



THE PORT
OF LOS ANGELES

Executive Director's
Report to the
Board of Harbor Commissioners

DATE: AUGUST 10, 2011

FROM: PORT POLICE DIVISION

**SUBJECT: RESOLUTION NO. _____ - AWARD OF CONTRACT NO. 39604
FOR PURCHASE OF A DIVE VESSEL TO PERFORM PORT POLICE
UNDERWATER DIVE OPERATIONS**

SUMMARY:

Staff requests approval of Contract No. 39604 to All American Marine, Inc. of Bellingham, Washington, for the purchase of one 65-foot dive vessel. This vessel will replace the existing 46.5-foot dive vessel, which has been in service since 1988, requires frequent repair, and is no longer large enough to accommodate the industry-standard sonar equipment used by the Los Angeles Port Police (Port Police) Dive Team in its operations. The dive vessel is vital to Port of Los Angeles (Port) maritime operations and is the primary platform for the Port Police Dive Team to protect its waterways and critical infrastructures from domestic and foreign threats.

Funds are available in the Port Police Capital Budget, and the equipment is eligible for reimbursement under Port Security Grant Program (PSGP), Round 8. The cost of the vessel is \$2,472,616; grant reimbursement for the vessel is \$1.5 million leaving a Harbor Department cost share amount of \$972,616. After the one-year manufacturer's warranty expires, the Construction and Maintenance Division (C&M) indicates a maintenance savings of \$26,000 annually for the first five years, decreasing to \$7,500 each year thereafter, for a total 10-year maintenance savings of \$335,000.

RECOMMENDATION:

It is recommended the Board of Harbor Commissioners (Board):

1. Award Contract No. 39604 for the purchase of one 65-foot dive vessel in the amount of \$2,472,616, including tax and delivery;
2. Authorize the Executive Director to execute and the Board Secretary to attest to the Contract for and on behalf of the Board; and
3. Adopt Resolution No. _____.

DATE: AUGUST 10, 2011

PAGE 2 OF 5

SUBJECT: RESOLUTION NO. _____ - AWARD OF CONTRACT NO. 39604
FOR PURCHASE OF A DIVE VESSEL

DISCUSSION:

Background – The Port Police Dive Team currently operates from a 46.5-foot vessel which is 23 years old, requires frequent maintenance that has included extensive repairs to the engines and propulsion system, and has endured extensive body damage over the years, rendering it inoperable for extended periods of time. The vessel was originally acquired from the California Department of Fish and Game (DFG) and converted into a dive platform for use by the Port Police Dive Team.

Post 9/11, the Port Police Dive Team's operational readiness and responsibilities have increased. The Port, utilizing the Port Police Dive Team, became one of the only non-military ports deploying sonar equipment to provide the United States Navy baseline information imagery to identify any possible underwater threats posed to the Port and reduce any downtime in the event of an incident. Under the direction of the Central California Area Maritime Security Committee, the Port Dive Operations Group (PDOG) was created using the Port Police Dive Team as the primary agency to support the United States Coast Guard's (USCG) responsibility to increase Port security and address any incidents that could jeopardize Port operations. PDOG has grown and now consists of Port Police, Los Angeles Police Department, Long Beach Police Department, Los Angeles Sheriff's Department, Federal Bureau of Investigation, USCG, and Los Angeles and Long Beach Fire Departments. Homeland security dive missions under the authority of PDOG require many personnel and/or equipment resources. We are currently unable to deploy an entire team of divers and their equipment on the existing vessel. We are then required to either return to shore to swap out necessary equipment and get fresh divers or have another vessel transport it to the dive location. The new vessel platform will eliminate the separate landside command post and allow PDOG team leaders to deploy with their units. Large scale dive operations with multiple agencies require as many as 30 divers and their equipment; the larger vessel will support this and more technical dives or dives that cover a larger geographical area.

Overall, the usefulness of the current vessel has significantly diminished and can no longer accommodate the requisite sonar equipment essential to dive, sonar and recovery operations. The existing vessel will be salvaged in accordance with the Harbor Department's vessel replacement policy at an estimated value of \$50,000.

In 2008, Port Police began to research replacement of the existing dive vessel. To develop vessel specifications and gain knowledge and expertise related to dive, sonar and recovery operations, Port Police consulted with the Los Angeles County Sheriff's Emergency Services Detail (ESD), Los Angeles City Fire Department (LAFD), DFG and the National Oceanic and Atmospheric Administration (NOAA) to review the types of vessels, purposes used, and equipment required to safely and efficiently conduct operations. We also met with local commercial and charter dive vessel operators to gain the perspective of professional divers who are required to constantly work on a floating platform. The table below identifies minimum operational requirements for the

SUBJECT: RESOLUTION NO. _____ - AWARD OF CONTRACT NO. 39604 FOR PURCHASE OF A DIVE VESSEL

various missions that the dive team conducts. It also indicates the use of deployable sonar and remotely operated vehicles as are routinely deployed by the Port Police and PDOG require the procurement of a larger platform to accommodate the personnel and equipment involved in these operations.

Agency	Vessel Size and Type	Operational Purpose
ESD	55-and 60-foot fiberglass mono-hull jet propelled	ocean rescue, dive and sonar operations
LAFD	45-foot aluminum mono-hull, outboard propelled	ocean rescue and dive operations
DFG	55-foot aluminum catamaran	law enforcement and dive operations
NOAA	65-, 67- and 87-foot aluminum catamaran	sonar, remotely-operated vehicle (ROV) and scientific data collection operations

Sonar experts at John Hopkins University’s Applied Physics Laboratory and other organizations who routinely work with the Port reviewed the various operating platforms. The catamaran was deemed the most stable platform - it is wider and more capable of controlling pitch, yaw and roll. Increased stability provides for the most accurate target acquisition and resolution in sonar imagery. It was, therefore, determined that our current operations and side-scan sonar equipment would be best served by a catamaran platform.

As indicated in the table above, the optimum vessel for our application is at least 65 feet in length with a platform capable of supporting at least 15 persons required to operate dive, sonar and recovery equipment, and capable to accommodate expansion for future responsibilities and equipment, including the ability to support command and control functions, as required. The vessel will also provide necessary resources, space and technology to support Port Police’s maritime security and domain awareness missions, as well as allow interoperability with other public safety agencies representing the South Bay region. The proposed vessel meets these criteria and will be used to provide an effective maritime resiliency program at the Port through the use of industry-leading technology and highly skilled officers to search and secure the Port’s waterways.

Selection – Port Police submitted Requisition No. Z-11-127 to the Contracts and Purchasing Division (CPD) on March 8, 2011, for the purchase of one 65-foot catamaran dive, sonar and recovery vessel. Formal Bid No. F-761 was published by CPD on July 8, 2011. As allowed in Los Angeles City Charter §375 and Los Angeles Administrative Code §10.18, the City of Los Angeles Harbor Department required a prequalification questionnaire to be submitted by all bid responders simultaneously with the bidding documents. This was done to ensure bid responders possessed the experience and qualifications necessary to meet the bid requirements for construction of this highly specialized vessel. Bids closed on July 22, 2011, and one bid was received.

DATE: AUGUST 10, 2011

PAGE 4 OF 5

**SUBJECT: RESOLUTION NO. _____ - AWARD OF CONTRACT NO. 39604
FOR PURCHASE OF A DIVE VESSEL**

The vendor will build the vessel based on specifications contained in Formal Bid Request No. F-761, and provide operational training to Port Police staff upon delivery. In addition to the manufacturer's warranty, the vessel is being purchased with a standard motor platform to be maintained by the C&M. All standard law enforcement equipment will be installed by the vendor. Installation of all required communications and computer equipment will be provided under separate contract.

This vessel is authorized for purchase as a capital expenditure in the Fiscal Year (FY) 2011/12 Port Police budget, and is eligible for reimbursement in the amount of \$1.5 million under PSGP Round 8. An approved Affirmative Action Plan for the vendor is on file with CPD, and a copy of the approved contract will be forwarded to Contract Compliance for monitoring.

ENVIRONMENTAL ASSESSMENT:

The proposed action is the approval of a contract for the purchase of a 65-foot dive, sonar, and recovery vessel to replace the existing dive vessel which is 24 years old and is not capable of accommodating Port Police dive operations. The new dive, sonar and recovery vessel will be equipped with two Cummins QSM11-M engines which meet U.S. Environmental Protection Agency (EPA) Tier 2 standards. These engines are compliant with the requirements of the Clean Air Action Plan (CAAP). EPA Tier 3 engines should be installed if commercially available, meets vessel operational specifications, and meets vessel delivery schedule. Bid specifications for an alternative fuel vessel are not currently feasible due to the operations of the vessel and use for emergency response. As an administrative action, the Director of Environmental Management has determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II, Section 2(f) of the Los Angeles City CEQA Guidelines.

ECONOMIC BENEFIT:

This Board action will have no direct employment impact for the five-county region since the company is located outside region.

FINANCIAL IMPACT:

Approval of the proposed contract to purchase one 65-foot catamaran vessel would require the Harbor Department to commit \$2,472,616 (inclusive of tax and delivery charges) toward the payment of this vessel. \$2,242,029 was included in the FY 2011/12 Port Police capital budget for this purchase. The additional cost of the vessel above the budget estimate (\$230,587) is due to an increase in the cost of construction materials for the vessel and will be covered either by additional grant funding or a

DATE: AUGUST 10, 2011

PAGE 5 OF 5

SUBJECT: RESOLUTION NO. _____ - AWARD OF CONTRACT NO. 39604
FOR PURCHASE OF A DIVE VESSEL

reduction in other capital procurements. The purchase is eligible for reimbursement under the PSPG Round 8 in the amount of \$1.5 million, leaving a Harbor Department cost share amount of \$972,616. C&M indicates a maintenance savings of \$26,000 annually will be realized for the first five years, decreasing to \$7,500 each year thereafter, for a total ten-year maintenance savings of \$335,000. Risk Management Division indicates an estimated increase in insurance cost of \$7,000. FY 2011/12 funds in the amount of \$2,472,616 are available in Capital Account 13240, Center 0412, Program 640.

CITY ATTORNEY:

The City Attorney's Office has reviewed and approved the contract as to form and legality.

TRANSMITTALS:

1. Formal Bid No. F-761, Contract No. 39604
2. Bidder Prequalification Questionnaire
3. Bid Recap



RONALD J. BOYD
Chief of Port Police

FIS Approval JHP (Initials)
CA Approval CEB (Initials)



JOHN M. HOLMES
Deputy Executive Director

APPROVED:



GERALDINE KNATZ, Ph.D.
Executive Director

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