

TO: HARBOR DEPARTMENT PURCHASING OFFICE
500 Pier "A" Street
Berth 161
Wilmington, CA 90744

BID NO. F-1184 Page 1
Show this number on envelope

Contract No. 40026

1. COMPLETE CONTRACT

This entire Bid Request shall become the contract upon its execution by the Executive Director on behalf of the Harbor Department of the City of Los Angeles. The complete contract shall consist of the entire Bid (including Specifications), this page, terms and conditions, any addenda, and when required, CONTRACTOR'S BOND. Contractor will be provided with a copy of the executed contract.

2. GOODS AND SERVICES TO BE PROVIDED BY THE CONTRACTOR

The Contractor agrees, upon acceptance of this offer by the City, to furnish the goods and services herein specified according to the terms and conditions as set forth herein.

3. AMOUNT TO BE PAID

The City agrees to pay the contractor for the goods or services in the manner described in the paragraph entitled "PAYMENTS" according to the terms and conditions. Unless otherwise indicated by the Bidder, remittance by the City for goods or services will be made to the address below.

4. CHOICE OF ALTERNATIVE PROVISIONS; OPTIONS; NOTIFICATION

When alternative provisions are requested, or options are offered, the contractor will be notified as to which provision, or option, is being accepted when notification is sent that the Contractor is the successful bidder.

5. DECLARATION OF NON-COLLUSION

The undersigned certifies (or declares) under penalty of perjury that this bid is genuine and not sham or collusive, or made in the interest or on behalf of any person, firm, or corporation not herein named; that the bidder has not directly or indirectly induced or solicited any other bidder to put up a sham bid, or any other person, firm or corporation to refrain from bidding, and that the bidder has not in any manner sought by collusion to secure any advantage over other bidders.

6. LEGAL JUSTIFICATION

This agreement shall be deemed entered into in Los Angeles, California, and shall be governed and construed in accordance with the laws of the State of California.

EXECUTED AT: _____ ON THE _____ DAY OF _____, 2022
City, State Date Month Year

BIDDER MUST COMPLETE AND SIGN BELOW:

Firm Name _____

Phone _____ Fax _____

Address _____
Street City State Zip

Signature _____ Printed Name _____ Printed Title _____

Signature _____ Printed Name _____ Printed Title _____

(Approved Corporate Signature Methods)

(AFFIX CORPORATE SEAL HERE)

a) **Two signatures:** One by Chairman of Board of Directors, President, or a Vice-President **AND** one by Secretary, Assistant Secretary, Chief Financial Officer or an Assistant Treasurer.

b) **One signature:** By corporate designated individual together with properly attested resolution of Board of Directors authorizing person to sign.

NOTARIZATION: Bids executed outside the State of California must be sworn to and notarized below.

County of _____ State of _____ S.S. Subscribed and sworn this date _____, 2019 Notary Seal Signature	In witness whereof the Board of Harbor Commissioners of the City of Los Angeles has caused this contract to be executed by the Executive Director of the Harbor Department of said City and said Contractor has executed this contract the day and year written below. By _____ Executive Director Harbor Department _____ Date	Approved as to form and legality _____, 2023 City Attorney BY _____ Deputy
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FORMAL REQUEST FOR BID

CITY OF LOS ANGELES
HARBOR DEPARTMENT

BID NO. F-1184

SUBMIT BID TO :
Los Angeles Harbor Department
Purchasing Office, 1st Floor
500 Pier A Street
Wilmington, CA 90744

OFFICE HOURS:
7:30 a.m. – 4:30 p.m.
Monday through Friday (excluding Holidays)

BID DUE BEFORE
2:00 PM
SEPTEMBER 21, 2023

MD 8-30-23
Buyer: Michelle Davies, Senior Management Analyst (310) 732-3890
Email: mdavies@portla.org

QUANTITY AND UNIT	ITEMS and DESCRIPTION	UNIT PRICE QUOTED	EXTENSION
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DESIGN, CONSTRUCT AND DELIVER TWO (2) PLANNING HULL ELEVATED PLATFORM T-TOP BOATS IN ACCORDANCE WITH THE ATTACHED SPECIFICATIONS/TECHNICAL REQUIREMENTS:

1. 1 EA. BOAT NO. 1 Price per each \$ _____
2. 1 EA. BOAT NO. 2 Price per each \$ _____

Continued on next page

REQ. NO.: Z-24-005
NOTIFY:
PAGE 2

STATE TIME OF DELIVERY: _____ DAYS AFTER RECEIPT OF ORDER
TERMS _____ % DISCOUNT FOR PAYMENT WITHIN _____ DAYS.
BIDDER MUST SIGN THIS BID ON PAGE 1

FORMAL REQUEST FOR BID

CITY OF LOS ANGELES
HARBOR DEPARTMENT

BID NO. F-1184
(SHOW THIS NUMBER ON ENVELOPE)

SPECIFICATIONS/TECHNICAL REQUIREMENTS – ATTACHMENT “A”

LOCAL BUSINESS PREFERENCE PROGRAM (LBPP) – ATTACHMENT “B”

ETHICS: - ATTACHMENT – “C”

Persons who submit a response to this solicitation (bidders) are subject to Charter section 470(c)(12) and related ordinances. As a result, bidders may not make campaign contributions to and or engage in fundraising for certain elected City officials or candidates for elected City office from the time they submit the response until either the contract is approved or, for successful bidders, 12 months after the contract is signed. The bidder's principals and subcontractors performing \$100,000 or more in work on the contract, as well as the principals of those subcontractors, are also subject to the same limitations on campaign **ETHICS** contributions and fundraising.

Bidders must submit CEC Forms 50 and 55 (provided in Attachments) to the awarding authority at the same time the response is submitted. The forms require bidders to identify their principals, their subcontractors performing \$100,000 or more in work on the contract, and the principals of those subcontractors. Bidders must also notify their principals and subcontractors in writing of the restrictions and include the notice in contracts with subcontractors. Responses submitted without completed CEC Forms 50 and 55 shall be deemed nonresponsive. Bidders who fail to comply with City law may be subject to penalties, termination of contract, and debarment. Additional information regarding these restrictions and requirements may be obtained from the City Ethics Commission at (213) 978-1960 or ethics.lacity.org.

Affirmative Action: The Consultant, during the performance of this Agreement, shall not discriminate in its employment practices against any employee or applicant for employment because of employee's or applicant's race, religion, national origin, ancestry, sex, age, sexual orientation, disability, marital status, domestic partner status, or medical condition. The provisions of Section 10.8.4 of the Los Angeles Administrative Code shall be incorporated and made a part of this Agreement. All subcontracts awarded shall contain a like nondiscrimination provision.

Equal Benefits: The Board of Harbor Commissioners of the City of Los Angeles adopted Resolution No. 6328 on January 12, 2005, agreeing to adopt the provisions of Los Angeles City Ordinance No. 172,908, as amended, relating to Equal Benefits, Section 10.8.2.1 et seq. of the Los Angeles Administrative Code, as a policy of the Department. Consultant shall comply with the policy wherever applicable. Violation of this policy shall entitle the City to terminate any Agreement with Consultant and pursue any and all other legal remedies that may be available.

REGIONAL ALLIANCE MARKETPLACE FOR PROCUREMENT (RAMP):

Respondents are advised, pursuant to Executive Directive 35, if a bidder is selected and awarded a contract, and if the vendor is a for-profit company or corporation, the vendor shall, within 30 days of the effective date of the contract and on an annual basis thereafter (i.e., within 30 days of the anniversary of the effective date of the contract), report the following information to City via the Regional Alliance Marketplace for Procurement (“RAMP”) or via another method specified by City: vendor's and any subcontractor's annual revenue, number of employees, location, industry, race/ethnicity and gender of majority owner (“contractor/subcontractor Information”). On an annual basis, the vendor shall further request that any subcontractor input or update its business profile, including the vendor/subcontractor information, on RAMP or via another method prescribed by City.

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MISCELLANEOUS PURCHASES. The Harbor Department requests the option to purchase miscellaneous related equipment and supplies, in conjunction with the purchase of items covered by the contract, under the condition that such items may be purchased in amounts not to exceed \$200.00 per order, per invoice.

Check one:

Option Granted: _____ Option Not Granted: _____

REQUEST FOR QUOTATION BIDDER RESPONSIVENESS. In order to be responsive, bidders shall complete and return all Quotation documents requested by the Port, including addenda, specifications, drawings and all forms.

The Purchasing Agent may deem a bidder non-responsive if the bidder fails to provide all Quotation documents requested by the Port at the Quotation closing date and time.

ADDENDA. From time to time, the Harbor Department may deem it necessary to issue an addendums(a) to modify or cancel a Bid Request. Such addendums (a) will be available on the Port of Los Angeles internet website – www.portoflosangeles.org and the Los Angeles Business Assistance Virtual Network website – www.labavn.org. It is the responsibility of the bidder to be aware of and respond to any such addendums(a) before the deadline of the applicable bid request. Failure to do so may deem the bid non-responsive.

BID SUBMITTAL TIMELINESS

Bidders solely are responsible for the timeliness of their submittals. As such, bidders are cautioned to budget adequate time to ensure that their bids are delivered at the location designated at or before the deadline set forth above. Bidders are cautioned that matters including, but not limited to, traffic congestion, security measures and/or events in or around the Harbor Department, may lengthen the amount of time necessary to deliver the bid, whether the bid is submitted in person or by mail.

AWARD. The Harbor Department reserves the right to reject any or all Bids, award Bid as a whole, split award or delete line items, as it may deem necessary, unless otherwise stated herein.

SUPPLIER CONTACT INFORMATION:

Contact Person: _____

Title: _____

Telephone No.: _____

Fax No.: _____

E-Mail Address: _____

24 Hour Contact No.: _____

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BID NO. F-1184
(SHOW THIS NUMBER ON ENVELOPE)

AUTHORIZED DISTRIBUTOR/DEALER

Bidder must indicate if it is an authorized factory distributor/dealer for the manufacturer being quoted (please initial).

Yes: _____ No*: _____ Mfr.: _____

*If bidder is not an authorized distributor/dealer, the bidder shall submit with its Quotation a formal Letter of Certification from the manufacturer, stating that the manufacturer will honor any warranty claims by the City for equipment, parts, and/or materials provided by the bidder.

The manufacturer will be responsible for any default of the supplier that is not corrected by the supplier in a timely and efficient manner. This responsibility includes replacing incorrect or defective parts, trouble shooting, and correcting problems that are traceable to the manufacturer.

PRICE AGREEMENT CONDITIONS. Prices charged the Harbor Department are based on a percentage discount from Manufacturer's Published Price List. Percentage discount is to remain firm for the duration of the contract, but said Manufacturer's Price Lists are subject to fluctuation in accordance with changes as issued by the Manufacturer. Price Lists which are submitted with BID must be current in effect at time of BID opening and shall not be subject to change for a period of sixty (60) days after bid opening.

If the prices on the Price List are raised, the Harbor Department reserves the right to accept such raises or to cancel such items from the contract. The Harbor Department is to be given benefit of any decline in prices immediately upon the manufacturer's effective date of such decline. Changes in Price List shall be effective on the date designated on the Price List or upon receipt by the Harbor Department Purchasing Office, whichever is later. Increases in Price Lists shall not be retroactive.

Specifications and conditions in the BID shall supersede any conflicting conditions in PRICE LISTS.

Three (3) additional copies of the Price List(s) will be required to be submitted by the successful bidder prior to award of a contract. In addition, four (4) copies of any new or revised Price List(s) must be sent immediately to the Harbor Department Purchasing Officer, 500 Pier A Street, Wilmington, CA 90744. Price List shall show vendor's name along with the City Contract or Purchase Order Number.

NEW AND UNUSED: The items furnished shall be new and unused.

WARRANTY. Terms of warranty on equipment offered. Free PARTS & SERVICE (LABOR) for defective parts and workmanship for the following time period after equipment has been accepted (specify time period):

SAFETY AND HEALTH REQUIREMENTS. All equipment, materials, procedures and services furnished and/or used by the Contractor shall comply with applicable current requirements of OSHA and CAL-OSHA. Contractor agrees to indemnify and hold harmless Los Angeles City, The Harbor Department, and agents, officers and employees thereof, for all damages assessed against them as a result of Contractor's failure to comply with said safety and health requirements.

DELIVERY POINT: Prices to include all delivery charges, F.O.B. the Harbor Department, Port Police, 330 S. Centre Street, San Pedro, CA 90731.

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SALES TAX PERMIT. Vendor's California State Board of Equalization Permit No. required to collect California State Sales Tax. Permit Number: _____.

FEDERAL EXCISE TAX. The City of Los Angeles Harbor Department is exempt from payment of Federal Excise Taxes, and will furnish vendor with a Tax Exemption Certificate. **PRICING NOT TO INCLUDE ANY FEDERAL EXCISE TAX.**

VENDOR PAYMENT. Please note. Vendor name and address must be submitted exactly as it will appear on the invoice. If invoice remit to (remittance) name and address are different from the bid name and address, please indicate:

REMIT TO: NAME: _____
ADDRESS: _____

Invoices submitted for payment where the invoice name and address does not match the name as it appears on the purchase order or as indicated in the space above, will not be processed and will be returned to the vendor.

BUSINESS TAX REGISTRATION CERTIFICATE (BTRC). In accordance with the City of Los Angeles Municipal Code, a Business Tax Registration Certificate may be required of persons engaged in business activity within the City. The Office of Finance, Tax and Permit Division, (844) 663-4411, has sole authority in determining a firm's tax requirements and in issuing Business Tax Registration Certificates or Business Tax Exemption Numbers. Accordingly, firm's current Business Tax Registration Certificate or Business Tax Exemption Number must be clearly shown on all invoices submitted for payment. Bidder, in submitting this bid, acknowledges and accepts the above requirements and recognizes that no invoice will be processed for payment without inclusion of the Business Tax Registration Certificate or Business Tax Exemption Number. BTRC/BTRC Exemption Number: _____.

TAXPAYER IDENTIFICATION NUMBER. Contractor declares that it has an authorized Taxpayer Identification Number (TIN), which must be indicated on all invoices. No payments will be made under this agreement without a valid TIN number.

COMPLIANCE WITH LAWS. Vendor shall comply with all applicable Ordinances, laws, Rules and Regulations of the City and of any County, State or Federal Government, or subdivision thereof. This applies even though such requirements may not be specifically mentioned in the Specifications or shown on the Plans.

DEFAULT BY SUPPLIER

In case of default by Vendor, the City reserves the right to procure the articles or services from other sources and to hold the vendor responsible for any excess costs occasioned to the City thereby.

**SPECIFICATIONS/TECHNICAL REQUIREMENTS
(ATTACHMENT A)**

July 21, 2022
VERSION: 1

**HARBOR DEPARTMENT
SPECIFICATION NO.**

DESCRIPTION: The City of Los Angeles, Harbor Department (Port of Los Angeles or Port), Port Police Maritime Operation Division is requesting quotes from a qualified marine boat builder with proven experience in police boat design and construction to design, construct, and deliver TWO planning hull design, elevated platform T-Top boats. Each boat outfitted for law enforcement purposes that meet or exceed the guidelines listed in these specifications.

GENERAL: It is the objective of these specifications to outline the requirements believed to be necessary to successfully perform this contract. The specifications are to be used as a general guide and are not intended to be a complete list of all work or requirements necessary to complete the project.

The contract that results from this process is expected to have a term of ten months from the date of execution of the agreement.

The qualified contractor must possess, or have the rights to, a proven planning hull boat design and have the ability to customize the police boat design plans to the Los Angeles Port Police service specifications.

The qualified contractor must be highly experienced in the construction of planning hull boats and have a domestic facility that can carry out their construction, inspection and performance testing.

The qualified contractor must provide high quality equipment, components and parts, designed for vessels of this type that are new and of current manufacture. The use of surplus, used, obsolete or discontinued items shall not be acceptable.

The qualified contractor shall construct the vessels in a manner consistent with best trade practices and in accordance with best commercial quality finishing, consistent with the industry standards that would apply for the construction of similar hull boats using best available technology. The contractor shall ensure that only suitably skilled and experienced employees or subcontractors be engaged to work on the boats.

The qualified contractor must be responsible for assuring that the boats meet the specified performance criteria.

The qualified contractor must be able to deliver BOTH boats on a boat trailer to the Port of Los Angeles, Port Police, Berth 161, San Pedro, CA.

Bidder must indicate with a check mark, in the spaces provided, after each item, if they COMPLY with the specifications for that item. If they do not comply, each deviation must be described in the space that follows. If insufficient space, indicate "see attached" and describe all deviations on an attachment to the bid. Make sure all deviations are labeled to identify the item for which the deviation is taken. A cover letter must be included indicating that deviations to the specifications are in a separate attachment to the bid. Failure to properly complete this required information may result in bid being rejected as non-responsive.

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MINIMUM QUALIFICATIONS

In order to be considered as a qualified contractor for this project, proposers must meet the following minimum qualifications:

Prior extensive experience designing and building Police Boats for U.S based public safety organizations.

Sea trial of the boat or similar boat must be available.

Evidence of possession of an adequate, U.S. Domestic, boat facility to design, construct, launch and test projects of similar scope as to the one described in this RFQ.

Evidence of the construction of at least 15 public safety boats since the company's inception AND delivery to a US or Foreign public safety service.

The vessel shall have a proven hull design and be of the latest model. The specified boat will have an expected life of not less than twenty (20) years. The boat builder should bear this in mind when designing and building the boat. For this reason, certain minimum qualities of materials and workmanship are specified which exceed those normally furnished in pleasure boats. The vessel shall have a proven hull design and be of the latest model.

There shall be no organic material in the hull and deck structure nor in any critical components for proper operation of the vessel. The equipment and accessories provided from the manufacturer and OEM shall be of the latest model and be new.

All bidders shall provide literature, such as parts catalogs, production specifications, vessel design(s), sales brochures, engine specifications, etc. for the proposed vessel and equipment.

In the case of details which are impractical to fully specify, or inadvertent omissions from the plans and specifications, or inadvertent inclusions herein, it is understood that the intent of the plans and specifications is to be carried out in all respects in accordance with the best boat building practice. Materials,

Comply:
Deviation:

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construction, and equipment are to be first class in every particular way to produce a vessel of the maximum strength and durability for the anticipated service. Any changes shall be approved by the Los Angeles Port Police Marine Division designee and be in writing prior to implementation.

This boat shall be fully capable of open water emergency responses/missions including, but not limited to the following:

- Search and Rescue
- Medical Support and Transportation.
- Navigation and Communications.
- Port and Waterway Safety and Security Missions.

All equipment and accessories cataloged as standard, unless superseded by these specifications, are to be furnished and included in purchase price of this unit.

Optional equipment necessary to meet the minimum requirements of this specification shall be installed.

The vessel and all necessary equipment and accessories shall be turn-key and ready for operation.

All materials, components, and systems shall be fully installed per manufacturer's specifications and be fully functional.

All equipment to be new and latest model in current production. Used, shopworn, demonstrator, prototype, or discontinued models will not be acceptable.

The component parts of the vessel shall be new and of proper size and design to safely withstand the maximum stresses imposed. The manufacturer's torque rating of each driven part shall be equal to or exceed the torque rating of its driving member

Vandal protection package and locks shall be provided to protect against theft and vandalism. This package shall include exterior doors / lockers.

The vessel shall be delivered fully serviced and ready to operate all features. The vessel shall come with a full tank of fuel and all fluid ports topped off.

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Boats must have been built to USCG and Classification Society Standards, or equivalent, and must be currently in active service as Public Safety Boats.

DESIGN

The police boats shall be of a design that has been proven through extensive use by other public safety organizations in the United States.

The vessel and accessories shall comply with the applicable provisions of the California Vehicle Code, the Safety Orders of the Division of Industrial Relations, and all Federal regulations in effect at the time of manufacture.

California Air Resources Board (CARB) Air Pollution and Exhaust Emission Control requirements. SAE and ISO standards shall apply where applicable.

The awarded vendor shall be an ISO certified business or a have comparable certification.

United States Coast Guard (USCG) Boatbuilder's Handbook.
American Boat and Yacht Council (ABYC) standards

Each boat must be capable of year round all-weather operation in comfort and safety both inland and offshore from the Port of Los Angeles. It must be capable of maintaining speed in rough sea conditions and operate safely in small craft advisory weather conditions. It must be reliable, seaworthy, and comfortable.

Comply:
Deviation:

CONSTRUCTION STANDARDS, CLASSIFICATION AND CERTIFICATION

The police boats shall be built to conform to all applicable United States Coast Guard rules and regulations.

The construction of the police boats shall meet or exceed the construction, machinery and installation requirements as set forth by United States Coast Guard standard.

Where the above regulations are silent, the rules of the American Boat and Yacht Council, the National Fire Protection Association, and the Occupational Health and Safety Administration shall apply.

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All materials, equipment, machinery, fittings, hardware, appurtenances, and supplies for construction of the boats shall be new, free of defects, and suitable for their intended uses. The use of surplus or previously purchased items by the Contractor is strictly forbidden. The use of repurposed or remanufactured items, even with a new item warranty from the manufacturer, is also strictly forbidden.

PERFORMANCE

The expected performance of the boats in sea state Beaufort Force Wind Scale 4 shall be at a minimum:

20-24 knots at Cruise speed, with a full speed of 35 - 42+ knots.

Comply:
Deviation:

VESSELS SIZE AND DESCRIPTION

33' LOA, 10'-2" Beam, 12,000lb estimated lightship displacement. This vessel is a single steering station, twin inboard, propeller driven, police patrol rescue vessel.

Unless otherwise specified this boat and all systems installed in it, are designed to be used in heavy-duty commercial, law enforcement, and rescue applications.

All fasteners, hinges, and hardware to be stainless steel, unless specified.

Comply:
Deviation:

HULL DESIGN

33 Hard sided, warped plane hull, 7-10deg deadrise at transom, 40-50 deg deadrise at station 3.

Hull shell, deck shell, bulkheads, and internal framing shall be hand-laminated using fire-retardant Vinylester resin.

Exterior surface to be Isophthalic gelcoat, applied in mold, 20mil minimum thickness, color TBD.

Hull bottom and keel: 1/2 inch thick (minimum) monolithic E-glass

Comply:
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composite - consisting of four layers of E-glass, one layer of 7.5-ounce plain weave cloth & one skin coat layer of 1.5-ounce mat applied to gelcoat.

Additional reinforcement layers shall be applied to the keel and forward slamming area.

Hull sides: E-glass /foam sandwich composite, with two layers of E-glass (each skin), one layer of 1.5-ounce mat & one layer of 7.5-ounce cloth (external skin). Sandwich core to be Cross-linked structural PVC foam.

Transom - E-glass /foam sandwich composite, with two layers of E-glass (each skin), one layer of 1.5-ounce mat & one layer of 7.5-ounce cloth (external skin). Sandwich core to be Cross-linked structural PVC foam.

5 athwartship bulkheads - E-glass /foam sandwich composite, consisting of two layers. Sandwich core to be Cross-linked structural PVC foam.

4 longitudinal stringers - 3" wide closed-cell polyurethane core material, covered with multiple layers of E-glass.

Limber holes will allow proper drainage to the lowest parts of the bilge

Anti-Fouling paint will be installed prior to sea trials, customer to recommend paint.

Hull color and scheme to be determined by customer. Lettering or logos to be provided by customer.

DECK AND HATCHES

33' deck consists of molded non-skid, integrated toe rail, flat bow area with tow post and hatch reliefs, raised forward cabin face, exterior helm with a companionway into the v-birth, deck hatches with access to engines and bilge, aft step with tow post relief, aft deck area with hatches to access mechanical systems and tanks. Deck surfaces are sloped and self-draining.

Exterior surface coat to be isophthalic gelcoat, applied in-mold.

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Deck horizontal surfaces - E-glass /foam sandwich composite, with - one layer of E- glass (each skin), one layer of 1.5-ounce mat & one layer of 7.5-ounce cloth (external skin). Sandwich core to be Cross-linked structural PVC foam.

Deck vertical surfaces - 1 layer of 7.5oz cloth, 1 layer of-E-Glass, core material, 1 layer of E-Glass, 1 layer of 1.5oz mat applied to gel coated surface.

Deck to be bonded to hull using 3M 5200, or equivalent, and stainless-steel fasteners. A rub rail will be installed over the hull-deck joint that is black rubber, 3", with a rubber insert.

Deck will be bonded to transverse bulkheads using biaxial e-glass tapes.

Hatches to be molded, have gutters, be weather-resistant, and be self-draining.

Molded Hatches - 1 layer of 7.5oz cloth, 1 layer of E-Glass, core material, 1 layer of E-Glass, 1 layer of 1.5oz mat applied to gel coated surface.

Companionway to have bi-folding hatch top. Sunbrella with snaps cover.

Hatches to have no hinges, be lifted by carriage bolt with washer. Transom door to have drop in half-door and drop in top or full door. Forward deck hatch to be Bomar hatch, low-profile. Opens toward aft of vessel.

Deck will drain through 2" x 6" scuppers equipped with one-way flaps.

Interior Cabin Arrangement - FRP surfaces to be unfinished, unless specified by the customer.

CONSOLE DESIGN

Console area is located approximately at midship, on the elevated deck area, using the cabin top and aft cabin face.

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All controls, steering, instruments, etc. shall be located on the starboard side of the vessel and be easily accessible from the seated or standing position.

Seating is described in Section 9. Misc. Construction Details

ENVIRONMENTAL CONDITIONS

The boat shall be suitable to operate in conditions including air temperatures from 35° F to 95°F, and seawater temperatures 50° to 80°F. This range of temperatures is commensurate with the geographic parameters for the boats normal operation.

Comply:
Deviation:

HANDRAILS

The hand/grab rails shall be designed to allow the boat crew to have a safe handhold while standing and walking through the boat. They shall be installed in a manner that does not obstruct personnel from getting into or out of the seats.

Comply:
Deviation:

LIGHTING SYSTEM

The contractor shall provide LED lighting systems throughout the Vessels.

The Vessels shall be equipped with an exterior lighting system that shall be operated from the helm console. The lighting system shall include, at a minimum: foredeck floodlights, aft deck floodlights, side deck lights, boarding floodlights, and an adjustable beam spot light operated by remote control from the helm position. The adjustable beam spotlight shall be of a military grade and easily serviceable.

Interior lighting shall be installed, per Designers' recommendations, to adequately illuminate each compartment. The locations and types of lighting switch for each compartment will be determined through consult with the Designer. Lighting controls shall include a dimming function in order to vary the lighting intensity. The helm console shall be equipped with both red and white LED lighting, which shall be independently switched. This may be satisfied with independent red and white light fixtures, or dual circuit fixtures that produce both red and white light. Lighting fixtures shall be commercial marine grade, and shall comply with

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DESCRIPTION: The City of Los Angeles, Harbor Department (Port of Los Angeles or Port), Port Police Maritime Operation Division is requesting quotes from a qualified marine boat builder with proven experience in police boat design and construction to design, construct, and deliver TWO planning hull design, elevated platform T-Top boats. Each boat outfitted for law enforcement purposes that meet or exceed the guidelines listed in these specifications.

USCG Regulations. Where possible, lighting fixtures shall be provided by a single manufacturer.

DOCKING LINES & BUOYS

A docking kit will be required for each boat. The kit will include:

- Four 30' x 5/8" DBN Dock Lines with eye splice at one end (black)
- Four 5.5" x 20" 2 eyed ribbed fenders

Comply:
Deviation:

TOWING SYSTEM

Vessel shall be equipped with a tow spool with 300' line. Tow spool will store 300' of 3/4 DBN tow line and all necessary hardware and installation.

Comply:
Deviation:

MACHINERY AND STEERING

Cummins Diesel QSB 6.7. inboard diesel engine, 425hp.
ZF Transmissions or equal, gear ratio to be determined by builder, port to be counter rotating. Subject to change per OEM/Engine standards Engines must be DTS capable.

Westerbeke 8.0 EGT Diesel Generator. Subject to change per OEM/Engine standards. Must be placed to allow for proper service and have ample lighting to work on it.

Dewatering system. Either dedicated pump motor or electric clutch off the genset. Technical details of system and OEM subject to change.

Stainless steel engine beds encapsulate stringers and are through-bolted. Elevated mounting surfaces with sufficient room for tools to access engine mounting hardware. 1/4" plate to be used.

Stainless steel hardware to be used. Through bolted, 3/8" fasteners with lock washers and nuts.

1.5" propeller shaft, SAE standard taper, two brass nuts, cotter pins, shaft keys. Machined and matched to appropriate couplings for marine gear. Provided by shaft OEM. Final length to be

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determined at time of build. Provide 1 spare prop shaft per boat. Each to include mating couplings and all mounting hardware. All hardware necessary to replace prop shafts and props. Nuts, bolts, washers, lock washers, prop shaft keys and cotter pins.

Shaft logs to be FRP, bonded to hull, no external protrusion. Shaft seals will be dripless, engine raw water lubricated and cooled. PYI Inc for the prop shaft seals. Tides Marine would be another option if available.

Emergency spare shaft seals will be installed. Tides Marine products if available

Cast manganese bronze struts will be installed, with fasteners and backup plates, appropriate cutlass bearing.

Nibral propellers will be installed, appropriate diameter and pitch will be determined by builder at time of build. One counter rotating.

Line cutter system to be installed to manage debris and kelp. Hydraulic SeaStar helm, externally mounted, twin hydraulic cylinders, OEM hoses and hose ends. Steering system should be sized to meet the size and speed of the vessel. Hydraulic power assist steering. With manual return home.

Destroyer style stainless steel wheel.

Rudders to be heavy duty, cast manganese bronze, 1 3/8" keyed shafts. Installed offset from shafts to allow for shaft removal without rudder removal.

Rudder ports to include dripless seals, support bearings, and locking collar. Rudder installation system to be of sufficient strength to handle high speed operations and turns. Seal and upper support bearing to be installed as high as possible. Suggest Tides Marine system. With spare shaft seal installed.

Rudder arms to be cast, heavy duty, keyed and clamped to rudder post. Heavy duty stops will be installed to limit travel of rudders the appropriate distance. Provide appropriate sized and water-proof electronic rudder indicator system.

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Rudders to be connected through a stainless-steel connecting rod, attached to the rudder's arms, designed to be adjusted without removal.

Wet exhaust to be sufficiently sized based on engine manufacturers requirements, include verantone mufflers, and exit the vessel side exit at waterline. Hose to be heavy duty wire-reinforced marine wet exhaust hose, two stainless hose clamps at each connection. where required FRP elbows will be constructed to create single exhaust exits per engine.

Automatic/manual fire suppression system will be installed in engine compartment. Manual pull cable will be located at operator's station.

PROTECTIVE GUARDS & COVERS

Exposed piping, tubing, hoses, electrical or electronic cables subject to mechanical damage or physical damage by the crew during operations, inspection and maintenance shall be provided with protective covers. Removable guards shall be fit to all exposed rotating equipment to protect personnel from injury.

Comply:
Deviation:

PIPING, TANKS AND FUEL SYSTEM

Raw water system to be based on engine manufacturers requirements.

System to be comprised of: Bronze, scoop strainer, through hull, sea cock, hose barbs, sufficiently sized basket strainers.

Hoses to be marine raw water rated, all connections to have two stainless hose clamps.

Strainers and seacocks to be located for easy access.

Fuel system to be sufficiently sized to meet engine manufacturers requirements.

Ventilation system will comply with USCG and CARB requirements.

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100 - 120-gal Aluminum fuel tank will be installed. Design allows for installation and removal of tank from vessel without disturbing surrounding hull and deck. Fuel tank to be properly supported and mounted to ensure no movement or damage occurs under normal operations. Fuel tank will be designed for Diesel and meet all USCG requirements.

Fuel fill will be located on port or starboard gunwale, be sufficient size to accept high flow nozzles.

Fuel tank will include a sending unit for the fuel level gauge. Easily accessible for maintenance and inspection.

Fuel hoses to have shutoff valves located at fuel tank.

Fuel hoses to be appropriately sized, protected from damage and easily accessible. Fuel hoses to be marine grade.

External fuel filters and water separators to be Racor and easily accessible. Fuel shutoff valves will be located at the fuel filter to allow for easy servicing.

Bilge system to be appropriately sized for pump, have anti-siphon loops, marine grade bilge hose, plastic thru-hulls, two stainless hose clamps at each connection.

V- Berth includes Marine Head assembly with 15-20 gallon holding tank

**ELECTRICAL SYSTEMS, ELECTRONICS, BATTERIES
AND CHARGING**

12V DC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled. All terminations will be marine grade and protected from corrosion. Per ABYC standards.

Wire colors will follow industry standards.

4 marine grade, AGM batteries will be installed, One per engine, and 2 for house.

Charging will utilize automatic charging relays. Engine alternators will charge all banks. Shore power charging is described in section:

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120V AC

Battery Switches to be clearly labeled, easily accessible, and able to combine banks for emergency use.

12V Distribution

Distribution Panel to be Blue Seas, mounted in companionway, have sufficient breakers to accommodate all installed systems and have spare breakers installed. All breakers will be clearly labeled with function and size. Panel to have integrated Volt and Amp meters.

Helm Switch panel to be clearly labeled and include the following switches: Navigation / Anchor Lights, Deck lights Aft, Deck Lights Port, Deck Lights Starboard, Courtesy Lights White/Red, Horn, PA FWD/AFT,

Switches, terminal boards, and junction boxes to be marine grade, appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

Lighting

Navigation lights will be LED, One port, One Starboard, and one all-round white light.

Four courtesy lights to be LED, white/red, located in the cockpit and aft deck.

3 interior dome lights to be LED, white/ red, located in interior of vessel, V-birth, engine compartment.

4 spreader lights to be LED, located on the Arch, one port, one starboard, two aft.

1 roof mounted Spotlight will be provided, with full up/downside to side control at the helm.

3 Transom mounted LED lights. Aft facing.

Bilge system - Pumps will be placed appropriately in their compartment to maximize pumping ability and minimize standing water in bilge. No fasteners will penetrate the hull. All fasteners to be minimal in length and if possible, fastened to the bulkhead of the vessel.

Each bilge pump to be controlled by a rule switch panel with integral fuse. Each switch panel will be wired "hot" and be independent of the battery switches, going directly to the battery positive.

Three rule 3700GPH pumps will be installed, with independent rule float switch, one just forward of the transom, one in the aft of the engine compartment, one under the cabin sole.

High water alarms will be installed. With one float switch located even with the top of each bilge pump. High water alarm will be

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Aquaalarm.

Navigation System - Raymarine equipment including: 12"-16" multi-function display, radar, GPS, FLIR system, one transducer, water temp. System will be integrated with NMEA 2K network to engine displays. Rudder indicator.

Radios

Two VHF radio and appropriate antenna will be installed, OEM to be selected by customer. VHF will be mounted in companionway, and antenna mounted on ratcheting stainless mount on radar arch. External speaker to be mounted in the companionway.

Mounting of customer provided radios will be accommodated for "Motorola" style radios or other department specific types. Willard will provide the power connection and install at time of build. All other components will need to be provided by customer.

Wireless headset system for operators. OEM to be picked by customer. Emergency Lighting and Response- either a federal signal or Whelan light and siren system will be installed, complete with appropriate flashing lights and fore and aft facing P.A. / siren speakers.

Engine display and controls will be engine oem unless otherwise stated.

Engine controls to be Livorsi, 2 levers, Port and Starboard – forward, neutral and reverse, spec out specific part numbers are indicated.

Engines can be started through Keys, switch pad, or a combination of the two.

A Ritchie compass will be mounted just forward of the helm controls on line with the boat operators' line of sight. Swing compass in for turnkey operation.

3 combination 12VDC outlets / USB will be installed. One at each seat and one in the interior cabin. Seat outlets will facilitate the use of the handheld spotlight.

120V AC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled.

All terminations will be marine grade and protected from corrosion. Wire colors will follow industry standards. Switches, terminal

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boards, and junction boxes to be marine grade, appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

12VAC Distribution panel will be blue seas, mounted in the companionway, have a voltage and amperage display, and have the necessary breakers for all circuits. Breakers will be clearly labeled with use and size.

Shore power connection to be stainless steel, 30a, and installed on the port or starboard side of the vessel.

Battery charger to be mounted in an easily accessible area, the appropriate type for use with automatic charging relays, and for use with AGM batteries. Newmar chargers if available.

120V AC outlets will be installed, one in the fwd. cabin and one in the engine compartment. These will only function when shore power is connected.

Bonding system will be installed, connecting all metal components and electrical system to appropriately sized anode located in the submerged swim step. System will provide appropriate corrosion and lightning protection for all installed equipment. All Anodes will be replicable by divers and commercially available.

NAVIGATION LIGHTS

Navigation lighting will be provided as required by USCG COLREGS for INTERNATIONAL boats of this size. A navigation light panel with visual indicators and alarm function will control all navigation lights.

All navigation lights will be LED lighting.

Comply:
Deviation:

POLICE BOAT LIGHTING

Equipped with Law Enforcement Lighting (Annex 5, 33 CFR 88 Section 88.05).

Comply:
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BILGE SYSTEM

Each hull compartment will be equipped with a powered independent submersible bilge pump with overboard discharge. Where appropriate bilge pumps will be supplied with float switch activation.

The helm console will be supplied with a bilge pump alarm system panel. The panel will have indicators for each compartment and be equipped with override switches for each pump that allows manual activation/shutdown of individual pumps.

Comply:
Deviation:

ALARMS AND MONITORING

The boat will be fit with an alarm and monitoring system according to the Designers plan. At a minimum, the system should contain the following alarms:

- BILGE HIGH LEVEL
- ENGINE ALARMS
- GENERAL ALARM
- GROUND FAULT
- LOW LEVEL FUEL
- STEERING HYD OIL RESERVOIR LOW LEVEL

Comply:
Deviation:

MISC. CONSTRUCTION DETAILS

Radar arch - stainless steel construction, rearward leaning, will be installed at midships extending from the deck of the vessel, over the console area. Arch will be sufficient to install antennas, radome, PA speakers, navigation lights, emergency lights, deck lights.

FRP Hard Top - Stainless steel and Fiberglass Hard Top, will shade console area. Stainless steel 7/8" tubing, FRP material, and commercially available hardware will be utilized

Eisenglass assembly to provide enclosure for operators. Forward, port, starboard.

Windscreen - Venturi style, will be mounted to the forward face of

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the cabin, angled forward. Windscreen to be constructed of acrylic with stainless supports.

Seats, port and starboard, shock mitigating captain seat with aft facing chair, waterproof and uv resistant cushions.

Seats to be easily removable and fastened to the vertical longitudinal face of the cockpit

Storage just forward of each seat will be provided for operators' phone, wallet, water.

Towing Provisions

Stainless steel "bridge" will be provided to allow tow lines to easily move across transom door.

A stainless-steel aft tow post will be provided, 3" diameter, 1" cross bar, fastened to the cockpit deck and aft engine compartment bulkhead.

A stainless-steel bow tow post will be provided, 3" diameter, 1" cross bar, fastened to the bow deck and fwd. tow post shelf that is bonded to the bow section.

Four stainless steel mooring cleats will be provided, 3 per side, 10", through bolted with backup plates.

Six stainless steel chafe guards will be installed, 12", one per cleat. Two stainless steel fairleads, 6", will be provided on the bow of the vessel, to accommodate bow lines attached to the fwd. tow post.

Stainless steel plating will be installed at each transom corner and at the bow, extending from the waterline or chine to the sheer. Will be fastened to hull with removable fasteners, and 3M 5200.

At transom door deck, a stainless-steel plate will be installed to facilitate sliding of litters and baskets without damage to the deck occurring.

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Aft cockpit railing and handles will be stainless steel, two are located outboard to port and starboard of the transom door.

OUTFIT AND FURNISHING

Windlass anchor system to include:

Anchor and rode will be provided, aluminum fortress anchor, 30' 3/8" chain and 300' 3/4" triple strand rope. Chain and rope will be assembled with necessary rigging for immediate use. Safety wired where needed.

Anchor will have stainless mounting hardware provided, location to be approved by customer.

Interior shelving in V-berth must accommodate power requirements and room for customer equipment including genset

50' 30a shore power cable will be provided

2EA 10lb fire extinguishers and stainless-steel mounts will be provided. One in the interior cabin, one additional to be mounted at customers preferred location.

2EA heating ports to be installed near helm console, one each side.

Blac-Rac weapon management system to be installed. Customer to recommend system and placement or provide.

CORROSION PROTECTION

The Contractor shall design and construct the boats in such a manner as to protect the boats from the effects of corrosion.

The Designer will determine sizing and placement of the hull zinc anodes.

Comply:
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MAINTAINENANCE PLAN

The Contractor shall develop a comprehensive preventative maintenance plan to include all boats equipment, machinery, and systems, which will enable the Owner's staff to plan and execute routine maintenance of the boats. The plan shall be provided in a searchable electronic format, and address not only the OEM equipment, but most importantly the operational considerations of any custom system installations that are unique to these boats.

Comply:
Deviation:

SPARE PARTS

The Contractor will supply the Owner with:

- Consumable spare parts for; Electrical Systems and Lighting Systems. Consumable spare parts shall include at a minimum; fuel, lube, water, and air filters for all systems; spare bilge pumps, impellers, belts, and float switches; spare sensors, fuses, circuit breakers and bulbs for navigation lights, house lights, and compartments lights; sacrificial aluminum anodes for corrosion protection and any other consumable spare parts that the contractor deems necessary. Provide all diagnostic software available for all systems on the vessel with two year subscriptions.

The Contractor shall recommend to the Owner any additional spare parts they determine the Owner should purchase for delivery with the boats.

Comply:
Deviation:

BOAT TRAILER

Builder will provide appropriate sized boat trailer for each boat. Each boat trailer will be Aluminum Bunk Trailers with disc brakes, ladder and LED Lighting.

LOGISTICS SUPPORT

The contractor will supply a minimum of three (3) hardcopies, properly organized in binders, and a minimum of three (3) complete electronic sets, of all documentation and manuals for the boats in the "as-built" condition. The document sets shall be delivered at the time of Technical Acceptance.

Comply:
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REQUIRED DOCUMENTATION:

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1. General Arrangement Plan
2. Docking & Hoisting Plan
3. Engine Compartment Arrangement, showing critical maintenance operations
4. Diagrams of all systems
5. Electrical schematics
6. Equipment and component manuals
7. Relevant structural drawings (hull, engine foundations, etc.)
8. Material certificates
9. Dock and sea trials test report
10. Stability Booklet
11. Inventory

WEIGHT & STABILITY

Throughout the design and build process the Contractor shall perform an engineering weight estimate to monitor the boats weight. Upon launching the completed boats the Contractor shall conduct an in-water inclining experiment to determine the boats final weight, center of gravity and stability. Boat stability shall meet USCG requirements for boats of this size and service. The Contractor shall deliver a stability booklet with each boat.

Comply:
Deviation:

LAUNCHING

The Contractor shall prepare boats launching plan and submit it to the Owner for review and approval at least thirty days prior to boats launch. The Contractor shall carefully plan, control, and execute the launch to ensure that the boats suffer no damage during the launch. If either boat contacts any structure or any other boats during the launch or transit to the mooring location, the Contractor shall dry-dock the boats and repair any damage (including paint damage) at the Contractor's expense.

Comply:
Deviation:

WARRANTY

The Contractor must be able to warranty and provide follow-up support for the both boats, in entirety, for a minimum period of one (1) year from date of final acceptance by the Owner. The warranty should state that the qualified contractor shall, at his/her own expense, and without any cost to the Owner, replace all parts

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failures and make all repairs, including labor and transportation costs, that may be required or are made necessary by reason of defective design, material or workmanship.

The Contractor must be able to provide warranties on all equipment, parts and materials furnished or purchased by a subcontractor, under this proposal, and guarantee that they will meet all contract requirements and are free of defects in equipment, material, or workmanship and are fit for its intended purpose.

Warranty support shall be provided through U.S. based, O.E.M. and/or shipyard certified personnel.

DOCUMENTATION

The Contractor will be responsible for obtaining all documents and certificates for the boats. This includes documentation of the Hull Identification Number and registering the EPIRB to each boat.

Comply:
Deviation:

CLEANLINESS

The Contractor shall maintain the boats in a high state of overall cleanliness during all phases of construction. The Contractor shall take care to preserve the structure, fittings, outfit, paintwork, engines, auxiliaries, appliances and apparatus to insure delivery in a satisfactory condition. Measures shall be taken to prevent wear and tear or damage during construction and to prevent corrosion and contamination of machinery parts. All defects, damage and deterioration of the boats, or their components, that develop during construction, fitting out, and trials shall be corrected, by and at the expense of the Contractor, prior to Owners acceptance.

Comply:
Deviation:

QUALITY ASSURANCE

The Contractor shall maintain a robust in-house quality assurance (QA) quality control (QC) plan and provide access to that plan and all records to the Owner upon request. The Contractor shall provide its written QA/QC plan to the Owner for review prior to the start of construction.

Comply:
Deviation:

SHIPYARD VISITS

Throughout the course of construction, the shipyard must accommodate authorized representatives of the Owner to inspect

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the boats at the Shipyard. The Owners representatives will provide the shipyard with proper notice prior to all shipyard visits. The costs of these visits will be the responsibility of the Owner.

TECHNICAL ACCEPTANCE TRIALS

The Contractor shall develop, in cooperation with the Owner, a comprehensive testing and trials plan. The plan shall identify all testing milestones; define testing procedures and track deficiencies, corrections, and acceptance. Trials shall include Dock Trials, Sea Trials, and Acceptance Trials. The Contractor shall provide to the Owner an estimated schedule for each of the trials and provide a minimum of two weeks' notice prior to the start of all trials.

Dock Trials shall be conducted to demonstrate proper functioning of propulsion systems and controls, auxiliary systems, electronics, and safety equipment prior to Sea Trials. Prior to Dock Trials, the Contractor will present an agenda to the Owner for review and comment. Following the completion of Dock Trials, Sea Trials will be conducted to demonstrate the performance of the boats and proper function of systems underway.

Upon completion of Dock and Sea Trials, any item of Contractor furnished equipment that shows questionable operating characteristics shall be thoroughly examined and repaired by the Contractor. If repairs are necessary or if the performance of any Contractor furnished equipment does not meet specification requirements, tests of the individual units are to be repeated by the Contractor and corrections made until the equipment meets the specifications and is accepted by the Owner.

The Owner and regulatory bodies, as required, shall witness all trials. All major machinery and equipment OEMs shall be represented by a fully authorized representative. All trials for the boats will be conducted at the Contractor's expense.

Technical acceptance will not constitute delivery of the boats.

Comply:
Deviation:

DELIVERY, INSPECTION & FINAL ACCEPTANCE

Upon completion of the Technical Acceptance trials, the Contractor shall deliver the boats to the Port of Los Angeles; Los Angeles Port Police Service at Berth 161, San Pedro, CA. Delivery will be made during daylight working hours, 0600 -1700.

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Upon delivery, a representative for the Port of Los Angeles along with a representative of the selected Contractor will inspect each boat. If there are any apparent defects in the boats, machinery or equipment at the time of delivery, the POLA representative will promptly notify the contractor thereof. Without limiting any other rights, the Port of Los Angeles will require the contractor to repair or replace, at the Contractor's expense, any or all of the damaged materials, machinery or equipment.

Upon satisfactory inspection by both the Port of Los Angeles representative(s) and the selected Contractors representative(s), and remedy of any issues found during the final inspection, the Port of Los Angeles will make Final Acceptance of the boats.

TECHNICAL SUBMITTAL

In response to this RFQ, the proposer shall provide:

- Name, address, and telephone number of a primary contact person.
- A brief narrative describing the firm's qualifications to perform the work, including past (relevant) experience. The narrative should include details on the firms' ability to meet the Minimum Qualifications.
- A detailed project description of not more than four police boat projects in similar size and scope to this project prepared by your firm. For each example, include agency name, length, beam, depth, draft, displacement, speed, installed power & propulsion type, special features, start/delivery dates, comparison of planned and actual delivery dates, and Owner's contact information. Descriptions should be limited to one page for each project.
- At least three-client references, with contact names and information for which proposer has delivered Police Boats similar in nature, scope and duration to the contract contemplated herein.
- The name of a Designated Naval Architect for the project.
- Contract level specifications to include at a minimum:
 - Detailed General Arrangement Plans
 - Performance estimates

Comply:
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- Standards for classification and certification
- Design standards for performance, noise levels, and environmental conditions
- Details of hull form and superstructure, including construction materials, standards, weight and stability
- Details (make, model, manufacturer, ratings, etc.) of machinery, equipment, and systems to be installed in the boats, including, but not limited to: propulsion system, electrical systems, control systems, auxiliary systems (steering, bilge, fuel, etc.), fendering system, safety systems, electronic systems, and paint schedule.
- Detailed listing of support documentation to be provided to the Port of Los Angeles upon delivery of the boats.
- Details of the expected performance standards during the Dock and Sea trials.

By signature below, vendor acknowledges reading all of the above and will comply with requirements as stated herein:

SUBMITTED BY: _____ Date _____
Company Name

Signature Print Name/Title Telephone #

May 8, 2023
VERSION: ___

**HARBOR DEPARTMENT
SPECIFICATION NO.**

DESCRIPTION: The City of Los Angeles, Harbor Department (Port of Los Angeles or Port), Port Police Maritime Operation Division is requesting quotes from qualified marine boat builders with proven experience in police boat design and construction to construct and deliver TWO (2) - stepped hull, planing hull design, elevated operator platform, T-Top boats. Each boat outfitted for law enforcement purposes that meet or exceed the guidelines listed in these specifications.

GENERAL: It is the objective of these specifications to outline the requirements believed to be necessary to successfully perform this contract. The specifications are to be used as a general guide and are not intended to be a complete list of all work or requirements necessary to complete the project.

The contract that results from this process is expected to have a term of ten months from the date of execution of the agreement.

The qualified contractor must possess, or have the rights to, a proven planing hull boat design and have the ability to customize the police boat design plans to the Los Angeles Port Police service specifications.

The qualified contractor must be highly experienced in the construction of planing hull boats and have a domestic facility that can carry out their construction, inspection and performance testing.

The qualified contractor must provide high quality equipment, components and parts, designed for vessels of this type that are new and of current manufacture. The use of surplus, used, obsolete or discontinued items shall not be acceptable.

The qualified contractor shall construct the vessels in a manner consistent with best trade practices and in accordance with best commercial quality finishing, consistent with the industry standards that would apply for the construction of similar hull boats using best available technology. The contractor shall ensure that only suitably skilled and experienced employees or subcontractors be engaged to work on the boats.

The qualified contractor must be responsible for assuring that the boats meet the specified performance criteria.

The qualified contractor must submit as part of the bid, a plan for buyer inspection and approval a specified construction milestones. This plan will include what progress payments will be required at those milestones and what will be paid upon final delivery and approvals.

NO DEVIATIONS TO CERTAIN SPECIFICATIONS AS NOTED BELOW

The qualified contractor must be able to deliver BOTH boats on a boat trailer to the Port of Los Angeles, Port Police, Berth 161, San Pedro, CA.

Bidder must indicate with a check mark, in the spaces provided, after each item, if they COMPLY with the specifications for that item. If they do not comply, each deviation must be described in the space that follows. If insufficient space, indicate "see attached" and describe all deviations on an attachment to the bid. Make sure all deviations are labeled to identify the item for which the deviation is taken. A cover letter must be included indicating that deviations to the specifications are in a separate attachment to the bid. Failure to properly complete this required information may result in bid being rejected as non-responsive.

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DESCRIPTION: The City of Los Angeles, Harbor Department (Port of Los Angeles or Port), Port Police Maritime Operation Division is requesting quotes from qualified marine boat builders with proven experience in police boat design and construction to construct and deliver TWO (2) - stepped hull, planing hull design, elevated operator platform, T-Top boats. Each boat outfitted for law enforcement purposes that meet or exceed the guidelines listed in these specifications.

MINIMUM QUALIFICATIONS

In order to be considered as a qualified contractor for this project, proposers must meet the following minimum qualifications:

Prior extensive experience designing and building Police Boats for U.S based public safety organizations.

NO DEVIATIONS The proposed vessel shall be a current production model, not custom hull design or one-off construction.

Prior to award, bidder must arrange for sea trial of the same design boat with equalifiant equipment, motors and weight distrubution to demonstrate performance and handling capabilities. The sea trial loccation must be within 4 hours driving distance of the Port of Los Angeles. Sea Trial must be made available within 30 days of notification from buyer requesting same.

Evidence of possession of an adequate, U.S. Domestic, boat facility to design, construct, launch and test projects of similar scope as to the one described in this RFQ.

Evidence of the construction of at least 15 public safety boats since the company's inception AND delivery to a US or Foreign public safety service.

The vessel shall have a proven hull design and be of the latest model. The specified boat will have an expected life of not less than twenty (20) years. The boat builder should bear this in mind when designing and building the boat. For this reason, certain minimum qualities of materials and workmanship are specified which exceed those normally furnished in pleasure boats.

There shall be no organic material in the hull and deck structure nor in any critical components for proper operation of the vessel.

The equipment and accessories provided from the manufacturer and shall be of the latest model and be new.

All bidders shall provide literature, such as parts catalogs, production specifications, vessel design(s), sales brochures, engine specifications, etc. for the proposed vessel and equipment.

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In the case of details which are impractical to fully specify, or inadvertent omissions from the plans and specifications, or inadvertent inclusions herein, it is understood that the intent of the plans and specifications is to be carried out in all respects in accordance with the best boat building practice.

Materials, construction, and equipment are to be first class in every particular way to produce a vessel of the maximum strength and durability for the anticipated service. Any changes shall be approved by the Los Angeles Port Police Marine Division designee and be in writing prior to implementation.

This boat shall be fully equipped and capable of open water emergency responses/missions including, but not limited to the following:

- Pilot Boarding (including but not limited to placement of bow rails, side strakes and rub rails)
- Assistance towing (including appropriate tow bits, cleats, front and rear tow posts)
- Search and Rescue
- Dive operations.
- Medical Support and Transportation.
- Navigation and Communications.
- Port and Waterway Safety and Security Missions.

All equipment and accessories cataloged as standard, unless superseded by these specifications, are to be furnished and included in purchase price of this unit.

Optional equipment necessary to meet the minimum requirements of this specification shall be installed.

The vessel and all necessary equipment and accessories shall be turn-key and ready for operation including but not limited to all United States Coast Guard (USCG) required equipment, fenders, dock lines, tow lines etc.

All materials, components, and systems shall be fully installed per manufacturer's specifications and be fully functional.

All equipment to be new and latest model in current production. Used, shopworn, demonstrator, prototype, or discontinued models

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will not be acceptable.

The component parts of the vessel shall be new and of proper size and design to safely withstand the maximum stresses imposed. The manufacturer's torque rating of each driven part shall be equal to or exceed the torque rating of its driving member

Vandal protection package and locks shall be provided to protect against theft and vandalism. This package shall include exterior doors and lockers.

The vessels shall be delivered fully serviced and ready to operate all features including a full tank of fuel and all fluid ports topped off.

Boats must have been built to USCG and Classification Society Standards, or equivalent, and must be currently in active service as Public Safety Boats.

DESIGN

The police boats shall be of a design that has been proven through extensive use by other public safety organizations in the United States.

The vessel and accessories shall comply with the applicable provisions of California law including but not limited to the California Vehicle Code, the Safety Orders of the Division of Industrial Relations, and all Federal regulations in effect at the time of manufacture.

California Air Resources Board (CARB) Air Pollution and Exhaust Emission Control requirements. SAE and ISO standards shall apply where applicable.

The awarded vendor shall be an ISO certified business or a have comparable certification.

USCG Boatbuilder's Handbook.
American Boat and Yacht Council (ABYC) standards

Each boat must be capable of year round all-weather operation in comfort and safety both inland and offshore from the Port of Los Angeles. It must be capable of maintaining speed in rough sea

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conditions and operate safely in small craft advisory weather conditions. It must be reliable, seaworthy, and comfortable.

CONSTRUCTION STANDARDS, CLASSIFICATION AND CERTIFICATION

Where the above regulations are silent, the rules of the American Boat and Yacht Council, the National Fire Protection Association, and the Occupational Health and Safety Administration shall apply.

All materials, equipment, machinery, fittings, hardware, appurtenances, and supplies for construction of the boats shall be new, free of defects, and suitable for their intended uses. The use of surplus or previously purchased items by the Contractor is strictly forbidden. The use of repurposed or remanufactured items, even with a new item warranty from the manufacturer, is also strictly forbidden.

Vessels and trailers must be delivered registered with the California DMV as Exempt to the Los Angeles Harbor Department as directed.

Comply:
Deviation:

PERFORMANCE

NO DEVIATIONS this entire section.

The expected performance of the boats in sea state Beaufort Force Wind Scale 4 shall be at a minimum:

Minimum speed: 20-24 knots at cruise speed, with a full speed of not less than 42 knots.

Ability to operate at idle or low speed for extended periods of time.

Turning pivot point shall be at approximately 60 to 70 percent of lull length at waterline.

Comply:

VESSELS SIZE AND DESCRIPTION

Minimum 31' LOA, 10' Beam,
Maximum 36' LOA, 12' Beam

Approximately 12,000lb estimated displacement.

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NO DEVIATIONS This vessel is a single steering station, twin inboard, propeller driven.

Unless otherwise specified this boat and all systems installed in it, are designed to be used in heavy-duty commercial, law enforcement, and rescue applications.

All fasteners, hinges, and hardware to be stainless steel, unless specified.

HULL DESIGN

The hull material shall be either fiberglass or aluminum. If fiberglass below applies. If aluminum equivalent strengths attested to by contractor's marine architect.

Hard sided hull. Approximately 7-10 degree deadrise at transom.

Deck to be bonded to hull using 3M 5200, or equivalent, and stainless-steel fasteners.

Hull shell, deck shell, bulkheads, and internal framing shall be fire-retardant Vinylester resin or equivalent.

Exterior surface to be Isophthalic gelcoat, applied in mold, 20mil minimum thickness, or equivalent, color TBD.

Hull bottom and keel: 1/2 inch thick (minimum) monolithic construction. No less than four layers of e-glass, one layer of 7.5-ounce plain weave cloth & one skin coat layer of 1.5-ounce mat applied to gelcoat or equivalent.

Additional reinforcement layers shall be applied to the transom, keel and forward slamming area.

Limber holes will allow proper drainage to the lowest parts of the bilge.

Reinforced framed swimstep sufficient to withstand significant forces in pivoting the vessel off of docks or station keeping against a dock or structure with the propulsion in reverse.

Anti-Fouling paint will be installed prior to sea trials, customer to

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recommend paint.

Hull color and scheme to be determined by customer. Lettering or logos to be provided by customer.

DECK AND HATCHES

Deck consists of non-skid, integrated toe rail, flat bow area with tow post. Exterior helm with a companionway into the forward storage area.

Deck surfaces self-draining. Deck will drain through 2" x 6" scuppers equipped with one-way flaps.

A rub rail will be installed over the hull-deck joint that is black rubber, minimum 3", with a rubber insert.

Hatches to have gutters, be weather-resistant, and be self-draining.

Companionway to have securable hatches constructed of like material to hull. Dash cover constructed of Sunbrella or equivalent material with snaps.

Transom door to have drop in half-door and drop in top or full door.

Forward deck hatch to be Bomar or equivalent low-profile hatch.

Cabin interior equipped with marine head (listed below) and equipment storage, no seating below.

Comply:
Deviation:

CONSOLE DESIGN

Console area is located approximately at midship.

Console shall be on an elevated deck providing 360 degree visibility to the operator.

All controls, steering, instruments, etc. shall be located on the starboard side of the vessel and be easily accessible from the seated or standing position.

Seating is described in Section 9. Misc. Construction Details

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ENVIRONMENTAL CONDITIONS

The boats shall be suitable to operate in conditions including air temperatures from 55° F to 125°F, and seawater temperatures 40° to 80°F. This range of temperatures is commensurate with the geographic parameters for the boats normal operation.

Comply:
Deviation:

HANDRAILS

The hand/grab rails shall be designed to allow the boat crew to have a safe handhold while standing and walking through the boat. They shall be installed in a manner that does not obstruct personnel from getting into or out of the seats.

Comply:
Deviation:

LIGHTING SYSTEM

The contractor shall provide LED lighting systems throughout the Vessels.

The Vessels shall be equipped with an exterior lighting system that shall be operated from the helm console. The lighting system shall include, at a minimum: foredeck floodlights, aft deck floodlights, side deck lights, boarding floodlights, and an adjustable beam spot light operated by remote control from the helm position. The adjustable beam spotlight shall be of a military grade and easily serviceable.

Interior lighting shall be installed, per Designers' recommendations, to adequately illuminate each compartment. The locations and types of lighting switch for each compartment will be determined through consult with the Designer. Lighting controls shall include a dimming function in order to vary the lighting intensity. The helm console shall be equipped with both red and white LED lighting, which shall be independently switched. This may be satisfied with independent red and white light fixtures, or dual circuit fixtures that produce both red and white light. Lighting fixtures shall be commercial marine grade, and shall comply with USCG Regulations. Where possible, lighting fixtures shall be provided by a single manufacturer.

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DOCKING LINES & BUOYS

A docking kit will be required for each boat. The kit will include:

- Four 30' x 5/8" DBN Dock Lines or equivalent with eye splice at one end (black)
- Four 5.5" x 20" 2 eyed ribbed fenders

Comply:
Deviation:

TOWING SYSTEM

Vessel shall be equipped with a tow spool with 300' line. Tow spool will store 300' of 3/4" tow line and all necessary hardware and installation. Spool shall be equipped with a foot operated retraction motor.

Comply:
Deviation:

MACHINERY AND STEERING

The vessel shall be equipped with two inboard diesel engines. The diesel engines shall have the capability to propel fully loaded vessel to a sustained speed of 42 knots at 75% throttle. The propulsion diesel engines shall have the cleanest available diesel technology available.

Suitable transmissions, gear ratio to be determined by builder. The port shaft is to be counter rotating.

The vessel shall be equipped with a suitable diesel generator. The generator must be placed to allow for proper service and have ample lighting to work on it. The diesel generator shall have the cleanest available diesel technology available.

Dewatering system. Either dedicated pump motor or electric clutch off the diesel generator.

Stainless steel engine beds encapsulate stringers and are through-bolted. Elevated mounting surfaces with sufficient room for tools to access engine mounting hardware. 1/4" plate to be used.

Stainless steel hardware to be used. Through bolted, 3/8" fasteners with lock washers and nuts.

NO DEVIATIONS 1.5" propeller shaft, SAE standard taper, two brass nuts, cotter pins, shaft keys. Machined and matched to appropriate couplings for marine gear. Final length to be determined

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at time of build. Provide one spare prop shaft per boat. Each to include mating couplings and all mounting hardware. All hardware necessary to replace prop shafts and props. Nuts, bolts, washers, lock washers, prop shaft keys and cotter pins.

Shaft logs to be bonded to hull, no external protrusion. Shaft seals will be driplless, engine raw water lubricated and cooled. PYI Inc or Tides Marine or equivalent prop shaft seals. Emergency spare shaft seals will be installed. Cast manganese bronze struts will be installed, with fasteners and backup plates, appropriate cutlass bearing.

Nibral or equivalent propellers will be installed, appropriate diameter and pitch will be determined by builder at time of build. One counter rotating.

Line cutter system to be installed to manage debris and kelp.

Hydraulic SeaStar or equivalent helm, externally mounted, twin hydraulic cylinders, original manufacturer hoses and hose ends. Steering system should be sized to meet the size and speed of the vessel. Hydraulic power assist steering with manual return home.

Destroyer style stainless steel wheel.

NO DEVIATIONS Rudders to be heavy duty, cast manganese bronze, 1 3/8" keyed shafts. Installed offset from shafts to allow for shaft removal without rudder removal.

NO DEVIATIONS Rudder ports to include driplless seals, support bearings, and locking collar. Rudder installation system to be of sufficient strength to handle high speed operations and turns. Seal and upper support bearing to be installed as high as possible. Tides Marine system or equivalent. With spare shaft seal installed.

Rudder arms to be cast, heavy duty, keyed and clamped to rudder post. Heavy duty stops will be installed to limit travel of rudders the appropriate distance. Provide appropriate sized and water-proof electronic rudder position indicator system.

Rudders to be connected through a stainless-steel connecting rod, attached to the rudder arms, designed to be adjusted without removal.

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Wet exhaust to be sufficiently sized based on engine manufacturers requirements, include Verantone mufflers or equivalent, and exit the vessel side exit at waterline. Hose to be heavy duty wire-reinforced marine wet exhaust hose, two stainless hose clamps at each connection. where required FRP elbows will be constructed to create single exhaust exits per engine.

Automatic/manual fire suppression system will be installed in engine compartment. Manual pull cable will be located at operator's station.

PROTECTIVE GUARDS & COVERS

Exposed piping, tubing, hoses, electrical or electronic cables subject to mechanical damage or physical damage by the crew during operations, inspection and maintenance shall be provided with protective covers. Removable guards shall be fit to all exposed rotating equipment to protect personnel from injury.

Comply:
Deviation:

PIPING, TANKS AND FUEL SYSTEM

Sea strainer system to be comprised of: Bronze, scoop strainer, through hull, sea cock, hose barbs, sufficiently sized basket strainers.

Hoses to be marine raw water rated, all connections to have two stainless hose clamps.

Strainers and seacocks to be located for easy access.

Minimum 100 gal aluminum fuel tank will be installed. Design allows for installation and removal of tank from vessel without disturbing surrounding hull and deck. Fuel tank to be properly supported and mounted to ensure no movement or damage occurs under normal operations. Fuel tank will be designed for diesel and meet all USCG requirements.

Fuel tank will include a sight gauge and a sending unit for the fuel level gauge. Easily accessible for maintenance and inspection.

Fuel hoses to have shutoff valves located at fuel tank.

Fuel hoses to be appropriately sized, protected from damage and easily accessible. Fuel hoses to be marine grade.

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External fuel filters and water separators to be Racor or equivalent and easily accessible. Fuel shutoff valves will be located at the fuel filter to allow for easy servicing.

Bilge system to be appropriately sized for pump, have anti-siphon loops, marine grade bilge hose, plastic thru-hulls, two stainless hose clamps at each connection.

Forward storage area includes marine head assembly with 15-20 gallon holding tank

**ELECTRICAL SYSTEMS, ELECTRONICS, BATTERIES
AND CHARGING**

Comply:
Deviation:

12V DC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled. All terminations will be marine grade and protected from corrosion, per ABYC standards.

Wire colors will follow industry standards.

4 marine grade, AGM batteries will be installed, one per engine, and 2 for house.

Charging will utilize automatic charging relays. Engine alternators will charge all banks. Shore power charging is described in section: 120V AC

Battery Switches to be clearly labeled, easily accessible, and able to combine banks for emergency use.

12V Distribution

NO DEVIATIONS Distribution Panel to be Blue Seas, mounted in companionway, have sufficient breakers to accommodate all installed systems and have spare breakers installed.

All breakers will be clearly labeled with function and size. Panel to have integrated Volt and Amp meters.

Helm Switch panel to be clearly labeled and include the following switches: Navigation / Anchor Lights, Deck lights Aft, Deck Lights Port, Deck Lights Starboard, Courtesy Lights White/Red, Horn, PA FWD/AFT,

Switches, terminal boards, and junction boxes to be marine grade,

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appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

Lighting

Navigation lights will be LED. One port, One Starboard, and one all-round white light.

Four courtesy lights to be LED, white/red, located in the cockpit and aft deck.

3 interior dome lights to be LED, white/ red, located in interior of vessel, forward storage area, engine compartment.

4 spreader lights to be LED, located on the Arch, one port, one starboard, two aft.

1 roof mounted Spotlight will be provided, with full up/downside to side control at the helm.

3 Transom mounted LED lights. Aft facing.

Bilge system

Pumps will be placed appropriately in their compartment to maximize pumping ability and minimize standing water in bilge. No fasteners will penetrate the hull. All fasteners to be minimal in length and if possible, fastened to the bulkhead of the vessel.

Each bilge pump to be controlled by a rule switch panel with integral fuse. Each switch panel will be wired "hot" and be independent of the battery switches, going directly to the battery positive.

Three Rule 3700GPH or equivalent pumps will be installed, with independent rule float switch, one just forward of the transom, one in the aft of the engine compartment, one under the cabin sole.

High water alarms will be installed. With one float switch located even with the top of each bilge pump. High water alarm will be Aquaalarm or equivalent.

Navigation System

Raymarine or equivalent equipment including: 12"-16" multi-function display, radar, GPS, FLIR system, one transducer, water temp. System will be integrated with NMEA 2K network to engine displays. Rudder indicator.

Radios

Two VHF radio and appropriate antenna will be installed, manufacturer to be selected by customer. VHF will be mounted in

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companionway, and antenna mounted on ratcheting stainless mount on radar arch. External speaker to be mounted in the companionway. Mounting of customer provided radios will be accommodated for "Motorola" style radios or other department specific types. Power connection and install at time of build. All other components will need to be provided by customer.

Wireless headset system for operators, manufacturer to be selected by customer.

Emergency Lighting and Response- either a federal signal or Whelan light and siren system will be installed, complete with appropriate flashing lights and fore and aft facing P.A. / siren speakers.

Engine display and controls will be engine manufacturer's unless otherwise designated.

Modem

Installation of one Cradelpoint modem (or other model as provided by buyer) and associated antenna and wiring.

Installation and wiring for computer or laptop to connect to the modem at a location specified by buyer during construction.

Engine controls to be Livorsi, or equivalent 2 levers, Port and Starboard – forward, neutral and reverse, spec out specific part numbers are indicated.

Engines can be started through keys, switch pad, or a combination of the two.

A Ritchie or equivalent compass will be mounted just forward of the helm controls on line with the boat operators' line of sight. Swing compass in for turnkey operation.

3 combination 12VDC outlets / USB will be installed. One at each seat and one in the interior cabin. Seat outlets will facilitate the use of the handheld spotlight.

120V AC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled.

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All terminations will be marine grade and protected from corrosion. Wire colors will follow industry standards. Switches, terminal boards, and junction boxes to be marine grade, appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

12VAC Distribution panel will be blue seas, mounted in the companionway, have a voltage and amperage display, and have the necessary breakers for all circuits. Breakers will be clearly labeled with use and size.

Shore power connection to be stainless steel, 30a, and installed on the port or starboard side of the vessel.

Battery charger to be mounted in an easily accessible area, the appropriate type for use with automatic charging relays, and for use with AGM batteries. Newmar chargers or equivalent.

120V AC outlets will be installed, one in the fwd. cabin and one in the engine compartment. These will only function when shore power is connected.

Bonding system will be installed, connecting all metal components and electrical system to appropriately sized anode located in the submerged swim step. System will provide appropriate corrosion and lightning protection for all installed equipment. All Anodes will be replicable by divers and commercially available.

NAVIGATION LIGHTS

Navigation lighting will be provided as required by USCG COLREGS for INTERNATIONAL boats of this size. A navigation light panel with visual indicators and alarm function will control all navigation lights.

All navigation lights will be LED lighting.

Comply:
Deviation:

POLICE BOAT LIGHTING

Equipped with Law Enforcement Lighting (Annex 5, 33 CFR 88 Section 88.05).

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BILGE SYSTEM

Each hull compartment will be equipped with a powered independent submersible bilge pump with overboard discharge. Where appropriate bilge pumps will be supplied with float switch activation.

The helm console will be supplied with a bilge pump alarm system panel. The panel will have indicators for each compartment and be equipped with override switches for each pump that allows manual activation/shutdown of individual pumps.

Comply:
Deviation:

ALARMS AND MONITORING

The boat will be fit with an alarm and monitoring system according to the Designers plan. At a minimum, the system should contain the following alarms:

- BILGE HIGH LEVEL
- ENGINE ALARMS
- GENERAL ALARM
- GROUND FAULT
- LOW LEVEL FUEL
- STEERING HYD OIL RESERVOIR LOW LEVEL

Comply:
Deviation:

MISC. CONSTRUCTION DETAILS

Radar arch - Stainless steel construction, rearward leaning, will be installed at midships extending from the deck of the vessel, over the console area. Arch will be sufficient to install antennas, radome, PA speakers, navigation lights, emergency lights, deck lights.

Hard Top - Stainless steel, or stainless steel and fiberglass hard top will shade console area. Stainless steel 7/8" tubing, and commercially available hardware will be utilized.

Eisenglass or equivalent assembly to provide enclosure for operators. Forward, port, starboard.

Windscreen - will be mounted to the forward face of the cabin, angled forward. Windscreen to be constructed of acrylic with stainless supports.

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Seats, port and starboard, shock mitigating captain seat with aft facing chair, waterproof and UV resistant cushions.

Seats to be easily removable and fastened to the vertical longitudinal face of the cockpit

Storage just forward of each seat will be provided for operators' personal equipment (such as phone, wallet, water bottle).

Towing Provisions

Stainless steel "bridge" will be provided to allow tow lines to easily move across transom door.

A stainless-steel aft tow post will be provided, minimum 3" diameter, 1" cross bar, fastened to the cockpit deck and aft engine compartment bulkhead.

A stainless-steel bow tow post will be provided, minimum 3" diameter, 1" cross bar, fastened to the bow deck and fwd. tow post shelf that is bonded to the bow section.

Four heavy duty stainless steel mooring cleats will be provided, 3 per side, minimum 10", through bolted with backup plates.

Stainless steel chafe guards will be installed, 12", one per cleat.

Two stainless steel fairleads, 6", will be provided on the bow of the vessel, to accommodate bow lines attached to the fwd. tow post.

Stainless steel plating will be installed at each transom corner and at the bow, extending from the waterline or chine to the sheer. Will be fastened to hull with removable fasteners, and 3M 5200 or equivalent.

At transom door deck, a stainless-steel plate will be installed to facilitate sliding of litters and baskets without damage to the deck occurring.

Aft cockpit railing and handles will be stainless steel, two are located outboard to port and starboard of the transom door.

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OUTFIT AND FURNISHING

Windlass anchor system to include:

Anchor and rode will be provided, aluminum fortress anchor, 30' 3/8" chain and 300' 3/4" triple strand rope. Chain and rope will be assembled with necessary rigging for immediate use. Safety wired where needed.

Anchor will have stainless mounting hardware provided, location to be approved by customer.

Interior shelving in forward storage area must accommodate power requirements and room for customer equipment.

One 50' 30a shore power cable will be provided

2 each 10lb fire extinguishers and stainless-steel mounts will be provided. One in the interior cabin, one additional to be mounted at customers preferred location.

2 each heating ports to be installed near helm console, one each side.

Blac-Rac or equivalent weapon management system to be installed. Customer to recommend system and placement or provide.

Comply:

Deviation:

CORROSION PROTECTION

The Contractor shall design and construct the boats in such a manner as to protect the boats from the effects of corrosion.

The Designer will determine sizing and placement of the hull zinc anodes.

Comply:

Deviation:

MAINTAINENANCE PLAN

The Contractor shall develop a comprehensive preventative maintenance plan to include all boats equipment, machinery, and systems, which will enable the Owner's staff to plan and execute routine maintenance of the boats. The plan shall be provided in a searchable electronic format, and address not only the equipment, but most importantly the operational considerations of any custom

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system installations that are unique to these boats.

SPARE PARTS

The Contractor will supply the Owner with Consumable spare parts. Consumable spare parts shall include at a minimum; fuel, lube, water, and air filters for all systems; spare bilge pumps, impellers, belts, and float switches; spare sensors, fuses, circuit breakers and bulbs for navigation lights, house lights, and compartments lights; sacrificial aluminum anodes for corrosion protection and any other consumable spare parts that the contractor deems necessary.

Provide all diagnostic software available for all systems on the vessel with two year subscriptions.

The Contractor shall recommend to the Owner any additional spare parts they determine the Owner should purchase for delivery with the boats.

Comply:
Deviation:

BOAT TRAILERS

Builder will provide appropriate sized boat trailer for each boat. Each boat trailer will be Aluminum Bunk Trailers or equivalent with disc brakes, ladder and LED Lighting. The trailers are to be registered by the Contractor.

LOGISTICS SUPPORT

The contractor will supply a minimum of three (3) hardcopies, properly organized in binders, and a minimum of three (3) complete electronic sets, of all documentation and manuals for the boats in the "as-built" condition. The document sets shall be delivered at the time of Technical Acceptance.

REQUIRED DOCUMENTATION:

1. General Arrangement Plan
2. Docking & Hoisting Plan
3. Engine Compartment Arrangement, showing critical maintenance operations
4. Diagrams of all systems
5. Electrical schematics
6. Equipment and component manuals

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- 7. Relevant structural drawings (hull, engine foundations, etc.)
- 8. Material certificates
- 9. Dock and sea trials test report
- 10. Stability Booklet
- 11. Inventory

WEIGHT & STABILITY

Throughout the design and build process the Contractor shall perform an engineering weight estimate to monitor the boats weight. Upon launching the completed boats the Contractor shall conduct an in-water inclining experiment to determine the boats final weight, center of gravity and stability. Boat stability shall meet USCG requirements for boats of this size and service. The Contractor shall deliver a stability booklet with each boat.

Comply:
Deviation:

LAUNCHING

The Contractor shall prepare boats launching plan and submit it to the Owner for review and approval at least thirty days prior to boats launch. The Contractor shall carefully plan, control, and execute the launch to ensure that the boats suffer no damage during the launch. If either boat contacts any structure or any other boats during the launch or transit to the mooring location, the Contractor shall repair any damage (including paint damage) at the Contractor's expense.

Comply:
Deviation:

WARRANTY

The Contractor must be able to warranty and provide follow-up support for the both boats, in entirety, for a minimum period of one (1) year from date of final acceptance by the Owner. The warranty should state that the qualified contractor shall, at his/her own expense, and without any cost to the Owner, replace all parts failures and make all repairs, including labor and transportation costs, that may be required or are made necessary by reason of defective design, material or workmanship.

The Contractor must be able to provide warranties on all equipment, parts and materials furnished or purchased by a subcontractor, under this proposal, and guarantee that they will meet all contract requirements and are free of defects in equipment, material, or workmanship and are fit for its intended purpose.

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Warranty support shall be provided through U.S. based, original equipment manufacturer, and/or shipyard certified personnel.

DOCUMENTATION

The Contractor will be responsible for obtaining all documents and certificates for the boats. This includes documentation of the Hull Identification Number and registering the Emergency Position Indicating Radio Beacon (EPIRB) to each boat.

Comply:
Deviation:

CLEANLINESS

The Contractor shall maintain the boats in a high state of overall cleanliness during all phases of construction. The Contractor shall take care to preserve the structure, fittings, outfit, paintwork, engines, auxiliaries, appliances and apparatus to insure delivery in a satisfactory condition. Measures shall be taken to prevent wear and tear or damage during construction and to prevent corrosion and contamination of machinery parts. All defects, damage and deterioration of the boats, or their components, that develop during construction, fitting out, and trials shall be corrected, by and at the expense of the Contractor, prior to Owners acceptance.

Comply:
Deviation:

QUALITY ASSURANCE

The Contractor shall maintain a robust in-house quality assurance (QA) quality control (QC) plan and provide access to that plan and all records to the Owner upon request. The Contractor shall provide its written QA/QC plan to the Owner for review prior to the start of construction.

Comply:
Deviation:

SHIPYARD VISITS

Throughout the course of construction, the shipyard must accommodate authorized representatives of the buyer to inspect the boats at the Shipyard. The costs of these visits will be the responsibility of the buyer.

Comply:
Deviation:

TECHNICAL ACCEPTANCE TRIALS

The Contractor shall develop, in cooperation with the Owner, a comprehensive testing and trials plan. The plan shall identify all testing milestones; define testing procedures and track deficiencies,

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corrections, and acceptance. Trials shall include Dock Trials, Sea Trials, and Acceptance Trials. The Contractor shall provide to the buyer an estimated schedule for each of the trials and provide a minimum of two weeks' notice prior to the start of all trials.

Dock Trials shall be conducted to demonstrate proper functioning of propulsion systems and controls, auxiliary systems, electronics, and safety equipment prior to Sea Trials. Prior to Dock Trials, the Contractor will present an agenda to the Owner for review and comment. Following the completion of Dock Trials, Sea Trials will be conducted to demonstrate the performance of the boats and proper function of systems underway.

Upon completion of Dock and Sea Trials, any item of Contractor furnished equipment that shows questionable operating characteristics shall be thoroughly examined and repaired by the Contractor. If repairs are necessary or if the performance of any Contractor furnished equipment does not meet specification requirements, tests of the individual units are to be repeated by the Contractor and corrections made until the equipment meets the specifications and is accepted by the buyer.

The buyer and regulatory bodies, as required, shall witness all trials. All major machinery and equipment shall be represented by a fully authorized representative. All trials for the boats will be conducted at the Contractor's expense.

Technical acceptance will not constitute delivery of the boats.

DELIVERY, INSPECTION & FINAL ACCEPTANCE

Upon completion of the Technical Acceptance trials, the Contractor shall deliver the boats to the Port of Los Angeles; Los Angeles Port Police Service at Berth 161, San Pedro, CA. Delivery must be pre-arranged and scheduled at a mutually agreeable time. Delivery will be made during daylight working hours, 0700 -1500.

Upon delivery, a representative for the Port of Los Angeles along with a representative of the selected Contractor will inspect each boat and conduct a sea trial to ensure that the boat meet all of the contract specifications. If there are any apparent defects in the boats, machinery or equipment at the time of delivery, the Port of Los Angeles representative will promptly notify the contractor thereof.

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Without limiting any other rights, the Port of Los Angeles will require the contractor to repair or replace, at the Contractor's expense, any or all of the damaged materials, machinery or equipment.

Upon satisfactory inspection by both the Port of Los Angeles representative(s) and the selected Contractors representative(s), and remedy of any issues found during the final inspection, the Port of Los Angeles will make Final Acceptance of the boats.

TECHNICAL SUBMITTAL

In response to this RFQ, the proposer shall provide:

- Name, address, and telephone number of a primary contact person.
- A brief narrative describing the firm's qualifications to perform the work, including past (relevant) experience. The narrative should include details on the firms' ability to meet the Minimum Qualifications.
- A detailed project description of not more than four police boat projects in similar size and scope to this project prepared by your firm. For each example, include agency name, length, beam, depth, draft, displacement, speed, installed power & propulsion type, special features, start/delivery dates, comparison of planned and actual delivery dates, and Owner's contact information. Descriptions should be limited to one page for each project.
- At least three-client references, with contact names and information for which proposer has delivered police boats similar in nature, scope and duration to the contract contemplated herein.
- The name of a Designated Naval Architect for the project.
- Contract level specifications to include at a minimum:
 - Detailed General Arrangement Plans
 - Performance estimates
 - Standards for classification and certification
 - Design standards for performance, noise levels, and environmental conditions
 - Details of hull form and superstructure, including construction materials, standards, weight and stability
 - Details (make, model, manufacturer, ratings, etc.) of machinery, equipment, and systems to be installed in

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- the boats, including, but not limited to: propulsion system, electrical systems, control systems, auxiliary systems (steering, bilge, fuel, etc.), fendering system, safety systems, electronic systems, and paint schedule.
- Detailed listing of support documentation to be provided to the Port of Los Angeles upon delivery of the boats.
- Details of the expected performance standards during the Dock and Sea trials.

By signature below, vendor acknowledges reading all of the above and will comply with requirements as stated herein:

SUBMITTED BY: _____
Company Name Date

Signature Print Name/Title Telephone #

Specifications for (2) Port Police Patrol Vessels

1.0 SCOPE

This specification establishes the minimum requirements for a new dual engine, inboard powered, propeller, patrol vessel. The vessel will be used by the Los Angeles Port Police and be put into use in the Port of Los Angeles and surrounding area. This vessel will be used for patrol missions, training exercises, and other marine emergencies.

The vessel shall have a proven hull design and be of the latest model. The specified boat will have an expected life of not less than twenty (20) years. The boat builder should bear this in mind when designing and building the boat. For this reason, certain minimum qualities of materials and workmanship are specified which exceed those normally furnished in pleasure boats.

2.0 APPLICABLE LAWS and INDUSTRY STANDARDS

Specifications, standards, and codes referenced in this document, in effect on the opening of the 'Invitation For Bid', form a part of this specification.

2.1 LAWS and REGULATIONS

- 2.1.1 The vessel and accessories shall comply with the applicable provisions of the California Vehicle Code, the Safety Orders of the Division of Industrial Relations, and all Federal regulations in effect at the time of manufacture.
- 2.1.2 California Air Resources Board (CARB) Air Pollution and Exhaust Emission Control requirements.
- 2.1.3 Cal-OSHA safety requirements.

2.2 INDUSTRY STANDARDS

- 2.2.1 SAE and ISO standards shall apply where applicable.
 - 2.2.1.1 The awarded vendor shall be an ISO certified business or a have comparable certification.
- 2.2.2 United States Coast Guard (USCG) Boatbuilder's Handbook.
- 2.2.3 American Boat and Yacht Council (ABYC) standards.

3.0 TECHNICAL REQUIREMENTS

3.1 GENERAL

- 3.1.1 The vessel shall have a proven hull design and be of the latest model.
- 3.1.2 There shall be no organic material in the hull and deck structure nor in any critical components for proper operation of the vessel.
- 3.1.3 The equipment and accessories provided from the manufacturer and OEM shall be of the latest model and be new.
- 3.1.4 All bidders shall provide literature, such as parts catalogs, production specifications, vessel design(s), sales brochures, engine specifications, etc. for the proposed vessel and equipment.
- 3.1.5 In the case of details which are impractical to fully specify, or inadvertent omissions from the plans and specifications, or inadvertent inclusions herein, it is understood that the intent of the plans and specifications is to be carried out in all respects in accordance with the best boat building practice. Materials, construction, and equipment are to be first class in every particular way to produce a vessel of the maximum strength and durability for the anticipated service. Any changes shall be approved by the Los Angeles Port Police Marine Division designee and be in writing prior to implementation.
- 3.1.6 This boat shall be fully capable of open water emergency responses/missions including, but not limited to the following:
 - 3.1.6.1 Search and Rescue
 - 3.1.6.2 Medical Support and Transportation.
 - 3.1.6.3 Navigation and Communications.
 - 3.1.6.4 Port and Waterway Safety and Security Missions.

- 3.1.7 All equipment and accessories cataloged as standard, unless superseded by these specifications, are to be furnished and included in purchase price of this unit.
- 3.1.8 Optional equipment necessary to meet the minimum requirements of this specification shall be installed.
- 3.1.9 The vessel and all necessary equipment and accessories shall be turn-key and ready for operation.
- 3.1.10 All materials, components, and systems shall be fully installed per manufacturer's specifications and be fully functional.
- 3.1.11 All equipment to be new and latest model in current production. Used, shopworn, demonstrator, prototype, or discontinued models will not be acceptable.
- 3.1.12 The component parts of the vessel shall be new and of proper size and design to safely withstand the maximum stresses imposed. The manufacturer's torque rating of each driven part shall be equal to or exceed the torque rating of its driving member
- 3.1.13 Vandal protection package and locks shall be provided to protect against theft and vandalism. This package shall include exterior doors / lockers.
- 3.1.14 The vessel shall be delivered fully serviced and ready to operate all features. The vessel shall come with a full tank of fuel and all fluid ports topped off.

3.2 PRINCIPLE DIMENSIONS AND CAPACITIES

The vessel shall exhibit the following parameters and dimensions:

Line	Description
1	Description
1.1	33' LOA, 10'-2" Beam, 12,000lb estimated lightship displacement. This vessel is a single steering station, twin inboard, propeller driven, police patrol rescue vessel.
1.2	Unless otherwise specified this boat and all systems installed in it, are designed to be used in heavy-duty commercial, law enforcement, and rescue applications.
1.3	All fasteners, hinges, and hardware to be stainless steel, unless specified.
2	References
2.1	TBD
3	Hull and Structure
3.1	33 Hard sided, warped plane hull, 7-10deg deadrise at transom, 40-50 deg deadrise at station 3.
3.1.1	Hull shell, deck shell, bulkheads, and internal framing shall be hand-laminated using fire-retardant Vinylester resin.
3.1.1	Exterior surface to be Isophthalic gelcoat, applied in mold, 20mil minimum thickness, color TBD.
3.1.2	Hull bottom and keel: 1/2 inch thick (minimum) monolithic E-glass composite - consisting of four layers of E-glass, one layer of 7.5-ounce plain weave cloth & one skin coat layer of 1.5-ounce mat applied to gelcoat. Additional reinforcement layers shall be applied to the keel and forward slamming area.
3.1.3	Hull sides: E-glass /foam sandwich composite, with two layers of E-glass (each skin), one layer of 1.5-ounce mat & one layer of 7.5-ounce cloth (external skin). Sandwich core to be Cross-linked structural PVC foam.

3.1.4	Transom - E-glass /foam sandwich composite, with two layers of E-glass (each skin), one layer of 1.5-ounce mat & one layer of 7.5-ounce cloth (external skin). Sandwich core to be Cross-linked structural PVC foam.
3.2	5 athwartship bulkheads - E-glass /foam sandwich composite, consisting of two layers. Sandwich core to be Cross-linked structural PVC foam.
3.3	4 longitudinal stringers - 3" wide closed-cell polyurethane core material, covered with multiple layers of E-glass.
3.4	Limber holes will allow proper drainage to the lowest parts of the bilge
3.5	Anti-Fouling paint will be installed prior to sea trials, customer to recommend paint.
3.6	Hull color and scheme to be determined by customer. Lettering or logos to be provided by customer.
4	Deck and Hatches
4.1	33' deck consists of molded non-skid, integrated toe rail, flat bow area with tow post and hatch reliefs, raised forward cabin face, exterior helm with a companionway into the v-birth, deck hatches with access to engines and bilge, aft step with tow post relief, aft deck area with hatches to access mechanical systems and tanks. Deck surfaces are sloped and self-draining.
4.1.1	Exterior surface coat to be isophthalic gelcoat, applied in-mold.
4.1.2	Deck horizontal surfaces - E-glass /foam sandwich composite, with - one layer of E- glass (each skin), one layer of 1.5-ounce mat & one layer of 7.5-ounce cloth (external skin). Sandwich core to be Cross-linked structural PVC foam.
4.1.3	Deck vertical surfaces - 1 layer of 7.5oz cloth, 1 layer of E-Glass, core material, 1 layer of E-Glass, 1 layer of 1.5oz mat applied to gel coated surface.

4.2	Deck to be bonded to hull using 3M 5200, or equivalent, and stainless-steel fasteners. A rub rail will be installed over the hull-deck joint that is black rubber, 3", with a rubber insert.
4.2.1	Deck will be bonded to transverse bulkheads using biaxial e-glass tapes.
4.3	Hatches to be molded, have gutters, be weather-resistant, and be self-draining.
4.3.1	Molded Hatches - 1 layer of 7.5oz cloth, 1 layer of E-Glass, core material, 1 layer of E-Glass, 1 layer of 1.5oz mat applied to gel coated surface.
4.3.2	Companionway to have bi-folding hatch top. Sunbrella with snaps cover.
4.3.3	Hatches to have no hinges, be lifted by carriage bolt with washer.
4.3.4	Transom door to have drop in half-door and drop in top or full door.
4.4	Forward deck hatch to be Bomar hatch, low-profile. Opens toward aft of vessel.
4.5	Deck will drain through 2" x 6" scuppers equipped with one-way flaps.
4.6	Interior Cabin Arrangement - FRP surfaces to be unfinished, unless specified by the customer.
5	Console
5.1	Console area is located approximately at midship, on the elevated deck area, using the cabin top and aft cabin face.
5.2	All controls, steering, instruments, etc. shall be located on the starboard side of the vessel and be easily accessible from the seated or standing position.
5.3	Seating is described in Section 9. Misc. Construction Details

5.4	Console and surrounding structure will have an unhindered sightline, for average height, to bow line of vessel and immediate surrounding water.
6	Machinery and Steering
6.1	Cummins Diesel QSB 6.7. inboard diesel engine, 425hp.
6.1.1	ZF Transmissions or equal, gear ratio to be determined by builder, port to be counter rotating. Subject to change per OEM/Engine standards
6.1.2	Westerbeke 8.0 EGTD Diesel Generator. Subject to change per OEM/Engine standards.
6.1.3	Dewatering system. Either dedicated pump motor or electric clutch off the genset. Technical details of system and OEM subject to change.
6.2	Stainless steel engine beds encapsulate stringers and are through-bolted. Elevated mounting surfaces with sufficient room for tools to access engine mounting hardware. 1/4" plate to be used.
6.2.1	Stainless steel hardware to be used. Through bolted, 3/8" fasteners with lock washers and nuts.
6.3	1.5" propeller shaft, SAE standard taper, two brass nuts, cotter pins, shaft keys. Machined and matched to appropriate couplings for marine gear. Provided by shaft OEM. Final length to be determined at time of build.
6.4	Shaft logs to be FRP, bonded to hull, no external protrusion.
6.4.1	Shaft seals will be dripless, engine raw water lubricated and cooled.
6.4.2	Emergency spare shaft seals will be installed.
6.5	Cast manganese bronze struts will be installed, with fasteners and backup plates, appropriate cutlass bearing.
6.6	Nibral propellers will be installed, appropriate diameter and pitch will be determined by builder at time of build. One counter rotating.

6.6.1	Line cutter system to be installed to manage debris and kelp.
6.7	Hydraulic SeaStar helm, externally mounted, twin hydraulic cylinders, OEM hoses and hose ends.
6.7.1	Destroyer style stainless steel wheel
6.8	Rudders to be heavy duty, cast manganese bronze, 1 3/8" keyed shafts. Installed offset from shafts to allow for shaft removal without rudder removal.
6.8.1	Rudder ports to include dripless seals, support bearings, and locking collar. Rudder installation system to be of sufficient strength to handle high speed operations and turns. Seal and upper support bearing to be installed as high as possible.
6.8.2	Rudder arms to be cast, heavy duty, keyed and clamped to rudder post. Heavy duty stops will be installed to limit travel of rudders the appropriate distance.
6.8.3	Rudders to be connected through a stainless-steel connecting rod, attached to the rudder's arms, designed to be adjusted without removal.
6.9	Wet exhaust to be sufficiently sized based on engine manufacturers requirements, include verantone mufflers, and exit the vessel side exit at waterline. Hose to be heavy duty wire-reinforced marine wet exhaust hose, two stainless hose clamps at each connection. where required FRP elbows will be constructed to create single exhaust exits per engine.
6.10.	Automatic/manual fire suppression system will be installed in engine compartment. Manual pull cable will be located at operator's station.
7	Piping and Tanks
7.1	Raw water system to be based on engine manufacturers requirements.

7.1.1	System to be comprised of: Bronze, scoop strainer, through hull, sea cock, hose barbs, sufficiently sized basket strainers.
7.1.2	Hoses to be marine raw water rated, all connections to have two stainless hose clamps.
7.1.3	Strainers and seacocks to be located for easy access.
7.2	Fuel system to be sufficiently sized to meet engine manufacturers requirements.
7.2.1	Ventilation system will comply with USCG and CARB requirements
7.2.2	100 - 120-gal Aluminum fuel tank will be installed. Design allows for installation and removal of tank from vessel without disturbing surrounding hull and deck. Fuel tank to be properly supported and mounted to ensure no movement or damage occurs under normal operations. Fuel tank will be designed for Diesel and meet all USCG requirements.
7.2.3	Fuel fill will be located on port or starboard gunwale, be sufficient size to accept high flow nozzles.
7.2.4	Fuel tank will include a sending unit for the fuel level gauge.
7.2.5	Fuel hoses to have shutoff valves located at fuel tank.
7.2.6.	Fuel hoses to be appropriately sized, protected from damage and easily accessible. Fuel hoses to be marine grade.
7.2.7	External fuel filters and water separators to be Racor and easily accessible. Fuel shutoff valves will be located at the fuel filter to allow for easy servicing.
7.3	Bilge system to be appropriately sized for pump, have anti-siphon loops, marine grade bilge hose, plastic thru-hulls, two stainless hose clamps at each connection.

7.4 V- Berth includes Marine Head assembly with 15-20 gallon holding tank.

8 Electrical

8.1 12V DC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled. All terminations will be marine grade and protected from corrosion. Wire colors will follow industry standards.

8.1.1 4 marine grade, AGM batteries will be installed, One per engine, and 2 for house.

8.1.1.1 Charging will utilize automatic charging relays. Engine alternators will charge all banks. Shore power charging is described in section: 8.2 120V AC

8.1.1.2 Battery Switches to be clearly labeled, easily accessible, and able to combine banks for emergency use.

8.1.2 12V Distribution

8.1.2.1 Distribution Panel to be Blue Seas, mounted in companionway, have sufficient breakers to accommodate all installed systems and have spare breakers installed. All breakers will be clearly labeled with function and size. Panel to have integrated Volt and Amp meters.

8.1.2.2 Helm Switch panel to be clearly labeled and include the following switches: Navigation / Anchor Lights, Deck lights Aft, Deck Lights Port, Deck Lights Starboard, Courtesy Lights White/Red, Horn, PA FWD/AFT,

8.1.2.3 Switches, terminal boards, and junction boxes to be marine grade, appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

8.1.3 Lighting

8.1.3.1 Navigation lights will be LED, One port, One Starboard, and one all-round white light.

8.1.3.2 Four courtesy lights to be LED, white/red, located in the cockpit and aft deck.

8.1.3.3 3 interior dome lights to be LED, white/ red, located in interior of vessel, V-birth, engine compartment.
8.1.3.4 4 spreader lights to be LED, located on the Arch, one port, one starboard, two aft.
8.1.3.5 1 roof mounted Spotlight will be provided, with full up/downside to side control at the helm.
8.1.3.6 3 Transom mounted LED lights. Aft facing.
8.1.4 Bilge system - Pumps will be placed appropriately in their compartment to maximize pumping ability and minimize standing water in bilge. No fasteners will penetrate the hull. All fasteners to be minimal in length and if possible, fastened to the bulkhead of the vessel.
8.1.4.1 Each bilge pump to be controlled by a rule switch panel with integral fuse. Each switch panel will be wired "hot" and be independent of the battery switches, going directly to the battery positive.
8.1.4.2 Three rule 3700GPH pumps will be installed, with independent rule float switch, one just forward of the transom, one in the aft of the engine compartment, one under the cabin sole.
8.1.4.3 High water alarms will be installed. With one float switch located even with the top of each bilge pump. High water alarm will be Aquaalarm.
8.1.5 Navigation System - Raymarine equipment including: 12"-16" multi-function display, radar, GPS, FLIR system, one transducer, water temp. System will be integrated with NMEA 2K network to engine displays.
8.1.6 Radios

8.1.6.1	Two VHF radio and appropriate antenna will be installed, OEM to be selected by customer. VHF will be mounted in companionway, and antenna mounted on ratcheting stainless mount on radar arch. External speaker to be mounted in the companionway.
8.1.6.2	Mounting of customer provided radios will be accommodated for "Motorola" style radios or other department specific types. Willard will provide the power connection and install at time of build. All other components will need to be provided by customer.
8.1.6.3	Wireless headset system for operators. OEM to be picked by customer.
8.1.7	Emergency Lighting and Response- either a federal signal or Whelan light and siren system will be installed, complete with appropriate flashing lights and fore and aft facing P.A. / siren speakers.
8.1.8	Engine display and controls will be engine oem unless otherwise stated.
8.1.8.2	Engine controls to be Livorsi, 2 levers, Port and Starboard – forward, neutral and reverse
8.1.8.3	Engines can be started through Keys, switch pad, or a combination of the two.
8.1.9	A Ritchie compass will be mounted just forward of the helm controls on line with the boat operators' line of sight.
8.1.10	3 combination 12VDC outlets / USB will be installed. One at each seat and one in the interior cabin. Seat outlets will facilitate the use of the handheld spotlight.
8.2	120V AC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled. All terminations will be marine grade and protected from corrosion. Wire colors will follow industry standards. Switches, terminal boards, and junction boxes to be marine grade, appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

8.2.1	12VAC Distribution panel will be blue seas, mounted in the companionway, have a voltage and amperage display, and have the necessary breakers for all circuits. Breakers will be clearly labeled with use and size.
8.2.2	Shore power connection to be stainless steel, 30a, and installed on the port or starboard side of the vessel.
8.2.3	Battery charger to be mounted in an easily accessible area, the appropriate type for use with automatic charging relays, and for use with AGM batteries.
8.2.4	120V AC outlets will be installed, one in the fwd. cabin and one in the engine compartment. These will only function when shore power is connected.
8.3	Bonding system will be installed, connecting all metal components and electrical system to appropriately sized anode located in the submerged swim step. System will provide appropriate corrosion and lightning protection for all installed equipment. All Anodes will be replicable by divers and commercially available.
9	Misc. Construction Details
9.1	Radar arch - stainless steel construction, rearward leaning, will be installed at midships extending from the deck of the vessel, over the console area. Arch will be sufficient to install antennas, radome, PA speakers, navigation lights, emergency lights, deck lights.
9.2	FRP Hard Top - Stainless steel and Fiberglass Hard Top, will shade console area. Stainless steel 7/8" tubing, FRP material, and commercially available hardware will be utilized
9.2.1	Eisenglass assembly to provide enclosure for operators. Forward, port, starboard
9.3	Windscreen - Venturi style, will be mounted to the forward face of the cabin, angled forward. Windscreen to be constructed of acrylic with stainless supports.
9.4	Seats, port and starboard, shock mitigating captain seat with aft facing chair, waterproof and uv resistant cushions.

9.4.1	Seats to be easily removable and fastened to the vertical longitudinal face of the cockpit
9.4.2	Storage just forward of each seat will be provided for operators' phone, wallet, water.
9.5	Towing Provisions
9.5.1	Stainless steel "bridge" will be provided to allow tow lines to easily move across transom door.
9.5.2	A stainless-steel aft tow post will be provided, 3" diameter, 1" cross bar, fastened to the cockpit deck and aft engine compartment bulkhead.
9.5.3	A stainless-steel bow tow post will be provided, 3" diameter, 1" cross bar, fastened to the bow deck and fwd. tow post shelf that is bonded to the bow section.
9.6	Four stainless steel mooring cleats will be provided, 3 per side, 10", through bolted with backup plates.
9.6.1	Six stainless steel chafe guards will be installed, 12", one per cleat.
9.7	Two stainless steel fairleads, 6", will be provided on the bow of the vessel, to accommodate bow lines attached to the fwd. tow post.
9.8	Stainless steel plating will be installed at each transom corner and at the bow, extending from the waterline or chine to the sheer. Will be fastened to hull with removable fasteners, and 3M 5200.
9.9	At transom door deck, a stainless-steel plate will be installed to facilitate sliding of litters and baskets without damage to the deck occurring.
9.1	Aft cockpit railing and handles will be stainless steel, two are located outboard to port and starboard of the transom door.

10 Outfit and Furnishing

10.1 Anchor and rode will be provided, aluminum fortress anchor, 30' 3/8" chain and 300' 3/4" triple strand rope. Chain and rope will be assembled with necessary rigging for immediate use.

10.1.1 Anchor will have stainless mounting hardware provided, location to be approved by customer.

10.2 Interior shelving in V-berth must accommodate power requirements and room for customer equipment including genset

10.3 50' 30a shore power cable will be provided

10.4 2EA 10lb fire extinguishers and stainless-steel mounts will be provided. One in the interior cabin, one additional to be mounted at customers preferred location.

10.5 2EA heating ports to be installed near helm console, one each side.

**LOCAL BUSINESS PREFERENCE PROGRAM
(ATTACHMENT B)**

LOCAL BUSINESS PREFERENCE PROGRAM

The Harbor Department is committed to maximizing opportunities for local and regional businesses, as well as encouraging local and regional businesses to locate and operate within the Southern California region. It is the policy of the Harbor Department to support an increase in local and regional jobs. The Harbor Department's Local Business Preference Program (LBPP) aims to benefit the Southern California region by increasing jobs and expenditures within the local and regional private sector.

Vendors who qualify as a Local Business Enterprise (LBE) will receive an 8% preference on any bid for goods, materials, supplies, and related services valued in excess of \$150,000. The preference will be applied by calculating the bidder's price at 8% less than the quoted price. The Harbor Department will use the applied preference for bid tabulation only. The actual amount paid to the lowest bidder will be the price quoted by the lowest bidder meeting specifications.

The Harbor Department defines a LBE as:

- (a) A business headquartered within Los Angeles, Orange, Riverside, San Bernardino, or Ventura Counties. Headquartered shall mean that the business physically conducts and manages all of its operations from a location in the above-named counties; or
- (b) A business that has at least 50 full-time employees, or 25 full-time employees for specialty marine contracting firms, working in Los Angeles, Orange, Riverside, San Bernardino, or Ventura Counties.

In order for Harbor Department staff to determine the appropriate LBE preference, Vendor shall complete, sign, notarize and submit the attached Affidavit. The Affidavit will signify the LBE status of the Vendor.

In the event of Vendor's noncompliance during the performance of the Contract, Vendor shall be considered in material breach of contract. In addition to any other remedy available to City under this Contract or by operation of law, the City may withhold invoice payments to Vendor until noncompliance is corrected, and assess the costs of City's audit of books and records of Vendor. In the event the Vendor falsifies or misrepresents information contained in any form or other willful noncompliance as determined by City, City may disqualify the Vendor from participation in City contracts for a period of up to five (5) years.

AFFIDAVIT OF COMPANY STATUS

"The undersigned declares under penalty of perjury pursuant to the laws of the State of California that the following information is true and correct and includes all material information necessary to identify and explain the operations of

Name of Firm

as well as the ownership and location thereof. Further, the undersigned agrees to provide complete and accurate information regarding ownership in the named firm, any proposed changes of the ownership and to permit the audit and examination of firm ownership documents in association with this contract."

Local Business Preference Program: Please indicate the Local Business Enterprise status of your company. Only one box must be checked:

LBE Non-LBE

- A Local Business Enterprise (LBE) is: (a) a business headquartered within Los Angeles, Orange, Riverside, San Bernardino, or Ventura Counties; or (b) a business that has at least 50 full-time employees, or 25 full-time employees for specialty marine contracting firms, working in Los Angeles, Orange, Riverside, San Bernardino, or Ventura Counties. "Headquartered" shall mean that the business physically conducts and manages all of its operations from a location in the above-named counties.
- A Non-LBE is any business that does not meet the definition of a LBE.

Signature: _____

Title: _____

Printed Name: _____

Date Signed: _____

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of _____)

On _____ before me, _____
(insert name and title of the officer)

personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

**ETHICS – FORMS CEC 50 & 55
(ATTACHMENT C)**

Bidder Certification

This form must be submitted with your bid or proposal to the City department that is awarding the contract noted below. If you have questions about this form, please contact the Ethics Commission at (213) 978-1960.

Original Filing **Amendment:** Date of Signed Original _____, Date of Last Amendment _____

Reference Number (Bid, Contract, or BAVN)	Awarding Authority (Department awarding the contract)
Bidder Name	
Address	
Email Address	Phone Number

Certification

I certify the following on my own behalf or on behalf of the entity named above, which I am authorized to represent:

A. I am applying for one of the following types of contracts with the City of Los Angeles:

1. A goods or services contract with a value of more than \$25,000 and a term of at least three months;
2. A construction contract with any value and duration;
3. A financial assistance contract, as defined in Los Angeles Administrative Code § 10.40.1(h), with a value of at least \$100,000 and a term of any duration; or
4. A public lease or license, as defined in Los Angeles Administrative Code § 10.40.1(i), with any value and duration.

B. I acknowledge and agree to comply with the disclosure requirements and prohibitions established in the Los Angeles Municipal Lobbying Ordinance if I qualify as a lobbying entity under Los Angeles Municipal Code § 48.02.

I certify under penalty of perjury under the laws of the City of Los Angeles and the state of California that the information in this form is true and complete.

Name

Signature

Title

Date

Form 55 Instructions



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INTRODUCTION

Bidders who respond to certain City contract solicitations are limited by City law in their ability to spend money in connection with City elections. They are prohibited from making campaign contributions to and engaging in prohibited fundraising activity for City candidates and officeholders. They are also required to disclose their identities and the identities of their subcontractors and principals. Form 55 must be used for that purpose, and these instructions provide information about how to complete the form.

CONTACT INFORMATION

All questions about Form 55 and the laws regarding bidders and contractors should be directed to the Los Angeles City Ethics Commission:

ethics.commission@lacity.org

(213) 978-1960 phone

(213) 978-1988 fax

Whistleblower Hotline: (800) 824-4825

200 North Spring Street
City Hall 24th Floor, Suite 2410
Los Angeles CA 90012

ethics.lacity.org

BIDDER RESPONSIBILITIES

A bidder is any person who bids on or submits a proposal or other response to a City contract solicitation, whether it involves a competitive or a non-competitive selection process.

You are a bidder required to complete Form 55 when all of the following apply:

- You submit a response or proposal for an RFP (request for proposals), RFQ (request for qualifications), RFB (request for bids), or any other written or verbal request to enter into a competitive or non-competitive City contract; and
- The contract is expected to be valued at \$100,000 or more; and
- The contract must be approved by an elected office (City Council, Mayor, City Controller, or City Attorney).

For purposes of Form 55, a **contract** is any agreement, franchise, lease, non-regulatory permit, land use license or easement, or concession with the City that meets the qualifications listed above. This includes an agreement for the performance of any work, service, or construction; the provision of any materials, goods, or equipment; the sale or purchase of property; and the making of grants. This also includes the selection of a pre-qualified list of persons to contract with the City if the RFQ's not-to-exceed amount is at least \$100,000 and the list selection requires approval by an elected City office. The definition does *not* include a contract with another government agency or a contract between a City proprietary department and an underwriting firm for a noncompetitive sale of revenue bonds.

Form 55 is used to disclose information about the following individuals and entities:

- You (the bidder);
- Your principals;
- Your subcontractors with subcontracts valued at \$100,000 or more; and
- The principals of those subcontractors.

The campaign finance restrictions and requirements in Los Angeles City Charter § 470(c)(12) and Los Angeles Municipal Code § 49.7.35 apply to all of those individuals and entities. They are subject to the laws because of the positions they hold in relation to a City bid, not because they are disclosed on your Form 55. See section G for more information.

You are required to do all of the following:

1. **Submit** a completed Form 55 with your bid or proposal documents to the City department awarding the contract.
2. **Amend** your Form 55 within 10 business days if the information in the form changes after you submit it with your bid or proposal.
3. **Notify** your principals and subcontractors of the campaign finance restrictions and requirements that apply to them.

You must complete all sections on the cover page.

A. ORIGINAL OR AMENDED FILING

ORIGINAL FILING

Check this box if this is the first time you are submitting a Form 55 in connection with the City contract that you are currently seeking or have been awarded.

AMENDMENT

Check this box if you are making changes to a Form 55 that you previously submitted in connection with the same City contract that you are seeking or have been awarded. For an amended filing, you must provide the later of:

- The date that your original Form 55 submission was signed; or
- The date that your most recent amendment was signed.

Example 1: *Your law firm submitted a Form 55 last month when responding to an RFP from the City Attorney's Office for legal services. Your law firm is now responding to an RFP with the Port of Los Angeles for a different contract to provide legal services. Check the "Original Filing" box on the Form 55 submitted to the Port, because this is the first time your firm is submitting Form 55 in connection with the contract with the Port.*

Example 2: *Your company submitted a Form 55 last week when responding to an RFP from the Department of Water and Power (DWP) for construction services. This week, your company moved its offices to a new location. Your company is required to update its contact information on the Form 55 submitted with its proposal. On a new Form 55, check the "Amendment" box, because your company is submitting an updated version of the Form 55 that was already submitted in connection with the construction services contract.*

B. REFERENCE NUMBER

If applicable, provide the bid number, contract number, BAVN ID, or other identifying number or code assigned to the bid or contract that you seek. You can usually find this number on the City solicitation package (e.g., the RFP documents). However, not all solicitations have a reference number.

If there is no reference number for the bid or contract, enter "N/A" in this box.

C. DATE BID SUBMITTED

Enter the date that you submit your bid or response documents to the City department that will be awarding the contract.

D. CONTRACT DESCRIPTION

Provide the following information in this section:

- Title of the RFP, RFQ, or RFB, as listed on the City solicitation documents; and
- Description of the services to be provided under the contract.

A brief description of the contract is usually given in the RFP, RFQ, RFB, or solicitation documents. If you cannot find one, describe what will be performed under the contract.

E. AWARDING AUTHORITY

Provide the name of the City department that will be awarding the contract you seek.

F. BIDDER INFORMATION

Provide all of the following information:

- Bidder's full legal name;
- Bidder's business address;
- Bidder's phone number; and
- Bidder's email address.

The email address and telephone number provided in this section will be used to contact you if there are questions about the information provided in your Form 55.

Remember to amend your Form 55 to keep this information current.

G. SCHEDULE SUMMARY

ITEM 1: BIDDER'S PRINCIPALS

Indicate whether you have one or more principals. Check only one box ("Yes" or "No").

A **principal** is any of the following:

- Board chair;
- President;
- Chief executive officer;
- Chief operating officer;
- An individual who serves in the functional equivalent of any of the above positions;
- An individual who holds an ownership interest of 20% or more; or
- An employee authorized to represent you before the City regarding this contract.

Example 1: You are putting together a proposal for a City contract on behalf of your employer, ABC, Inc. The proposal must include a Form 55. Because ABC, Inc. is an entity, you must check the "Yes" box and disclose ABC, Inc.'s principals on attached Schedule A pages.

Example 2: You are an individual submitting a proposal for a City contract and must complete a Form 55. You have two employees who are authorized to represent you before the City on this proposal. You must check the "Yes" box and disclose yourself and those employees as your principals on attached Schedule A pages.

All bidders who are entities are required to complete Schedule A. Most bidders are entities, so most bidders must check the "Yes" box and attach Schedule A pages to the cover page.

Attach to the cover page as many Schedule A pages as necessary to identify all of your principals.

ITEM 2: SUBCONTRACTORS AND THEIR PRINCIPALS

Indicate whether you have one or more subcontractors with subcontracts valued at \$100,000 or more on the City contract you seek. Check only one box ("Yes" or "No").

Example 1: Your construction company is submitting a response to a City RFP to provide construction services on a development project and must submit a Form 55. For the proposed project, you expect to hire ABC Company as a subcontractor that will perform \$50,000 worth of work and XYZ Corporation as another subcontractor that will perform \$200,000 worth of work. Check the "Yes" box and attach Schedule B pages to disclose XYZ Corporation and its principals.

Example 2: Your architecture firm is submitting a response to a City RFP to provide landscape design services at a new park, and a Form 55 is required. For the proposed project, you expect to hire two subcontractors: More Sunshine, Inc., which will provide consulting services worth \$30,000; and Beautiful Parks Company, which will perform \$85,000 worth of the work. Check the "No" box, indicating that you do not have any subcontractors with subcontracts valued at \$100,000 or more.

Attach to the cover page as many Schedule B pages as necessary to identify all of your subcontractors and their principals.

ITEM 3: TOTAL NUMBER OF PAGES SUBMITTED

Enter the total number of Form 55 pages that you are submitting, including the cover page and all attached Schedule A and B pages.

H. CERTIFICATION

Form 55 must be signed by an authorized representative of the bidder. By signing this section, you are certifying under penalty of perjury all of the following:

- You understand and will comply with the requirements and restrictions in Los Angeles City Charter § 470(c)(12) and Los Angeles Municipal Code § 49.7.35;
- You have notified your principals and subcontractors of the requirements and restrictions; and
- The information you provided in the Form 55 and all attached pages is true and complete to the best of your knowledge and belief.

PAGE 2: SCHEDULE A – BIDDER'S PRINCIPALS

You must complete this section if you have principals. If you are an entity, this section is required. You must disclose the name, title, and business address for each of your principals. For a definition of "principal", see the instructions for Page 1, Section G.

If you need more space, mark the box indicating that you are attaching additional Schedule A pages. You may attach as many additional Schedule A pages as necessary to disclose all of your principals.

Remember to include all Schedule A pages in the total page count on your cover page and attach them to the cover page.

PAGE 3: SCHEDULE B – SUBCONTRACTORS AND THEIR PRINCIPALS

You must complete this section if you will have subcontractors with subcontracts worth \$100,000 or more. You must disclose the names and business addresses of those subcontractors and the names, titles, and business addresses of their principals. For a definition of "principal", see the instructions for Page 1, Section G.

You must submit at least one Schedule B page for each subcontractor. Provide the name and business address of the subcontractor, and then mark the appropriate box to indicate whether the subcontractor has principals.

If a subcontractor has more principals than will fit on one page—or if you have multiple subcontractors to disclose—mark the box indicating that you are attaching additional Schedule B pages. You may attach as many additional Schedule B pages as necessary to disclose all of your subcontractors with subcontracts worth \$100,000 or more and all of their principals.

Remember to include all Schedule B pages in the total page count on your cover page and attach them to the cover page.

Prohibited Contributors (Bidders)

This form must be completed in its entirety and submitted with your bid or proposal to the City department that is awarding the contract. Failure to submit a completed form may affect your bid or proposal. If you have questions about this form, please contact the Ethics Commission at (213) 978-1960.

Original Filing **Amendment:** Date of Signed Original _____ Date of Last Amendment _____

Reference Number (Bid, Contract, or BAVN): _____ Date Bid Submitted: _____

Contract Description (Title of the RFP or City contract solicitation and description of the services to be provided):

Awarding Authority (Department awarding the contract): _____

Bidder Name: _____

Bidder Address: _____

Bidder Email Address: _____ Bidder Phone Number: _____

Schedule Summary

Please complete all three of the following:

<p>1. SCHEDULE A – Bidder's Principals <i>(check one)</i></p> <p>The bidder has one or more PRINCIPALS, as defined in LAMC § 49.7.35(A)(6). At least one principal is required for entities. <i>(If you check "Yes", Schedule A is required.)</i></p>	<p>Yes</p> <input type="checkbox"/>	<p>No</p> <input type="checkbox"/>
<p>2. SCHEDULE B – Subcontractors and Their Principals <i>(check one)</i></p> <p>The bidder has one or more SUBCONTRACTORS on this bid or proposal with subcontracts worth \$100,000 or more. <i>(If you check "Yes", Schedule B is required.)</i></p>	<p>Yes</p> <input type="checkbox"/>	<p>No</p> <input type="checkbox"/>
<p>3. TOTAL NUMBER OF PAGES SUBMITTED (including this cover page): _____</p>		

Certification

I certify the following under penalty of perjury under the laws of the City of Los Angeles and the state of California:

A) I understand, will comply with, and have notified my principals and subcontractors of the requirements and restrictions in Los Angeles City Charter § 470(c)(12) and any related ordinances; B) I understand that I must amend this form within ten business days if any information changes; C) I am the bidder named above or I am authorized to represent the bidder named above, and my name appears below; and D) The information provided in this form is true and complete to the best of my knowledge and belief.

Name

Signature

Title

Date

Prohibited Contributors (Bidders)

Schedule A - Bidder's Principals

Please identify the names and titles of all the bidder's principals (attach additional sheets if necessary). Principals include a bidder's board chair, president, chief executive officer, chief operating officer, and individuals who serve in the functional equivalent of one or more of those positions. Principals also include individuals who hold an ownership interest in the bidder of at least 20 percent and employees of the bidder who are authorized by the bid or proposal to represent the bidder before the City.

Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____
Name: _____ Title: _____ Address: _____

Check this box if additional Schedule A pages are attached.

Prohibited Contributors (Bidders)

Schedule B - Subcontractors and Their Principals

Please identify all subcontractors whose subcontracts are worth \$100,000 or more. Separate Schedule B pages are required for each subcontractor who meets the threshold.

Subcontractor's Name
Subcontractor's Address

Please check one of the following options:

This subcontractor has one or more principals. Yes* No

** Each principal's name and title must be identified below. Attach additional sheets if necessary. Principals include a subcontractor's board chair, president, chief executive officer, chief operating officer, and individuals who serve in the functional equivalent of one or more of those positions. Principals also include individuals who hold an ownership interest in the subcontractor of at least 20 percent and employees of the subcontractor who are authorized by the bid or proposal to represent the subcontractor before the City.*

Name: _____ Title: _____
Address: _____

Name: _____ Title: _____
Address: _____

Name: _____ Title: _____
Address: _____

Name: _____ Title: _____
Address: _____

Name: _____ Title: _____
Address: _____

Name: _____ Title: _____
Address: _____

Check this box if additional Schedule B pages are attached.

FORMAL REQUEST FOR BID

CITY OF LOS ANGELES
HARBOR DEPARTMENT

BID NO. F-1184
(SHOW THIS NUMBER ON ENVELOPE)

GENERAL CONDITIONS READ CAREFULLY

1. **FORM OF BID AND SIGNATURE.** The Bid must be made on this form only, and is limited to the Terms and Conditions contained herein, unless expressly agreed otherwise in writing by the City. No telephonic or facsimile bid is acceptable, unless otherwise indicated. Bid should be enclosed in a sealed envelope, showing the Bid No. in the lower left corner, and addressed to the Port of Los Angeles Contracts and Purchasing Division, 500 Pier "A" Street, Wilmington, CA 90744. Bids must be signed with the firm's corporate name or DBA and by a responsible officer or authorized employee. In case of error in extension of prices, unit price will govern. All prices must be firm unless the specification provides for adjustment.
2. **TAXES:** Do not include any Sales or Federal Excise Tax in prices unless the specifications specifically require that they be included. Sales tax will be added by the City at time of award. The City will furnish Federal Excise Tax Exemption Certificate to Supplier. Any other taxes must be included in bid prices.
3. **SPECIFICATION CHANGES.** Vendor may request in writing that specifications be modified if its provisions restrict vendor from bidding. Such request must be received by the Director of Purchasing at least five (5) working days before bid opening date. All vendors will be notified by Addendum of any approved changes in the specifications.
4. **BRAND NAMES AND SPECIFICATIONS.** The detailed specifications and/or brand name references are descriptive and indicate quality, design, and construction of items required. Offers will be considered to supply articles substantially the same as those described therein but with minor variations. Vendor must describe variations in their Bid.
5. **AWARD OF CONTRACT.** Bid shall be subject to acceptance by the City for a period of three (3) months unless a lesser period is prescribed in the quotation by the vendor. The City may make combined award of all items complete to one vendor or may award separate items to various vendors. Vendors may submit alternate prices, a lump sum or a discount conditional on receiving an award for two or more items. The right is reserved to reject any, or all, bids and to waive informality in bids.
6. **PURCHASE AGREEMENT.** A copy of the Bid, Specifications and General Conditions will remain on file in the Purchasing Office. All material or services supplied by the Contractor shall conform to the applicable requirements of the City Charter, City Ordinances, and all applicable State and Federal Laws, as well as conforming to the Specifications, Terms and Conditions contained herein.
7. **PRICE GUARANTEE.** If during the term of any agreement awarded pursuant to this Bid, the supplier sells the same materials or services under similar quantity and delivery conditions, at prices below those stated herein, such lower prices are to immediately be extended to the City.
8. **DEFAULT BY SUPPLIER.** In case of default by supplier, the City reserves the right to procure the articles or services from other sources and to hold the supplier responsible for any excess costs incurred by the City.
9. **DELIVERY:** If delivery of the commodity or service cannot be made exactly as specified and at the price shown, notify the Director of Contracts and Purchasing immediately. Do not make delivery without his approval. Any correspondence, other than invoices, relating to this order must be sent to the Director of Contracts and Purchasing.
10. **INSPECTION:** All materials furnished on this order will be subject to test and inspection and, if rejected, will be held subject to order of shipper and subject to accrued charges.
11. **INVOICING:** The point of free delivery, terms, contract number, name and address of department must appear on all invoices.

All materials must be marked and tagged with the Contract number and be accompanied by packing list in detail. Material must be packed and shipped in conformity with tariff or classification requirements.

Prices on the contract include delivery to the division within building unless otherwise specified on the contract.

Prepaid charges for transportation must be accompanied by original expense bill marked paid and is not subject to transportation tax, due to the exemption permitted municipalities as indicated.

Materials shall be listed separately on invoices covering repairs or installation service.

The Harbor Department will not be responsible for services, materials, or supplies furnished without prior authorization from the Director of Contracts and Purchasing.

This contract must not be assigned or transferred to anyone without the written approval of the Director of Contracts and Purchasing.

Discount period to be computed from date of receipt of invoice, or complete acceptance of goods or services, whichever is the later date.

In case of delay of payment beyond 30 days after acceptance of goods or services or date of invoice, whichever is later, please write the Harbor Department Accounting Section giving the contract number, stating to which division and on what date delivery was made.

Harbor Department may pay on partial deliveries, but right is reserved by the Director of Contracts and Purchasing to require complete delivery before payment.
12. **TIME AND MATERIALS WITH NO FIXED FEES:** ALL INVOICES WITH PAYMENTS FOR TIME AND MATERIALS MUST BE SUPPORTED / BACKED UP BY TIME SHEETS.

NOTE: THOSE INVOICES WITH FIXED FEE RATES DO NOT REQUIRE TIME SHEETS.
13. **CITY OF LOS ANGELES MUNICIPAL CODE:** All items must meet the requirements of the City of Los Angeles Municipal Code.
14. **PAYMENTS.** Payment terms are NET 30 days unless vendor quotes otherwise. Cash discounts allowing less than 20 days or 20th Proxima will not be considered by the City when evaluating Bids. All Cash Discounts are computed from the date of delivery in full or completion and acceptance of the work or material, or from date of receipt of invoice, whichever is latest. Partial payments may be made by the City on delivery and acceptance of goods and on receipt of vendor's invoice. Invoices must be submitted as specified on the Purchase Order or Notice to Proceed.
15. **ASSIGNMENT.** The supplier shall not assign or transfer by operation of law any obligation without the prior written consent of the Director of Contracts and Purchasing.
16. **NONDISCRIMINATION.** During the performance of this contract, the contractor shall not discriminate in employment practices against any employee or applicant for employment because of the employee's race, religion, national origin, ancestry, sex, sexual orientation, age, disability, marital status, domestic partner status or medical condition, in accordance with L.A. Admin. Code Sections 10.8 to 10.13, whose provisions are incorporated herein. All subcontracts awarded under any such contract shall contain a like nondiscrimination provision.
17. **SAFETY APPROVAL.** Articles supplied under this contract will not be accepted unless they comply with current safety regulations of the City Department of Building and Safety, U.L., the Safety Orders of the California Division of Occupation Safety and Health (CalOSHA) and OSHA requirements.
18. **PREVAILING WAGES.** Where labor is required for public work as a part of this contract, pursuant to the provisions of the Labor Code of the State of California, contractor shall pay no less than the general prevailing wages for the area as determined by the Director of the Department of Industrial Relations, State of California. Copy of wage schedule is obtainable from the Office of the Board of Public Works, City Hall, Los Angeles.
19. **CONTRACTOR'S LIABILITY.** The contractor agrees to, at all times, relieve, protect, save harmless, and fully indemnify the City of Los Angeles, its officers, agents and employees from any and all liability whatsoever that may arise or be claimed by reason of any acts of said contractor, contractor's employees and agents, in connection with the work to be performed under the contract.

FORMAL REQUEST FOR BID

**CITY OF LOS ANGELES
HARBOR DEPARTMENT**

BID NO. F-1184
(SHOW THIS NUMBER ON ENVELOPE)

20. **PATENT RIGHTS.** The person, firm, or corporation, upon whom this order is drawn, does, in case the materials or supplies to be furnished are covered wholly or in part by U.S. Letters Patent, by the acceptance of this order agrees to indemnify and hold the City of Los Angeles harmless from any and all injuries or damage which the City may sustain by reason of the sale to or use by it of such materials or supplies and arising out of the alleged or actual infringement of said letters patent.
21. **LEGAL JUSTIFICATION.** This agreement shall be deemed entered into in Los Angeles, California, and shall be governed and construed in accordance with the laws of the State of California.
22. **TERMINATION FOR NON-APPROPRIATION.** The Harbor Department of the City of Los Angeles' (City's) obligation to pay any amount hereunder, for any City fiscal year after the current fiscal year is contingent upon City's appropriation of funds for that purpose. The City's fiscal year ends on June 30th of each calendar year. Accordingly, anything to the contrary notwithstanding, the City may terminate this contract and future monetary obligations hereunder as of the end of any fiscal year.
23. **CANCELLATION.** The contract may be terminated in whole or in part by the Harbor Department of the City of Los Angeles (City) for its convenience, without penalty, provided that the Vendor is given not less than 30 days written notice (delivered by certified mail, return receipt requested) of the intent to terminate. The City will pay for that portion of the orders fulfilled or work performed. The City has the right to cancel the contract for cause at any time.

THE END

No. 285 Rev. 07/15-116