# Considerations for Acquiring a New or Excess Boat on GSA







### **Misguided Priority List**

- 50k in year end funding, so seize the opportunity, requirements are secondary
- Opposite is a high profile and well funded project (bigger is better)
- Focus is on vessel speed, appearance or brand name
- Entire budget goes to buy the biggest and best (maintenance/repairs are not considered)
- > Simple, single purpose boat required, other potential operations not considered





### **Appropriate Considerations**

- What is the primary mission and potential future work
- Intended operational area
- Required capacity and stability considerations for over the side lifting
- Deck space and protected environment for scientific or sampling gear
- Will a trailer be required and is there an adequate tow vehicle available (often a secondary consideration)
- Operator requirements license, specialized gear, crew training
- SASHIN STORY
- Available local maintenance and repair support
- Anticipated annual budget for maintenance, fuel and repairs









#### **Kickoff Procedure**

- ➤ Meeting between VOC, Operators, P.I.s and Managers
- > Reach out to similar NOAA operations for lessons learned
- > Draft the statement of work with specific requirements
- > Share the SOW with the VPC (if applicable) and LOSBO for additional assistance
- > For custom built or complex requirements you must contact the SBP Engineer
- ➤ Both the SBP engineer and inspector are available to help on all boat procurements at no cost to your program









## Maintenance, Repair and Storage

- Consider annual upkeep costs, talk with others
- > Assure maintenance, repairs, and dockage are included in the operating budget
- > Do you have a secure dock or storage location
- Seasonal use and preparation required during down time
- ➤ When repairs are needed is support readily available







#### **No Free Boat**

- > Excess boats or those transferred from another agency require the same considerations
- Larger vessels must involve the SBP engineer or inspector
- > Environmental issues must be considered (asbestos, lead paint, ...)
- Utilizing the SBP services will help prevent unexpected surprises







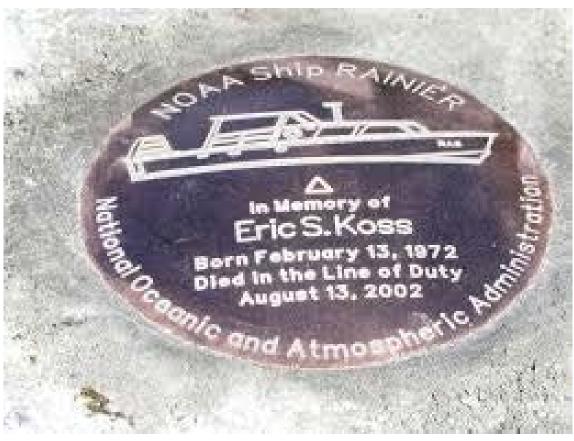






# **Stability and Construction Requirements**







# Class A, I, and II Vessels not permitted in Exposed Waters unless:

- They have a complete stability evaluation specific for "Exposed Waters" or
- They have been reviewed and recommended by the Stability Working Group or
- The vessel operates with a support vessel sufficient for emergency response.



# Stability items that need to be considered:



- Operating area is CRITICAL
- Carrying capacity of personnel
- Carrying capacity of "scientific gear"
- Davits for lifting gear over the side
- Open water tanks on deck for marine life



#### Construction items that need to be built in:



- Watertight integrity such as hatches and bulkheads.
- Fuel range to sustain ops in heavy weather delaying return to port.
- Shelter for occupants during inclement weather.
- Adequate scantlings for ocean use.
- Accessibility to bilge spaces for maintenance and inspection



# Safety items that need to be built in:





- Fire suppression systems and vent closures
- Provisions for mounting of liferafts
- Handrails
- Bilge alarms and bilge pumps
- Egress paths and emergency lighting



## In summary:





- It is imperative that all mission requirements are carefully thought out and defined before bids an be requested.
- The process can not be rushed. Be careful of the "design by committee" vessel.
- It is much more feasible and cost efficient to engineer and build in safety features during construction.
- In most cases, vessels can not be altered after construction to meet more stringent requirements.









