



## SOUTHEAST ALASKA POWER AGENCY

### Special Board Meeting AGENDA

SEAPA Offices | Ketchikan, Alaska

Tuesday, May 20, 2014 | 9:00 a.m. AKDT

**For Telephonic Participation: Dial 1-800-315-6338 (Access Code: 73272#)**

1. Call to Order
  - A. Roll call
  
2. Approval of the Agenda
  
3. New Business
  - A. Consideration and approval of Amendment to Purchase Order  
Contract No. 14-69 for Upgrades to Swan Lake Landing Craft
  
4. Adjourn

# Southeast Alaska Power Agency

**DATE:** May 15, 2014  
**TO:** Trey Acteson, CEO  
**FROM:** Steve Henson, Operations Manager  
Andy Donato, Ketchikan Public Utilities Electric Division Manager  
**RE** Consideration and Approval of Amendment to Purchase Order Contract  
No. SEAPA-14-69 for Upgrades to 26' PackMan Landing Craft

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During SEAPA's March 2014 meeting, the board awarded a purchase order contract for \$146,165 to Munson Boats for the design, engineering, and supply of a 26' PackMan Landing Craft, trailer, and accessories for use at the Swan Lake facility. \$130,000 had been allocated to the project in the FY14 budget so the award increased funds for the project by \$16,165.

Munson recently submitted detailed prints and specs on the vessel for review. Concerns which could not be anticipated prior to review of the prints and specs surfaced. The following upgrades are requested to address the concerns.

Deck Hatch and Additional Bilge Pump. On the topic of safety, only one bilge pump is noted in the prints. Access to that pump is in question. The redundancy of two pumps is recommended and better yet, placement of the second pump at mid-ship is especially desired if the craft is forward loaded. Along with the second pump, having access under the floor for inspection and storage needs no further explanation. (Cost: Deck Hatch: \$886; Bilge Pump, \$611)

Larger Fuel Tank. With the currently proposed 100-gallon fuel tank, a cruise range of 150 miles is only possible under ideal conditions with no load. The performance data provided by Munson lists the test weight at 6460 lbs., which is basically empty. With the proposed "Persons and Cargo Capacity" of an additional 4500 lbs., this would be limiting especially if an additional trip to town becomes necessary as each round trip is 70-80 miles. A recommendation to increase the size of the fuel tank to 150 gallons is made accordingly. (Cost: \$1,680)

Twin Yamaha 200 HP Engines with Mechanical Controls. Under heavy load, with several persons on board and a full fuel tank, twin 150 HP engines may not have enough thrust to easily get up on step. Twin 200 HP engines are recommended especially if the sea-state, obstacles, etc., require on-off plain operation. (Cost: \$5,570)

Trailer. The vendor quoted a "painted" trailer for the vessel, which does not bode well in salt water; the trailer should be upgraded to a galvanized or aluminum frame. (Cost: \$1,125)

The requested upgrades total \$9,872; an additional \$2,128 is requested for a contingency, which will increase the value of PO Contract No. 14-69 by \$12,000.

Please consider the following suggested motion:

<b>SUGGESTED MOTION</b>
<b>I move to authorize staff to amend Purchase Order Contract No. SEAPA-14-69 awarded to William E. Munson Company, d/b/a Munson Boats to increase the value of the contract from \$146,165.00 to \$158,165.00 to add a deck hatch, additional bilge pump, upgrade to a 150-gallon fuel tank, upgrade the engines to Twin 200 HP Yamahas with mechanical controls, and upgrade the trailer from a painted to a galvanized frame.</b>