



THE PORT  
OF LOS ANGELES  
Executive Director's  
Report to the

Board of Harbor Commissioners

**DATE: OCTOBER 23, 2012**

**FROM: CONSTRUCTION AND MAINTENANCE**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - AWARD OF CONTRACT NO. 39652 TO PACIFIC SKIFFS, INC. DBA PACIFIC BOATS FOR THE PURCHASE OF A SKIFF BARGE**

**SUMMARY:**

The Construction and Maintenance Division (C&M) requests approval of Contract No. 39652 with Pacific Skiffs, Inc. dba Pacific Boats of Marysville, WA for the purchase of a skiff barge in the amount of \$172,289, including sales tax. This skiff barge will replace a 42 year-old refuse collection (RC) boat. The replacement of the City of Los Angeles Harbor Department's (Harbor Department) "RC 41" was planned and is funded in the Fiscal Year 2012-13 capital equipment budget.

**RECOMMENDATION:**

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

1. Approve Contract No. 39652 with Pacific Skiffs, Inc. dba Pacific Boats of Marysville, WA in the amount of \$172,289 and authorize said expenditures;
2. Authorize the Executive Director to execute Contract No. 39652; and
3. Adopt Resolution No. \_\_\_\_\_ .

**DISCUSSION:**

Background – In 1970, C&M Ship Carpentry employees built a 37-foot long wooden refuse collection boat now known as RC 41. After 42 years of continuous use C&M planned for the replacement of RC 41 in Fiscal Year 2012-13. Subsequent to that determination, the transom, or back of the boat, was severely damaged. That repair would cost in excess of \$20,000. In addition, a regularly scheduled haul out for maintenance including sanding and painting would take two weeks and cost approximately \$20,000 or more depending on the extent of the rotting wood. The bilge would also have to be cleaned due to accumulated oil and water.

In light of these factors and costs, and with a typical life span of 30 years for a boat like RC 41, C&M is requesting a new, aluminum vessel for refuse collection activities in the water to replace RC 41. The new skiff barge would need only two days for any haul out or maintenance. There is no bilge to clean, and the new gasoline Honda engine is cleaner than the RC 41 diesel engine.

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The skiff barge proposed to be purchased by C&M is a 10,000 pound single screw boat that is 25.5 feet long and 15 feet wide. The skiff barge contains a five-foot long, five-foot wide and 6.75 foot tall cabin with fixed windows and locking swing doors on the port and starboard sides. There is a 13 horsepower auto crane with a 5,000 pound lifting capacity and a 150 gallon centerline fuel tank and one new ultra-low emissions gasoline Honda engine with 225 horsepower. In addition, the new skiff barge comes with a one-year warranty. The new skiff barge is smaller than the RC 41. This results in a dramatic improvement in the boat's maneuverability in the water. The smaller, lighter boat also decreases fuel consumption while providing the same level of refuse collection. The estimated life span of the new skiff barge is 30 years.

This new skiff barge will complete the modernization of the RC boat fleet. RC 41 was the last wooden RC boat in service, and with this purchase C&M will have three modern RC boats to perform refuse collection.

Selection Process – C&M submitted a purchase requisition with specifications for a skiff barge in July 2012. The Contracts and Purchasing Division released Request for Bid (RFB) F-809 on August 9, 2012 to solicit bids for a skiff barge. It was advertised on the City of Los Angeles Business Assistance Virtual Network (LABAVN) and the Port of Los Angeles website. In addition, bids were mailed to CanAm Fabrication, Cold Water Boats and Pacific Boats. One bid was received by the August 28, 2012 deadline (Transmittal 1). Staff is recommending approval by the Board of a contract with Pacific Skiffs, Inc. dba Pacific Boats, the lowest, responsive bidder (Transmittal 2).

**ENVIRONMENTAL ASSESSMENT:**

The proposed action is approval of a contract for the purchase of a skiff barge to replace a 42 year-old refuse collection boat. As an administrative activity, the Director of Environmental Management has determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Article II, Section 2 (f) of the Los Angeles City CEQA Guidelines.

**ECONOMIC BENEFITS:**

Approval of the proposed contract will have no direct employment impact in the five-county region since the company is outside the region.

**FINANCIAL IMPACT:**

The purchase of the skiff barge, including tax and shipping charges, will cost the Harbor Department a total of \$172,289. Total ongoing maintenance costs associated with the new skiff barge is expected to be approximately \$4,000 per year, excluding fuel costs

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and including warranty provisions. This is a decrease in operations and maintenance costs from the existing RC boat of approximately \$16,000 per year.

One alternative to replacing the current RC boat would be to make significant structural repairs at a cost of \$20,000, and continue to spend approximately \$20,000 per year in regular maintenance and repairs.

Funding in the amount of \$160,000 for the proposed skiff barge was budgeted in the Fiscal Year 2012-13 C&M Capital Equipment Budget Account No. 13240, Center No. 0510, and Program No. 000. Contingency funding of \$12,289 in that account is available to fund the balance of the purchase amount.

**CITY ATTORNEY:**

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

**TRANSMITTALS:**

1. Recap of Bid No. F-809
2. Contract No. 39652


FIS Approval: WP (initials)

CA Approval: JMH (initials)

  
JIM MORGAN  
Director of Port Construction and Maintenance

  
JOHN M. HOLMES  
Deputy Executive Director

APPROVED:

  
GERALDINE KNATZ, Ph.D.  
Executive Director

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