estimated pricing is reasonable.

We have past history on previous drydockings and work performed here at Bay Shipbuilding, and are confident we can work with the City of Chicago once again.

Feel free to call me with any questions you may have.

Sincerely,  
BAY SHIPBUILDING COMPANY



Julie C. Koch  
Manager, Contract Services

**Budget: Tug James J Versluis Dry-docking and Re-power 2018**

Job Description	ESTIMATED amount
Design and engineering of re-power and update drawings: Provide Naval Architecture services for design and recommendations of new main engine propulsion package for the Tug James J Versluis based on the current feasibility study. Provide contract technical specifications, and contract plans for shipyard. Provide technical assistance with regulatory bodies and provide drawings as required.	150,000.00
Major equipment purchase (Main Engine and Gear box): Purchase specified main propulsion package as determined by navel architects and associated support equipment. Also to include equipment for conversion of generator cooling system to grid coolers.	500,000.00
Installation of new equipment (main engine, cooling system and new stack): Install new propulsion package as per manufacturer's recommendations, specification of naval architects, and regulations. Installation shall consist of engine, reduction gear, shafting, controls, starting system, cooling system, fuel and oil systems, electrical system, exhaust system, fabricating new stack with engine room supply fan and foundation. Also to include conversion of generator cooling system to grid coolers.	750,000.00
Regulatory approval and engineering of re-power: Cover regulatory agency American Bureau of Shipbuilding (ABS) and United States Coast Guard (USCG) costs and fees associated with re-powering of vessel; approvals, plan reviews and inspections.	50,000.00
Dry dock Tie up and undock: Provide dry-dock for vessel with blocks to properly support vessel as specified by owner, vessel assistance, provide labor for docking and undocking of vessel.	19,000.00
Docking Day: Fee for Docking Day	830.00
Dry-dock pump charge Fee for pumping and filling dry-dock	1,750.00
Lay Days (Est 90 Days) (\$675.00 per day): Cost per day of rental of Dry-dock	61,110.00
Shore Service (\$500 per day): Provide electricity, water, telephone service, garbage, deionized water, heat if necessary, and security.	45,000.00
Storage on dock 20' Container: Provide a secure 20' shipping container for storage of parts and gear from vessel	2,500.00
ABS Inspection Fees: To cover the associated fees for annual and special survey inspections per regulations of vessel	13,500.00
Fuel diesel oil 5000 gallons: 5000 gallons marine grade diesel oil	20,000.00



Crew Room and Board (Est 90 Days): Provide lodging for all 4 crewmembers while vessel is at shipyard	35,000.00
Marine Chemist: Provide services of a Certified Marine Chemist to safely certify vessel to be gas free and safe for hot work as per regulations	10,000.00
Fire Extinguisher Service: Provide Certified Licensed Technician to service and certify all portable and semiportable firefighting equipment as per regulations	3,200.00
Ultrasound Hull: Provide Certified Technician to complete ABS specified hull gauging of tugboat as per regulation and owner specifications and provide report	2,750.00
Meager readings of major electrical components as per regulations: Measure Insulation resistance on major electrical components as specified in regulations and provide report	2,700.00
Overboard Valve Fittings inspection: Open, clean, and inspect all sea valves at shell and rose box as per regulations. Repair and replace as directed by owner.	5,000.00
Asbestos removal: Remove Asbestos in upper engine room bulkheads (cork board) and in way of any work for installation of new propulsion system or required repairs. Reinsulate areas with appropriate material.	29,700.00
Fuel oil tank cleaning (4 tanks) and main engine sump tank: Clean and gas free all fuel tanks, lube oil tank, and main engine sump to allow for hot-work and inspections.	31,000.00
Gas free bilges: Clean and gas free bilge to allow for hot-work and inspections.	12,000.00
Bird Johnson-Rolls Royce Rep: Provide for technical factory rep from Rolls Royce/Bird Johnson for servicing of Controllable Pitch Propulsion System and interface with new engine	17,300.00
Drain, service, and refill CP System: Provide labor and materials to service and inspect: Provide Labor and Supplies to Service Controllable Pitch Propulsion System, to include removal of blades, draining and disposal of oil, rebuilding and reconditioning of hub, reassembly and refilling system with hydraulic oil. Shipyard to provide oil.	19,000.00
Remove and reinstall blades: Remove and inspect propeller blades to include NDT testing and reinstall	9,500.00
Repair Blades: Repair and rebalance propeller blade as necessary following proper regulatory procedures and regulations to new condition	15,000.00
Repair OD Box: Open and inspect OD box on Controllable Pitch Propulsion System. Make necessary recommended repairs.	45,000.00

<p>Replace Hoses at OD Box to Pumps: Replace hoses from controllable pitch propeller hydraulic pumps and OD box, evaluate and hard pipe connections with shorter hoses to comply with regulations.</p>	12,500.00
<p>Tail shaft Readings: Take tail shaft bearing readings and provide report</p>	2,800.00
<p>Rudder Clearances: Take rudder bearing readings and provide report</p>	2,200.00
<p>Sand and Paint House: Mechanically prep upper house structure and repaint with high quality marine grade paint to existing color scheme</p>	19,800.00
<p>Replace ships Batteries: Replace in kind Generator batteries, Propulsion control batteries, Emergency power backup, pilot house.</p>	5,000.00
<p>Repair fuel oil monitor sounding chart: Make necessary repairs to fuel oil monitoring system to include recalculating sounding chart.</p>	10,000.00
<p>Replace Front Wiper Motor Units: Replace front three wiper motor mechanisms on pilothouse with heavy duty cold weather capable pendulum swing units.</p>	11,500.00
<p>Install Variable Frequency Drive for Fuel Oil Transfer Pump: Install appropriately sized variable frequency drive on fuel oil discharge transfer pump.</p>	13,500.00
<p>Install Local Switches in Pilot House for CP System: Install remote start stop switches for hydraulic pumps and control power on pilot house dash.</p>	9,500.00
<p>New Radar and Chart Plotter: Purchase and install new chart plotter and radar unit that has USCG approval equivalent features with current unit</p>	37,000.00
<p>Air Compressor Unit Exchange both units: Remove air compressors and motors air compressors to be overhauled to new condition and motors to be cleaned and reinsulated. Units reinstalled with new belts and aligned properly</p>	14,500.00
<p>New Aluminum Deck Plates: Replace existing steel diamond plate decking in lower engine room with Aluminum diamond plate with appropriate supporting substructure.</p>	5,000.00
<p>Repair Ground on Switchboard Synchro Switch: Trouble shoot and repair ground on synchronizing switch and indicator lamps</p>	2,500.00
<p>Replace Lower Engine Room Heaters: Replace existing two lower engine room and one upper engine room heaters with Modine horizontal hot water style units</p>	6,000.00
<p>Batter box for CP batteries: Fabricate and install battery box for the two emergency backup power batters used for the Controllable Pitch Propulsion PLC with lid. Located in lower engine room next to lazarett entrance.</p>	1,000.00


Galley Repairs: Remove and replace with in kind refrigerator and stove in galley and secure in place as needed	3,500.00
Repair or Replace doors and locksets: Replace two existing engine room doors with ABS approved Dutch type doors, replace all exterior door lock mechanisms (8 total locksets), all to be keyed alike	18,600.00
Electrical repairs: Replace exterior lighting and wiring with appropriate fixtures and materials	18,000.00
Convert main engine sump tank to waste oil tank: Convert existing main engine lube oil sump tank to waste oil tank with clean out man hole, sounding port, and connection to OWS with high level alarm, and discharge pump fitted with emergency shut off.	10,000.00
Piping repairs: Repairs and modifications to existing raw water piping as needed for cooling water system. Installation of ship service air at existing aft fueling station to allow blowing of fuel hoses, install ship service air at aft end of main engine	15,600.00
Main deck and hull repairs: Make any necessary repairs as per ABS survey, repair forward deck locker, engine room shower floor, main deck area by anchor windlass, repair forward deck hatch to forepeak.	44,000.00
Generator maintenance and Repair Caterpillar T/A and ABS testing: Complete factory test and performance analysis of engine, emission controls and all safety shut down and alarm system. Check valve lash and clean after coolers. Convert cooling system on engine to grid cooler system, install head tank and new water pump and associated on engine piping.	15,000.00
OWS: Purchase and install new oil water separator ABS and USCG approved Boss Model 2.2T with USCG approved oil content meter. Remove existing unit.	65,000.00
Hull Painting: Blast entire hull from top of upper bulwarks to keel with containment and required environmental clean-up. Paint hull with marine grade primers and topcoat as per manufacturer's specifications.	350,000.00
Bow fender: Replace existing bow fender with laminated ship assist style (Viking Rubber Laminated Bow Mat Style Turk's Head)	25,000.00
Air Conditioning: Replace existing three air conditioning compressors and air handler units with split type units. Condensers to be mounted on roof of house indoor air units to be mounted in appropriate locations on vessel where existing units are	15,000.00
Total	2,583,340.00



**DEPARTMENT OF WATER MANAGEMENT  
CITY OF CHICAGO**

**MEMORANDUM**

**TO:** Jamie L. Rhee  
Chief Procurement Officer  
Department of Procurement Services

**FROM:**   
Barrett Murphy  
Commissioner  
Department of Water Management

**ATTN:** Richard Butler

**SUBJECT:** Sole Source Procurement  
DWM Tugboat, James J. Versluis,  
American Bureau of Shipping – Five (5) Year Survey,  
Dry Dock Maintenance and Repairs

**DATE:** September 7, 2016

The Department of Water Management concurs with Fincantieri Bay Shipbuilding in their good faith efforts initially submitted on July 8, 2016 to NCRB. Also after ongoing discussion with Fincantieri Bay Shipbuilding, they reiterated that they did reach out to assist agencies' informing them of their interest in vendors to work on the project for vessel work once the contract was awarded.

Additionally, the Department of Water Management directed Fincantieri Bay Shipbuilding to also search our City of Chicago M/WBE website for any and all opportunities including indirect participation (documentation attached) and they were unsuccessful identifying direct and/or indirect participation and indicated that since the dry dock survey and repairs require workers and vendors to carry American Bureau of Shipping & United States Coast Certification that direct participation is not possible. Also, because services are being provided at their facilities in Sturgeon Bay Wisconsin that is approximately a five (5) hour drive from Chicago indirect participation is also not possible even after searching the City of Chicago database. Therefore, we are concurring and recommending that the request for a full waiver of M/WBE be granted.

Thank you in advance for your consideration. If you have any questions or require additional information in order to process this sole source request, please contact Felicia Rawlings, Deputy Commissioner at 312-745-0581

# Certification and Compliance System (C2)

## MWDBE Directory

Search City of Chicago's MWDBE Directory by entering search terms and clicking **Search**. You must select at least one certification type.

[Department of Procurement Services Disclaimer](#)

### Search by Business Name or DBA

Business Name/DBA

Tip: Try just a few letters of the firm's name.

### Search by Business Description

Business Description

Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

[Click to Lookup Commodity Code](#)

(popup window will appear to browse and search available Commodity Codes)

### Search by Contact Person

Contact Person/Owner

First name

Tip: Use the first letter.

Last name

Tip: Try just the first few letters.

### Search by Location

City

State

Zip Code

Phone Area Code

### Search by Certification Type

Certifications

- Airport Concessionaire Disadvantaged Business Enterprise (ACDBE)
- Business Enterprises owned by People with Disabilities (BEPD)
- Disadvantaged Business Enterprise (DBE)
- Minority Business Enterprise (MBE)
- Women Business Enterprise (WBE)

>> 0 businesses with 0 certifications found <<

### Search Results

[Click the certification type for contact information and certification details](#)

Your search parameters did not return any matches. Modify the information in the fields above and click **Search Again**.

# Certification and Compliance System (C2)

## MWDBE Directory

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[Department of Procurement Services Disclaimer](#)

### Search by Business Name or DBA

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Tip: Try just a few letters of the firm's name.

### Search by Business Description

Business Description

American Bureau of Shipping %  
Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

[Click to Lookup Commodity Code](#)  
(popup window will appear to browse and search available Commodity Codes)

### Search by Contact Person

Contact Person/Owner

First name

Tip: Use the first letter.

Last name

Tip: Try just the first few letters.

### Search by Location

City

State

Zip Code

Phone Area Code

### Search by Certification Type

Certifications

- Airport Concessionaire Disadvantaged Business Enterprise (ACDBE)
- Business Enterprises owned by People with Disabilities (BEPD)
- Disadvantaged Business Enterprise (DBE)
- Minority Business Enterprise (MBE)
- Women Business Enterprise (WBE)

>> 0 businesses with 0 certifications found <<

### Search Results

Click the certification type for contact information and certification details

Your search parameters did not return any matches. Modify the information in the fields above and click **Search Again**.

# Certification and Compliance System (C2)

## MWDBE Directory

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[Department of Procurement Services Disclaimer](#)

### Search by Business Name or DBA

Business Name/DBA

Tip: Try just a few letters of the firm's name.

### Search by Business Description

Business Description

marine grade diesel oil%

Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

[Click to Lookup Commodity Code](#)

(popup window will appear to browse and search available Commodity Codes)

### Search by Contact Person

Contact Person/Owner

First name

Tip: Use the first letter.

Last name

Tip: Try just the first few letters.

### Search by Location

City

State

Zip Code

Phone Area Code

### Search by Certification Type

Certifications

- Airport Concessionaire Disadvantaged Business Enterprise (ACDBE)
- Business Enterprises owned by People with Disabilities (BEPD)
- Disadvantaged Business Enterprise (DBE)
- Minority Business Enterprise (MBE)
- Women Business Enterprise (WBE)

>> 0 businesses with 0 certifications found <<

### Search Results

Click the certification type for contact information and certification details

Your search parameters did not return any matches. Modify the information in the fields above and click **Search Again**.

# Certification and Compliance System (C2)

## MWDBE Directory

Search City of Chicago's MWDBE Directory by entering search terms and clicking **Search**. You must select at least one certification type.

[Department of Procurement Services Disclaimer](#)

### Search by Business Name or DBA

Business Name/DBA

Tip: Try just a few letters of the firm's name.

### Search by Business Description

Business Description

BOAT UNDERWATER HULL INSPECTION %  
Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

[Click to Lookup Commodity Code](#)  
(popup window will appear to browse and search available Commodity Codes)

### Search by Contact Person

Contact Person/Owner

First name

Tip: Use the first letter.

Last name

Tip: Try just the first few letters.

### Search by Location

City

State

Zip Code

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### Search by Certification Type

Certifications

- Airport Concessionaire Disadvantaged Business Enterprise (ACDBE)
- Business Enterprises owned by People with Disabilities (BEPD)
- Disadvantaged Business Enterprise (DBE)
- Minority Business Enterprise (MBE)
- Women Business Enterprise (WBE)

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Business Name/DBA

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### Search by Business Description

Business Description

BOAT AIR CONDITIONING%

Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

[Click to Lookup Commodity Code](#)

(popup window will appear to browse and search available Commodity Codes)

### Search by Contact Person

Contact Person/Owner

First name

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Last name

Tip: Try just the first few letters.

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[Department of Procurement Services Disclaimer](#)

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Business Description

BOAT FIRE EXTINGUISHER%

Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

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>> 0 businesses with 0 certifications found <<

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Commodity Code

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Last name

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City

State

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Certifications

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- Disadvantaged Business Enterprise (DBE)
- Minority Business Enterprise (MBE)
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>> 0 businesses with 0 certifications found <<

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[Department of Procurement Services Disclaimer](#)

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Business Name/DBA

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### Search by Business Description

Business Description

BOAT ASBESTOS %

Tip: Try just a few letters of a keyword.

### Search by Commodity Code

Commodity Code

[Click to Lookup Commodity Code](#)  
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Last name

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Tip: Try just the first few letters.

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Business Name/DBA

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### Search by Business Description

Business Description

REPAIR MARINE OD BOX%

Tip: Try just a few letters of a keyword.

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Business Name/DBA

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### Search by Business Description

Business Description

dry-dock inspection%

Tip: Try just a few letters of a keyword.

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Business Name/DBA

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### Search by Business Description

Business Description

lugboat maintenance%  
Tip: Try just a few letters of a keyword.

### Search by Commodity Code

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>> 0 businesses with 0 certifications found <<

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# **FINCANTIERI**

## **BAY SHIPBUILDING**

January 12, 2016

City of Chicago  
Department of Water Management  
333 S. State Street Room 410  
Chicago, Illinois 60604

Attention: Margarita Alvarez

Subject: Waiver for Minority Business Enterprise and Women Business Enterprise

Gentlemen:

In reference to the sole source contract between the City of Chicago and Fincantieri Bay Shipbuilding (FBS), specifically for docking and repairs to the Tug James J. VERSLUIS, we offer the following.

The City of Chicago's web assistance links were searched for certified/qualified/available "minority business" and "women owned" businesses.

We ask for a full waiver of "minority business" and "women owned" participation on this contract for the following reasons:

-The drydock, survey and repairs will take place at our Sturgeon Bay, Wisconsin facility, approximately a 5-hour drive from Chicago.

-Vessel surveys and repairs are a very specialized field. Workers and vendors are required to carry American Bureau of Shipping and United States Coast Guard Certification.

-In researching the list of companies certified as "minority business" and "women owned" businesses, none appear to carry the expertise or certifications required to perform this work.

-The Tug James J. VERSLUIS was last dry-docked for survey at our facility in September 2013. A waiver was granted for that contract and the requirements for this contract are very similar.

Bay Shipbuilding looks forward to once again working with the City of Chicago on this important project. Feel free to call me with any questions you may have.

Sincerely,  
BAY SHIPBUILDING COMPANY



Julie C. Koch  
Manager, Contract Services

FINCANTIERI MARINE GROUP, LLC  
Bay Shipbuilding  
605 North Third Avenue, P.O. Box 830  
Sturgeon Bay, Wisconsin 54235

P. 920-743-5524  
F. 920-743-2371  
[www.fincantierimarinegroup.com](http://www.fincantierimarinegroup.com)

# Re: Other Shipyard Contacts - Sole Source-Tugboat James J. Versluis

Silva, Virgilio

Mon 12/28/2015 11:04 AM

To: Frizelis, Richard <Richard.Frizelis@cityofchicago.org>; O'Malley, Mark <Mark.OMalley@cityofchicago.org>;

Cc: Rawlings, Felicia <Felicia.Rawlings@cityofchicago.org>; Alvarez, Margarita <Margarita.Alvarez@cityofchicago.org>;

Thanks for the info.

Virgilio S. Silva

Coordinator of Tugboat Operations

312-744-3675 Office

312-742-1064 Tugboat

312-742-1124 Fax

---

**From:** Frizelis, Richard

**Sent:** Monday, December 28, 2015 9:57 AM

**To:** O'Malley, Mark

**Cc:** Silva, Virgilio; Rawlings, Felicia; Alvarez, Margarita

**Subject:** Re: Other Shipyard Contacts - Sole Source-Tugboat James J. Versluis

Mark

Attached are documents for our sole source meeting as requested by Margarita and Felicia. Please let me know if there is anything else you need from me.

Rich Frizelis

Marine Engineer

Tug James J Versluis

City of Chicago Water Management

Cell 773-255-3882

Fax 312-742-1124

---

**From:** Alvarez, Margarita

**Sent:** Monday, November 23, 2015 3:04 PM

**To:** O'Malley, Mark

I attempted to contact Illinois Marine towing that operated a small tug repair facility in Lemont IL and also Chicago Drydock in Chicago that also does the same neither one of them has returned phone calls to me regarding the re-powering project on the Tug James J Versluis.

Please advise if there needs to be further action.

Rich Frizelis  
Marine Engineer  
Tug James J Versluis  
City of Chicago Water Management

Cell 773-255-3882  
Fax 312-742-1124

---

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.

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This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.

Cc: Frizelis, Richard; Silva, Virgilio; Rawlings, Felicia

Subject: Other Shipyard Contacts - Sole Source-Tugboat James J. Versluis

Mark,

We are in the process for the new 5 yr. sole source standard purchase order contract for the tug boat repairs James J. Versluis

Please provide me with the following:

- Memo approved by the Commissioner, detailing the rationale and necessity for the procurement as well as the estimated cost
- Detailed spec and line items
- Price Quotation
- Justification for Non-Competitive Procurement Worksheet (please see attached and fill out the worksheets)
- List of user department's personnel participating in the NCRB meeting.

Thanks,

Margarita Alvarez

Department of Water Management

333 S. State St. Room 410

Chicago IL. 60604

Phone: 312-747-1683

Fax: 312-742-9087

[malvarez@cityofchicago.org](mailto:malvarez@cityofchicago.org)

---

**From:** Rawlings, Felicia

**Sent:** Monday, November 23, 2015 8:14 AM

**To:** Alvarez, Margarita

**Subject:** Fw: Other shipyard contacts

Felicia L. Rawlings

Deputy Commissioner

Department of Water Management

333 South State Street - Room 410

Chicago, Illinois 60604

312 - 745-0581

312 - 742-9087 (Fax)

---

**From:** Frizelis, Richard

**Sent:** Monday, November 23, 2015 7:59 AM

**To:** O'Malley, Mark

**Cc:** Silva, Virgilio; Rawlings, Felicia

**Subject:** Other shipyard contacts

Mark

## **Alvarez, Margarita**

---

**From:** Koch, Julie C <Julie.Koch@us.fincantieri.com>  
**Sent:** Thursday, June 23, 2016 11:49 AM  
**To:** Alvarez, Margarita; Frizelis, Richard  
**Cc:** O'Malley, Mark; Rawlings, Felicia; Schroeder, Karl L  
**Subject:** M/WBE COMPLIANCE DOCUMENTS  
**Attachments:** S28C-6e16062311480.pdf

Attached emails document our attempts to solicit vendors for the upcoming project.  
No responses to date.  
Trust this satisfies the requirement.

Thank you.

Julie C. Koch  
Manager Contract Services  
FINCANTIERI BAY SHIPBUILDING  
Phone (920) 746-3392  
Cell (920) 493-7583  
Fax (920) 743-2371

[Julie.Koch@us.fincantieri.com](mailto:Julie.Koch@us.fincantieri.com)

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## Larson, Shelley

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:45 AM  
**To:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Asian American Alliance

Not In Service ....

Dave Y.  
Purchasing Manager  
Fincantieri Bay Shipbuilding  
920.746.3352

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:21 AM  
**To:** [ctakada@asianamericanalliance.com](mailto:ctakada@asianamericanalliance.com)  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Asian American Alliance

Hello Christine,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 10:02 AM  
**To:** carole@blackcontractorsunited.com  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Black Contractors United

Hello Carole,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
**Fincantieri Bay Shipbuilding**  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 10:15 AM  
**To:** info@chicagomsdc.org  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Chicago MSDC

Hello MSDC,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
**Fincantieri Bay Shipbuilding**  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:13 AM  
**To:** jarchie@cul-chicago.org  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Chicago Urban League

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:08 AM  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request

Hello Joan,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

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Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

---

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:26 AM  
**To:** info@haciaworks.org  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request HACIA

Hello HACIA,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

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**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:18 AM  
**To:** info@nawbochicago.com  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request NAWBO

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:08 AM  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request

Hello Diane,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

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**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:16 AM  
**To:** gbarnes@triton.edu  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Triton College SBDC

**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:08 AM  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request

Hello Geoffrey,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352

**Larson, Shelley**

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**From:** Young, David  
**Sent:** Monday, June 20, 2016 10:08 AM  
**To:** wdbc@wdbc.org  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request WBDC

Hello WBDC,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352



## Larson, Shelley

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**From:** Young, David  
**Sent:** Monday, June 20, 2016 9:56 AM  
**To:** info@rainbowpush.org  
**Cc:** Young, David  
**Subject:** Drydocking Quote: Vendor Search Request Rainbow/Push Coalition

Hello,

Fincantieri Bay Shipbuilding (<http://bayshipbuildingcompany.com/>) is a Repair/Repower/Shipbuilding Shipyard located in Sturgeon Bay, Wis. The City of Chicago has issued solicitation for bids for dry-docking, work on a vessel in early fall of this year. Fincantieri Bay Shipbuilding (FBS), with this Email Request, is compiling a list of vendors for consideration to work on the Project should FBS be awarded the Bid. Please advise this sender by reply email your desire to be on the sub-contractor bid list or, if you will decline.

Let me know if you have any questions or concerns.

Best regards,

Dave Young  
Fincantieri Bay Shipbuilding  
Purchasing Manager  
Phone: 920.746.3352