

**GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT**

**RESOLUTION NO. 2013-076**

**AUTHORIZE EXECUTION OF CHANGE ORDER NOS. 1 AND 2**  
**TO CONTRACT NO. 2013-FT-10,**  
**ROUTINE DRY-DOCKING OF THE M.V. GOLDEN GATE FERRY,**  
**WITH BAY SHIP & YACHT CO.**

July 26, 2013

**WHEREAS**, the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Ferry (GGF) service; and,

**WHEREAS**, on March 11, 2013, the District awarded Contract No. 2013-FT-10, *Routine Dry-Docking of the M.V. Golden Gate Ferry* (Contract No. 2013-FT-10) to Bay Ship & Yacht Co., with the original value of \$179,927.00; and,

**WHEREAS**, during the bi-annual dry-docking, not unusually, several items were discovered that required repair prior to placing the ferryboat back into revenue service, which were covered in Change Order No. 1, and are listed as follows:

<b>Line Item</b>	<b>Description</b>	<b>Amount</b>
1	Additional Sea Valve overhaul	\$4,016.00
2	Adjust waterline paint boundary aft	\$3,136.00
3	Sea Valve flange repairs	\$11,237.00
4	Port fwd hull plating repairs	\$6,178.00
5	Replace Waterjet Tunnel inspection plugs, fabrication	\$1,696.00
6	Additional Waterjet repairs, bushings, shims and pins	\$15,126.92
7	Additional 6 Lay Days on dock	\$4,860.00
<b>Total Amount</b>		<b>\$46,249.92</b>

and,

**WHEREAS**, staff evaluated the prices and labor rates and found them to be consistent with the pricing of the original contract, as well as fair and reasonable; and,

**WHEREAS**, after the ferryboat was returned to service, a waterjet that had been rebuilt during dry-docking failed; and,

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**WHEREAS**, because the original thought was that the failure could be addressed under the dry-docking performance warranty, the ferryboat was returned to Bay Ship & Yacht Co. on July 8, 2013; however, it has now been discovered that the issue was not an eligible warranty repair, but caused by a fracture of one of the waterjets, and the exact cost of the necessary repairs is not expected to exceed \$75,000.00; and,

**WHEREAS**, in 2009 the District purchased the *M.V. Golden Gate* and *M.V. Napa* from Washington State Ferries and subsequently refurbished both ferryboats, wherein the ferryboats' structural calculations were completed under the standards in place when the ferryboats were originally built, as per industry standards; and,

**WHEREAS**, subsequent to completion of the refurbishment, the United States Coast Guard (USCG) Marine Safety Center in Washington, D.C. determined that the refurbishment constituted a "major conversion" due to the increase in passenger capacity and deemed the original standards inapplicable, and directed that both ferryboats needed their structural calculations updated to comply with current regulations; and,

**WHEREAS**, this change in USCG interpretation requires numerous structural modifications to the ferryboats to be completed by the end of August 2013; and,

**WHEREAS**, because the *M.V. Golden Gate* is already at Bay Ship & Yacht Co. in dry-dock for the aforementioned waterjet repair, it is necessary, given the short time allowed by the USCG, for the structural modifications to be performed by Bay Ship and Yacht Co. while it is repairing the waterjets; and,

**WHEREAS**, since the exact price and details of the work necessary to satisfy the new USCG requirements are still in development, staff is requesting a not-to-exceed budget of \$100,000.00 to fund these structural modifications; and, combined with the \$75,000.00 necessary to fund the waterjet repair, staff requests approval of Change Order No. 2 in an amount not to exceed \$175,000.00; and,

**WHEREAS**, there are requisite funds in FY 13/14 Ferry Transit Division Operating Budget to cover the \$175,000.00 in dry-docking cost and the \$46,249.92 in repair costs for the ferryboat, and the breakdown of the contract award and associated change orders, to date, is as follows:

<b>Type</b>	<b>Description</b>	<b>Amount</b>
Contract Award (Approved March 2013)	Initial Award	\$179,927.00
Change Order No. 1 (pending approval)	Vessel Repairs	\$46,249.92
Change Order No. 2 (pending approval)	Waterjet Repairs and Structural Modifications	\$175,000.00
<b>Total:</b>		<b>\$401,176.92</b>

and,

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**WHEREAS**, the Building and Operating Committee at its meeting of July 25, 2013, has so recommended; now, therefore, be it

**RESOLVED** that the Board of Directors (Board) of the Golden Gate Bridge, Highway and Transportation District hereby authorizes the General Manager to execute Change Order (CO) Nos. 1 and 2 to Contract No. 2013-FT-10, *Routine Dry-Docking of the M.V. Golden Gate Ferry*, with Bay Ship & Yacht Co., as follows:

- (1) Authorizes execution of CO No. 1, in the amount of \$46,249.92, for repairs that were found prior to placing the ferryboat back into revenue service; and,
  - (2) Authorizes execution of CO No. 2, in an amount not to exceed \$175,000.00, to complete repairs associated with the recent waterjet failure and to complete United States Coast Guard required structural modifications that have recently been mandated;
- and, be it further

**RESOLVED** that requisite funds are available in the FY 13/14 Ferry Transit Division Operating Budget.

**ADOPTED** this 26<sup>th</sup> day of July 2013, by the following vote of the Board of Directors:

**AYES (10):** Directors Cochran, Fredericks, Moylan, Rabbitt, Reilly, Sobel and Theriault; First Vice President Grosboll; Second Vice President Stroeh; President Eddie

**NOES (0):** None

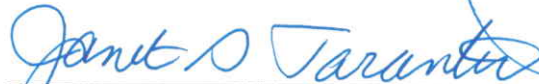
**ABSENT (9):** Directors Arnold, Belforte, Breed, Campos, Pahre, Sears, Snyder, Wiener and Yee



James C. Eddie

**James C. Eddie**  
**President, Board of Directors**

**ATTEST:**



**Janet S. Tarantino**  
**Secretary of the District**