

LANTDIV CONSTRUCTION DIVISION

SPADEWORK

ATLANTIC DIVISION, NAVAL FACILITIES ENGINEERING COMMAND

Contractor Evaluations

Procurement initiatives such as Best Value Source Selection have resulted in an increased order of magnitude on the importance of accurate contractor evaluations. This has resulted in the formation of a NAVFAC/AGC committee to review how evaluations are done by the Navy. These new ways of contracting are based on the ability to select qualified contractors for our projects. Since virtually all of the new acquisition options rely on past performance evaluations as a primary selection factor, it is easy to see why so much attention is being focused in this area. However, with this increased importance comes the responsibility to properly manage the process to ensure evaluations are completed in a professional manner. Each office should have in-place a written policy on evaluation procedures and these procedures must be followed to ensure all contractors are evaluated on a fair and equal basis. We should treat these evaluations as we want our own evaluations to be prepared. No one wants to discover that their supervisor has been unhappy with their work all year at their end-of-year evaluation. Discuss the contractor's performance at Partnering opportunities and never let them learn you are unhappy with their performance when they receive the completed evaluation. The future holds even more changes to the evaluation system. Plans are being made to work with the Corps of Engineers to produce an evaluation form for design build contracts so we can properly evaluate this new, and gaining

in popularity, acquisition tool. In the mean time we should all pay careful attention to contractor evaluations. They give us the ability to reward outstanding contractor performance through repeat business. *By Gary Mackey*

SSPC Contractor Certification Program

In the late 1980's, SSPC, the Society for Protective Coatings (formerly Steel Structures Painting Council) introduced a program called the Painting Contractor Certification Program (PCCP). SSPC is an industry organization representing every facet of the protective coating industry, including facility owners, coating contractors, and equipment and coating manufacturers and suppliers. The PCCP is a quality program that was established by consensus of the membership, with the intention of improving the quality of coating applications while providing a level field for competition within the protective coating business. The first contractor was certified in 1989, and the program has grown to over 125 certified contractors today. NAVFAC began requiring PCCP Contractor Certification on selected projects about 1995, and in 1998, the NAVFAC fuel tank guide specifications were modified to require PCCP Contractor Certification on all projects in the US, Puerto Rico, Hawaii, and Alaska. Guide specifications for other industrial coatings will be issued in early 2000 calling for PCCP Contractor Certification. For certification to SSPC-QP 1, "Standard Pro-

cedure for Evaluating the Qualifications of Painting Contractors: Field Application to Complex Structures,” contractors have to demonstrate competence in four areas: Safety, Quality Control, Technical Capabilities, and Management. QP 2, “Standard Procedure for Evaluating the Qualifications of Painting Contractors to Remove Hazardous Paint,” is an add-on to QP-1. For certification to QP 2 contractors have to demonstrate competence in four additional areas: management of hazardous paint removal projects, technical capabilities related to hazardous paint removal, personnel qualifications and training, and safety and environmental compliance programs. Contracting firms are evaluated through a series of submittals to SSPC about their operations, and an impartial, on-site audit of their operations by an independent auditor. The certifications issued by SSPC are very specific to a contractor entity, are for a specific time period, and can be verified at any point in time for validity. SSPC maintains a current list at www.sspc.org, and they may be contacted at 412 281-2331.

There is no category other than “Certified.” So-called categories such as “Almost Certified”, “Certified Until Recently” and “Want to be Certified” are equally non-compliant, and should be rejected by contract administrators. If problems persist, please do not hesitate to call SSPC for assistance in resolving the issues. We are trying to have specifications written with a specific date required for certification, usually, “prior to contract award.”

While this program is producing very good results, it does not guarantee that all aspects of a coating project will be accomplished perfectly, and it does not eliminate all conflict on a jobsite. What it can provide to the Contracting Officer that is not a coating specialist, is some comfort that the contractor has proven to SSPC that it has the knowledge and ability to perform on complicated protective coating projects. When in the opinion of the Contracting Officer the contractor does not perform properly, there is a process for

reporting such problems to SSPC. A copy of the SSPC Disciplinary Action Criteria (DAC) is available at www.efdlant.navfac.navy.mil. The DAC explains the process and criteria for handling of complaints against PCCP contractors and contains the contractor evaluation forms. When a certified contractor is awarded a contract that requires certification, the contractor is required to notify SSPC, and provide specific information and contracting officer contact information. It is likely that contracting officer representatives will be asked at the end of a contract to evaluate the contractor, and it is possible that interim evaluations will be requested in some cases.

It is imperative that every Contracting Officer be aware of the importance of providing timely, accurate feedback or complaints to SSPC so that problems can be addressed at the earliest possible time. Making a complaint or preparing an unsatisfactory evaluation is seldom pleasurable, however, the integrity of the program depends on this timely and accurate input from users. Additionally, it is important to recognize that complaints can be made at any point in the contract, particularly if the complaint involves safety, environmental compliance, or quality of product. SSPC reports that several disciplinary actions have been taken and they are prepared to take action whenever it is warranted.

We maintain contact with SSPC, and have asked to be contacted on all issues involving Navy projects, however, we can generally be more helpful if contacted prior to a complaint situation. If you need assistance on any aspect of PCCP and certified contractors, please don’t hesitate to contact Joseph H. Brandon,,Protective Coating Specialist, brandonjh@efdlant.navfac.navy.mil, 757 322-4645 or DSN 262-4645, FAX 322-4614

By Joe Brandon

11XX QA Training

During the week of 8 – 10 November training of the 11XX employees from PWC Norfolk was completed. Training for the new members of the LANTDIV family included details on how LANTDIV functions and what is expected of a Construction Representative. Welcome aboard!
By Clarence Sloan



Painting In Cold Weather

One common question that I get from Contracting Officers this time of year concerns painting in winter. Typical question goes something like this: “The specifications and the manufacturer say not to apply this coating below x degrees (generally 40-60F), however, the contractor is supposed to finished in three months, but cold weather is coming on fast and will create conditions colder than the specified minimums. What do we do?”

There are numerous ways to handle this, but none will satisfy everyone. Thus begins that process of finding the right trade-off for the specific project.

One fairly easy way to handle this is to allow additional time to complete the contract, or at least the painting portion. In the Norfolk area, we generally consider that coating work can resume

around 1 April. This option is often used and it seems to satisfy many situations.

Another is to allow the contractor to create the specified conditions. As wild as it might sound, there are many painting contractors around the world that use combinations of insulation and heating equipment to paint in cold weather. In some cases, it might be more efficient to insulate and heat a tank in winter than to dehumidify it in summer. This requires, however, a contractor that has the setup and know-how, or you might be causing more problems that you are solving. In some cases, it might make sense to revise the application conditions of the coating. For instance, many epoxies and polyurethanes can be cured down to 20F, however, we do not have good data on the quality of a coating film cured at this temperature vise one cured at 70F. When such materials are cured at low temperatures, the chemical reaction slows considerable, and it takes much longer for each coat to cure. For instance, curing at 20F will take approximately eight times as long for curing than at 70F. This is not something that can be taken lightly either.

All of the overcoat windows must be adjusted, along with criteria for acceptance/rejection of marginal conditions, and the remedy for non-compliance. So in summation, while we can modify application conditions to some extent, we do not like to do so unless there is no other reasonable alternative. We also prefer not to make changes in any coating system that will be in immersion service, either in fuel or water.

Coatings are highly affected by temperature, however, each different generic coating system has idiosyncrasies that must be evaluated with respect to the specific project. I can only suggest that each contract should be evaluated individually, and a reasonable solution found to match the specifics the project. The one common theme should be that the coating application minimums should not be “pushed.”

Due to the funding cycles being disassociated with climatic cycles, we will continue to have projects funded in the fall to complete coatings

by spring. We will also be plagued with contracts that get delayed, and generally for more than one reason, into colder weather. If you have a question about painting in cold weather, please don't hesitate to contact me.

By Joe Brandon

ROICC Office Photos

Thanks for the support sending in new office photos. For those of you who did BZ! Below is the 05 office photo taken this summer. For those of you who did not respond, please send us an updated photo of your office staff.



Y2K Info

By the time this edition of SPADEWORK reaches your computer there will be less than 30 days before the real test of the Y2K work we have all been doing in recent months occurs. It is assumed that all necessary actions have been taken and all offices are prepared for 1 January 2000. If you need to review the status of Y2K actions from a "macro" viewpoint visit the GSA web site <http://www.itpolicy.gsa.gov/mks/yr2000/y2khome.htm>. From this site you can link to

other sites which will allow you to learn more about the Y2K issue than you ever thought imaginable.

Construction Training

ROICC Norfolk Safety Technician, Jim Hewitt, facilitates the electrical portion of the LANTDIV 40 Hour Construction Safety Hazard Awareness Course. The most recent offering of the LANTDIV safety course for ROICC's was held at Little Creek Amphibious Base, Norfolk. Thirty eight participants, consisting of AROICC's, AREICC's, Quality Assurance Representatives, and contractor safety managers from as far away as Iceland attended. Many of the participants were from the newly transferred FSC group and contributed greatly to the success of the class. This course is being added to the Quality Assurance training (P - 445) requirements manual and has been provided ten times so far, continuing to be a great value to the Command. Point of contact for course information is Bill Garrett (DSN) 262-8424. *By Bill Garrett*



Quality Assurance Update

The editing of NAVFAC Instruction P-445, Construction Quality Management Plan, has been completed and has been submitted for signature.

This revised instruction incorporates all the changes that have occurred in the Quality Management area since the 1988 version was issued.

Specification Section 01450.1.5.1.3 Construction Quality Management Training states "In addition to the above experience and education requirements, the QC Manager shall have completed the course entitled Construction Quality Management [CQM] for Contractors." This course is periodically offered by the Associated General Contractors (AGC) and the Association of Builders and Contractors (ABC) at various locations in Virginia, North Carolina and some overseas locations. Since we started requiring in July 1997 that contractors/QC Managers and or Superintendents take this class, some 1300 personnel have passed this class and received certificates. Class space is available for Government personnel. The CQM classes that are presently set up for FY 2000 are as follows:

CQM Training with ABC in Jacksonville, NC.
20 January 2000

CQM Training with AGC in Richmond, Va.
17 February 2000

CQM Training with AGC in Va Beach, Va.
23 March, 2000

CQM Training with AGC in Williamsburg, Va.
11 May 2000

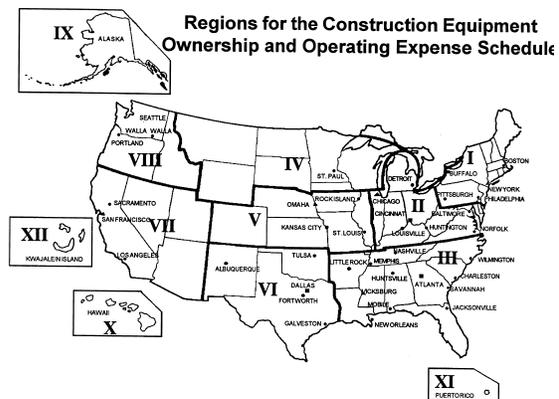
CQM Training with AGC in Richmond, Va.
15 June 2000

If any CONREP's or AROICC's desire to take this class, please call me at 322-8421. Please refer your contractors to either; AGC/Richmond, Steve Vermillion at 804-346-3383 ; ABC/Va Beach, Patti Freeman at 464-9550 and in North Carolina; ABC / Charlotte, Reid Hearn at 877-470-4819. *By Jim Baldwin*

The Techno-corner

The use of metric units (SI) is now standard on all NAVFAC contracts. If you need help with a conversion factor visit the web site [units IQ.COM](http://www.unitsiq.com) at <http://www.unitsiq.com/>. The site has virtually every conversion factor in an easy to find format.

All NAVFAC contracts require the use of the Corps of Engineers Construction Equipment Ownership and Operating Expense Schedule, EP 1110-1-8 , for any changes that deal with company owned construction equipment. The manuals are available on the Web at [http://www.usace.army.mil/inet/usace-docs/eng-pamphlets/ep1110-1-8\(vol2\)/toc.htm](http://www.usace.army.mil/inet/usace-docs/eng-pamphlets/ep1110-1-8(vol2)/toc.htm). (The address shown is for region 2. To get the correct manual for your region see the map below and change the volume number as required.)



Employee of the Quarter

Doug Taylor has been named the Employee of the Quarter for the 05 Headquarters Doug was cited for providing First Class TABS/ACATS service to the field. Specific projects included, but were not limited to, the Corrosion Control Hangar at NAS Oceana in Virginia Beach and the Strategic Maritime Defense Center in Newport. Congratulations Doug!

Additional Benefits of an Overseas Tour

In addition to travel opportunities and increased responsibilities here are a few more things to think about when looking for work overseas. 1) Home Leave. You accrue Home Leave at rates set for the area you have moved to. Home leave is days of leave that you are allowed to take back in the United States that do not count against regular annual leave. You can use it after two years on station and several other restrictions apply. Accrual rates can vary but all European locations accrue at 5 days per year. 2) Increase in leave carryover. When you are assigned overseas you are allowed to increase your carryover leave from 240 hours to 360 hours. 3) Save pay. If you received a pay increase for your overseas job the increased amount stays with you when you return. Future pay raises are effected so contact your HRO for additional information. 4) Temporary Housing You can be allowed up to 10 days in the US when you leave and up to 90 when you arrive at your new station. Reimbursements includes all lodging and food costs (within set limits). When you depart you are allowed up to 30 days at the overseas location and up to 60 days at your new duty station. Contact your HRO for additional information on any of these benefits if you are considering an overseas position.

Personnel Information

Miguel Lopez has accepted the position as SGE at ROICC Sigonella. Miguel is currently working in NAVFAC HQ and expects to arrive in Sigonella in mid January. Welcome abroad Miguel.

Dennis Lewin has returned to 05 after spending 90 days detailed to the Crane Rail Modernization Project at the Norfolk Naval Shipyard in Portsmouth, Virginia. As the Head of the Component Support and Budget Branch of 05, and a previous SGE at the Shipyard, Dennis was selected to assist in getting this mission essential project back on-track.

Ken Trotman, Construction Manager, has been on extended sick leave due to medical problems. Ken is expected back to 05 in January. Best of luck in your recovery Ken!

Deborah Senchak, ROICC NORFOLK, has been selected to be the Activity Liaison Officers (ALnO) for the Caribbean/Azores. Congratulations Deborah.

Wimpy Sutton the ROICC Norfolk Naval Shipyard Supervisory CONREP will be retiring this January. Wimpy will be replaced by Jerry Yarbough from ROICC Norfolk. Jerry's position will be filled by Clarence Sloan from 05. Congratulations to all.

Closing Thought

Obstacles are those frightful things you see when you take your eyes off your goal. -Henry Ford



G. W. MACKEY, P.E.
Director
Construction Division