

# CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

## MEMORANDUM

**Date:** March 16, 2017  
**To:** Harbor Commission  
**From:** Scott Riedman, Waterfront Director  
**Subject:** **Facilities Management Report**

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### **HARBOR PATROL BOATS**

In an effort to maintain a state of the art Harbor Patrol fleet, staff has been working with a local boat builder to replace Boat 1 and recently awarded a contract to repower Boat 2.

#### **Harbor Patrol Boat 1**

Radon Boats began construction of Harbor Patrol Boat 1 (Boat 1) in July, 2016 at their boatyard in Goleta. There has been steady progress ever since, culminating in the launch of the new boat last week to begin sea trials. Building new boats is time consuming and complicated, even for a relatively small 22' patrol boat. The Boat 1 build progressed as anticipated with the exception of the fire pump engine. Unlike the existing Boat 1, the new Boat 1 will have firefighting capability similar to Boats 2 and 3. Unfortunately, there was some confusion with the fire pump engine supplier regarding the specified engine and its compliance with the California Air Resources Board (CARB) emissions standards. Staff worked with CARB representatives confirming the specified engine is allowed for Boat 1 but it delayed the delivery of the fire pump/engine. Fortunately, sea trials can begin to break-in the drive engine and test all of the new boat's systems. Once the fire pump/engine is delivered, the boat will be hauled for approximately one week for installation and completion of the boat.

The new Boat 1 was paid for with funds identified in the FY2016 CIP to repower the existing boat. Since the department established the Vessel Replacement Reserve Fund last year, there were adequate funds to combine these reserve funds with the CIP funds and build a new boat instead of repowering a 35-year old boat. Radon's bid for the new boat was \$214,000 and there have been no significant change orders to date.

Staff met with the City's Purchasing Manager to discuss options for the disposition of the existing Boat 1. The City frequently hires a firm to conduct auctions for surplus property. A potential market for the existing Boat 1 is boating safety agencies. There are dozens of agencies on lakes, rivers, and along the Pacific Ocean that conduct similar boating safety operations to those of Harbor Patrol. Once the new Boat 1 is fully commissioned and Boat 2 is repowered, staff will determine the best means of disposing the existing Boat 1 and report back to the Harbor Commission.

#### **Harbor Patrol Boat 2 Repower**

As part of the FY 2016 – 2021 CIP, a series of projects were identified to repower each of the Harbor Patrol boats. This was done to better anticipate the relatively large cost of

replacing engines as well as capitalizing the expense. As previously mentioned, repowering Boat 1 was identified as a FY 2016 project. Repowering Boat 2 was identified as a FY 2017 project for \$130,000. Specifications were prepared by staff to include the replacement of both drive engines and some minor hull work. Three bids were received with Marine Services submitting the lowest responsible bid of \$116,000. Marine Services is a well-respected local company specializing in all aspects of vessel mechanical systems. Boat 2 will be taken out of service for approximately three weeks to complete the repower. The old Boat 1 and new Boat 1 will be in service for the duration of the repower to keep the Harbor Patrol fleet at full capacity.

## **FEDERAL CHANNEL DREDGING**

Large waves associated with this winter's storms deposited excessive sand in the Federal Channel resulting in limited closure of the harbor during the last week in February. The Coast Guard (USCG) declared a Safety Zone for the second year in a row, requiring any vessels entering or exiting the harbor to get prior permission and obtain a Harbor Patrol escort. Once again, the Corps' contractor, Pacific Dredge, worked diligently to create a channel through the shoal off the end of the sandspit allowing normal vessel traffic to resume approximately one week later albeit through a relatively narrow channel.

It was apparent that there was more material in the entrance channel than could be dredged under the limits of the current contract. The Corps contract allows for the removal of 120,000 c.y per cycle. Fortunately, there are adequate funds for the Corps to allow an additional 30,000 c.y. of dredging although this won't be enough to remove all of the sand deposited in the entrance channel so far this year.

Similar to last year, the Corps requested and received an additional \$500,000 in emergency funds to complete the spring cycle dredging. The Corps is currently working on a contract modification to make the emergency funds available. While the Corps works on the contract modification, the dredge contractor will stand down for a week or two to make repairs. There is significant storm debris embedded in the harbor sediments and this debris has damaged the discharge pump requiring significant repairs. Dredging will resume upon completion of the repairs by the end of March. The Corps and Pacific Dredge have once again taken all measures to make the entrance channel safe for the summer.

Prepared by: Karl Treiberg, Waterfront Facilities Manager