

Invitation for Bids
Fire Boat
Moultonborough, NH
June 30, 2011



Joel R. Mudgett, Chairman
Board of Selectmen

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TOWN OF MOULTONBOROUGH

Invitation for Bids

Fire Boat

Sealed bids for the provision of a fire boat will be accepted until 2:00 p.m. on Thursday, June 30, 2011 in the Offices of the SelectBoard, 6 Holland Street, PO Box 139, Moultonborough, NH 03254 at which time they will be opened and publicly read aloud.

The specifications are based upon a NFPA 1925, Type V firefighting Type “V” with enclosed cabin for 6-Man Capacity plus equipment to include but not limited to SCBA, hose, nozzles, back boards, foam. The vessel will be fitted for positive floatation for a full load or crew and equipment plus a safety factor of ten (10) percent. The Hull Type will be a Modified Vee or Downeast configuration or equivalent. It will have a Hull Length Overall of 26’ 0”- 28’ 0”, Beam minimum of 8’ 0”, maximum of 10’ 0” beam, and a Draft of 24” Maximum. It must come equipped with Twin Outboard engines (four stroke), and a 1,000 GPM 4 cylinder, 3 liter, Marine, Engine Driven Fire Pump with four (4) discharge outlets and ancillary firefighting and operational equipment.

In addition to quote for a straight cash purchase, you will quote a trade-in allowance for the current fire boat and trailer which is to be discontinued upon the acquisition of this new boat. A detailed package with information on the equipment to be delivered, the conditions thereof, and bid forms, is available at www.moultonboroughnh.gov (click on Paid, Volunteer and Contract Openings) or said SelectBoard offices during normal business hours.

Each submitted bid should be in a sealed envelope marked, Town of Moultonborough, Fire Boat Bid, with the due date clearly marked. If mailed, the bid submission should be in a similarly marked separate sealed envelope to protect against the actual bid being opened in error. Any questions with respect to this invitation must be received, in writing by mail (above address), by email (cterenzini@moultonboroughnh.gov), or fax (603.476.5835) by Carter Terenzini, Town Administrator, no later than 4:00 p.m. on June 23, 2011. It is the bidder’s responsibility to view and account for any addendums relating to this request. These will be posted on the Town web site no later than 4:00 p.m. on June 27, 2011.

The town reserves the right to reject any and all bids, and waive any minor or non-material informalities, if deemed to be in its best interests.

Joel R. Mudgett, Chairman/s/
Board of Selectmen

Posted: Town Bulletin Boards (7)
SAU

Advertised: Meredith News & Carroll County Independent 06/09/11 & 06/16/11
Manchester Union Leader: 06/09/11

Mailed: Vendors List

Web: Craigslist; winnipesaukee.com; NHLGC

Scope of Work or Specifications and Conditions

1.) General Description of the Project, Materials and Quantities

The Town is procuring one Fire Boat for its firefighting operations. Although the specifications are based upon NFPA 1925, Type V firefighting Type "V" (with enclosed cabin for 6-Man Capacity plus equipment to include but not limited to SCBA, hose, nozzles, back boards and foam). You are only required to comply with the specifications contained herein. The vessel will be fitted for positive floatation for a full load or crew and equipment plus a safety factor of 10 percent. The Hull Type will be a Modified Vee or Downeast configuration or equivalent. The Hull Length Overall will be 26' 0" - 28' 0", the Beam will be minimum 8' 0" - 10' 0" maximum, and the Draft will be 24" Maximum. It must come equipped with Twin Outboard engines, four stroke and a 150 HP minimum, and a 1,000 GPM 4 cylinder, 3 liter, Marine, Engine Driven Fire Pump with four (4) discharge outlets and ancillary firefighting and operational equipment.

2.) Specifications & Certification

See Exhibit A

3.) Delivery, Cost, Location and Timing

All items, as specified, are to be delivered to a location within the Town of Moultonborough as the Town may specify at the time of delivery. The cost of delivery must be contained within your bid pricing.

You must specify the number of calendar days it will take you to deliver the equipment to us from the date we give you the notice to proceed under the contract. You should take careful note of any equipment to be traded in that is to remain in our continued use until the time it is traded in.

4.) Term of Contract

N/A

5.) General Conditions

a.) If you are in default of the delivery date a \$100 per day liquidated damages will be assessed as a credit against (a) the bid and performance deposit you shall make with your bid and then (b) any final payment due you.

b.) If you are more than thirty (30) days late in delivering the equipment you will be given ten (10) days notice to cure the default. You will then have a period of ten (10) days to cure the default. If you do not do so we may cancel the contract.

c.) Any cash payment due to you will be paid ninety percent (90%) upon the date of delivery. The balance will be paid within ten (10) days of our acceptance of the

equipment as specified. You will maintain a lien interest in the equipment until that time. Any portion of your bid and performance deposit remaining on deposit with us will be returned at that time.

d.) The term “days” will mean calendar days.

e.) Unless otherwise specified to be of a longer duration, you must provide the standard factory warranty as specified by the manufacturer on each and every item to be supplied.

f.) You must have a factory approved service facility within 100 miles of Moultonborough for Item 1.

6.) Pre-Bid Conference, Questions, and Supplements

Any questions with respect to this invitation must be received, in writing by mail (above address), fax (603.476.5835) or email (cterenzini@moultonboroughnh.gov), by Carter Terenzini, Town Administrator, no later than 4:00 p.m. on June 23, 2011.

***Important Note:** The answers, and any other changes or supplements to this document, will be posted on the Town web site as an Addendum no later than 4:00 p.m. on Monday, June 27, 2011. It is the bidder’s responsibility to check and verify any such changes in order to account for them in their bid. You must acknowledge issued addenda on your bid form.

7.) Description, Continued Use, and Viewing of Trade-In(s)

You are to provide a quote for a trade in of a One (1) 22’ 1984 Imp Boats X230 SC w/Mercuriser 260 5-liter engine, Stern Drive, Full Canvas enclosure, and Shorelander tandem axle roller trailer w/2” ball. Prior to the transfer of the trade in it will be stripped of all decaling, navigation, radio and communication gear, water pumps and specialized fire gear. It will remain in use under its normal operating conditions until the date of transfer. The transfer of the fire boat will not be completed if it has suffered damage beyond normal operating wear and tear.

You may view the Trade-In(s) by making prior arrangements with Mr. David Bengtson, Chief, Moultonborough Fire & Rescue. You may contact him by email at dbengtson@moultonboroughnh.gov or by phone at 603.476.5658.

8.) Bonding

Bidders must provide a bid and performance deposit of 5% of their bid rounded up to the next whole one hundred dollars. [i.e. \$8,503.76 becomes \$8,400.00 as you’re deposit]. This deposit will be retained by us if you are awarded the contract and refuse to execute it as stated herein. All or portions thereof may be retained by us if you fail to perform the equipment in accordance with the contract. This deposit shall be in the form of a

certified check in the appropriate amount made payable to the Town of Moultonborough. It shall not earn interest for you during the time it is on deposit with us.

A. Bid Deposit

A certified check in the amount of five percent (5%) of the bid [rounded up to the next even \$100.00 increment] to ensure that the bidder will enter into a contract (14) days of notice of award of contract must be submitted with your bid. In case of failure to comply within the stated time, the bid deposit will be forfeited as liquidated damages because of the default. The successful bidder's bid deposit will be retained after a contract is executed as a performance deposit.

The bid deposit of all but the lowest three (3) bidders will be returned after the bids are opened and evaluated and those low three bidders are established. The bid deposit of those that are retained after this process will be returned once a contract with the lowest responsive bidder is executed.

B. Performance Bond

The bid deposit will be converted to a performance deposit. Failure of the contractor to perform according to the contract and specifications will be cause for the town to begin action for forfeiture of the performance deposit.

9.) Bid due Date and Methods of Delivery

Sealed bids will be accepted until 2:00 p.m. on Thursday, June 30, 2011 in the Offices of the SelectBoard, 6 Holland Street, PO Box 139, Moultonborough, NH 03254 at which time they will be opened and publicly read aloud. Each submitted bid should be in a sealed envelope marked, Town of Moultonborough, Fire Boat Bid, with the due date clearly marked. If mailed, the bid submission should be in a similarly marked separate sealed envelope to protect against the actual bid being opened in error.

10.) List of Five References

Provide a list of at least five references for a similar boat that you have constructed and equipped with the past five years. You must identify the following:

- Name of Entity purchasing the boat
- Name of Specific Contact
- Email and telephone for the contact
- Description of Boat
- Initial Contract Value
- Final Contract Value
- Description of the difference

11.) Force Majeure

Force Majeure: The time for performance hereunder shall be extended for any delay or default in performing hereunder if such delay or default is caused by conditions beyond the Contractor's control including, but not limited to Acts of God, natural disasters (earthquakes, hurricanes, floods), wars or riots, or performance failures of parties beyond the control of the Contractor (e.g., disruptions in utility services attributable to the provider or labor actions by employees of a common carrier). Such extensions shall be day for day of the delay. Such extension shall only take effect if the Contractor shall give the Town prompt written notice following their first knowing of the occurrence causing the delay. Such notice shall include the cause of the delay, the anticipated length of the delay, the alternatives that could be considered to keep the project on schedule, and the action the Contractor is taking, notwithstanding the instant matter, to otherwise honor its end delivery date obligation.

The extension shall remain in place only to the extent that, on a seven day basis, the Contractor shall update this information and show a good faith prosecution of the remainder of the work that is not dependent upon the matter causing the delay.

A dispute with copyright owners or trademark infringements, contractor labor disputes, software or server delays, the obtaining of licenses or approvals other than those of the Town, or a delay in the delivery of parts that could have been available had they been ordered at the earliest possible moment shall not be considered to be a force majeure cause for extension.

12.) Shop Inspection

There shall be two inspection trips, one at the completion of the bare hull and one at the sea trial of the boat. The Contractor shall provide the Town with 14 days advance notice of the date and time they can conduct such inspections. The Town shall pay for all transportation, food and lodging associated with the travel of its personnel to the Contractor's facility. The Contractor shall provide for a minimum of 4 hours of inspection & meeting time at its facility.

Town of Moultonborough
Fire Boat
Bid Form
(Please Print in Ink or Type)

Name of Bidder: _____

Address: _____

Contact Person: _____

_____ Telephone _____ Fax

_____ Email

ATTENTION: Mr. Joel R. Mudgett, Chairman
Board of Selectmen
PO Box 139
Moultonborough, NH 03254

Dear Mr. Mudgett:

Having examined the documentation provided with the subject Invitation for Bids the undersigned proposes to furnish the requested item or materials as requested in accordance with the subject documents.

The undersigned acknowledges Addenda #

_____ (If none, write none).

If I am notified my proposal is accepted within forty five (45) days of the bids having been opened, I will execute a contract for the work within fourteen (14) days thereafter.

I propose to provide the following items for the following unit pricing:

<u>Item</u>	<u>Price</u>
1.) Fire Boat	
A. As specified	\$ _____ (In Figures)
_____ Dollars and _____ Cents (In Words)	
B. Deduct Item #1: Reduce Pump size to 750 gpm	\$ _____ (In Figures)
_____ Dollars and _____ Cents (In Words)	
C. Deduct Item #2: Reduce Pump size to 500 gpm	\$ _____ (In Figures)
_____ Dollars and _____ Cents (In Words)	
D. Deduct Item #3: Eliminate supply of trailer	\$ _____ (In Figures)
_____ Dollars and _____ Cents (In Words)	
E. Deduct Item #4: Eliminate supply of motors	\$ _____ (In Figures)
_____ Dollars and _____ Cents (In Words)	
2.) Trade in Value for Equipment Specified	\$ _____ (In Figures)
_____ Dollars and _____ Cents (In Words)	

Time for Delivery: I will deliver this equipment to you within _____ days (In Figures) of your notice to proceed (exclusive of the time you take to review and approve my submittals).

I understand that the town reserves the right to reject any and all bids, and waive any minor or non-material informalities, if deemed to be in its best interests.

I understand that the Town may hold my bid for forty five (45) days prior to awarding a contract.

In order to be considered responsive each bidder must submit the following with this bid:

- 1.) Completed Exhibit A, explanation of any deviations from the specifications, and attachments of required drawings, catalog sheets warranty information and the like.
- 2.) Clerk's Certificate showing the authority of the submitting party to bind it to a contract. [This generally applies to corporations and partnerships. It is an extract from your minutes, a specific form by the Clerk of your Board of Director's or a section of your partnership agreement in which it is demonstrated that you have the authority to submit the bid and the authority to sign a contract if offered to you.]
- 3.) Bid and Performance Deposit Certified Check in the amount of 5% of the bid [rounded up to the next whole \$100.00 increment].

I certify, under the penalties of perjury, that (1) I have had an opportunity to view the full bid package and am aware it was my responsibility to perform my own due diligence appropriate to submitting this proposal, (2) I am fully authorized to submit this bid, (3) I have not engaged in discussions, negotiations, or collusion with any person to determine what my bid will be and (4) that I, to the best of my knowledge and belief, have paid all taxes, fees, assessments, betterments or other municipal charges that I owe to the Town of Moultonborough or have payment agreement in place or have filed an appeal over the same.

Signature of Bidder

Corporate
Seal

Title of Bidder

Signed this _____ day of _____, _____.

Exhibit A – Specification Checklist for Item # 1

The Moultonborough Fire Rescue Department is soliciting bids for a NFPA 1925, Type V firefighting boat to operate primarily in the waters of Lake Winnepesaukee located in the Lakes Region of New Hampshire. Moultonborough’s response area covers 15 square miles of water, 40 plus islands and numerous shoreline properties. The topography of the waters in the Moultonborough response area vary from willow rocky areas with depths of less than 3 feet to open water with depths over 200 feet. Extreme weather routinely creates National Weather Service Small Craft and Lake Wind Advisory conditions and the wave heights are similar to those that can be found along coastal New England. The proposed vessel must be able to provide a rapid response capability with a minimum wave combined with a safe and stable work platform with a full load of crew and equipment.

For each and every item you must check if your proposal meets or deviates from the specifications. If your proposal deviates from the specification you must attach an explanation, identifying the section number (i.e. I.A.; II.B. etc.) and following in order, as to how you deviate together with any explanatory catalog sheets or similar documentation.

PROPOSED SPECIFICATIONS: Moultonborough Fire/Rescue Boat

I.	Principle Characteristics:	<u>Meets</u>	<u>Deviates</u>
	<ul style="list-style-type: none"> A. National Fire Protection Association 1925 Standard on Marine Firefighting Vessels Type “V” with enclosed cabin. (See Scope #1) B. Hull Type: Modified Vee or Downeast configuration or equivalent. C. Hull Length Overall: 26’ 0” – 28’ 0” (without the engine bracket) D. Hull Beam: 8’ 0” Minimum - 10’ 0” Maximum (hull only dimensions) E. Hull Draft: 24” Maximum F. Engine/Drive: Twin Outboard, 150 HP minimum G. 1,000 GPM 4 cylinder, 3 liter, Marine, Engine Driven Fire Pump with four (4) discharge outlets. H. 6-Man Capacity plus equipment to include but not limited to SCBA, hose, nozzles, back boards, foam. The vessel will be fitted for positive floatation for a full load or crew and equipment plus a safety factor of 10 percent. I. Preliminary design drawings must be submitted with your bid proposal. 	N/A	N/A
II.	Construction:	<u>Meets</u>	<u>Deviates</u>
	<ul style="list-style-type: none"> A. The boat will be of all aluminum welded or fiberglass composite construction and utilize no 		

	<p>wood in the construction process; it will feature both transverse and longitudinal framing.</p> <p>B. There will be watertight bulkheads as follows:</p> <ol style="list-style-type: none"> 1. Between stem and forward cabin. 2. Between forward cabin and pilothouse (below pilothouse style). 3. At each end of the fuel bay. (Note: Final location appropriate to your design and agreed upon during design process.) <p>C. Beds, knees and other heavy duty reinforcements will be provided in areas of high stress such as engines.</p> <p>D. All deck and walk ways will have non-skid surfaces.</p> <p>E. A pre-construction meeting, to be held in Moultonborough, will be held to review all aspects of construction and the feasibility of specified requirements once final design drawings are submitted.</p>	<u>Meets</u>	<u>Deviates</u>
III.	<p>Hull:</p> <p>A. The hull will include the installation of a keel protector.</p> <p>B. Depth sounder sensor will be mounted to provide the greatest amount of early detection of willow depths.</p> <p>C. A screened sea chest will be provided. The open screened area will be a minimum of two (2) two times larger than the sectional area of the 6" suction pipe.</p> <p>D. The intake screened area will be fitted with a means to clear debris away from the suction area.</p> <p>E. An Armstrong Nautical or equivalent bracket will be provided for mounting the twin outboards.</p> <p>F. A Rescue/Dive door will be installed on the starboard side of the vessel.</p> <p>G. Flush mounted lights will be provided on the bow, these lights will be designed to provide illumination of the waters and hazards forward</p>	<u>Meets</u>	<u>Deviates</u>

	<p>and under the bow. [These need not be flush mounted. They may be above the water line shining down such that we can see into the water ahead as to what we are maneuvering into as much of our shore line can be rocky.]</p> <p>H. Lighting will be provided on the stern to provide illumination of the waters and hazards behind and under the stern and outboard engine when backing up during night time operations. These must be flush mounted lights.</p>	<u>Meets</u>	<u>Deviates</u>
IV.	<p><u>Fuel, Propulsion & Steering:</u></p> <p>1. Fuel:</p> <p>A. Fuel capacity will be sufficient to provide a minimum of four (4) hours operating time for simultaneous operation of both outboard motors and the fire pump. See Exhibit B attached hereto. We want to be able to travel to the Center Harbor Docks (Fire Dept.) which is approximately 20 miles at a required top cruising speed of 45mph, work our pumps, and related accessories for up to 4 hours and then return to Lees Mills all on the fuel volume required (plus a safety reserve of 10%).</p> <p>B. Fuel storage will be in a single tank constructed, tested and plumbed per USCG regulations and ABYC recommended practices.</p> <p>C. Tank will be installed in a watertight compartment and will be located near the vessel's normal operating LCG.</p> <p>D. The tank will include three (3) valves, pick-up tubes, one (1) for each outboard engine and one (1) for the fire pump engine.</p> <p>E. There will be a removable deck panel above the tank for tank inspection and removal.</p> <p>F. Fuel feed plumbing will include a shut off valve and a filter for each outboard engine.</p> <p>G. All hoses will be appropriately sized so that all engines can operate at full rpm without suffering flow restriction, and all hoses will be USCG approved.</p> <p>H. Minimum fuel feed hose and pick-up diameter is 3/8".</p> <p>I. All fuel distribution lines will either be secured</p>	<u>Meets</u>	<u>Deviates</u>

	<p>above the highest fuel level when the boat is in its normal, unloaded, static floating position Or</p> <p>J. Will have anti-siphon valves installed at the tank pick-up fitting.</p> <p>K. The tank will be fitted with a fuel level sending unit wired to a gauge at console.</p> <p>2. Propulsion:</p> <p>A. Outboard Motors and mounting will comply with ABYC H-26, ABYC S-12 and ABYC S-30.</p> <p>B. The two (2) outboard motors will be 4 cycle, one counter-rotating Propellers will be Stainless Steel sized as required by your design and able to maintain a cruising speed of 45 mph on open waters. You must specify what manufacture and type of motor and attach their catalog horsepower sheet and warranty information of the same.</p> <p>C. Key & kill switches gauges to include:</p> <ol style="list-style-type: none"> 1. tachometer 2. trim 3. volt 4. hour 5. fuel <p>3. Controls:</p> <p>A. Twin lever binnacle w/trim switches.</p> <p>B. Cables are Morse 33C supreme or similar.</p> <p>C. Motors will be of the appropriate shaft length.</p> <p>4. Steering:</p> <p>A. Steering will comply with ABYC P-17</p> <p>B. Teleflex SeaStar hydraulic w/helm pump, cylinder & tie bar.</p> <p>C. 15" wheel, stainless</p>	<u>Meets</u>	<u>Deviates</u>
V.	<p>Pilot House:</p> <p>A. The final design and layout of the pilot house will be as approved by the Town at a schematic design meeting to be held in Moultonborough. Vendors should plan for the following when bidding:</p>	<u>Meets</u>	<u>Deviates</u>

		<u>Meets</u>	<u>Deviates</u>
	<ol style="list-style-type: none"> 1. The pilot house will be large enough to accommodate six (6) firefighters with hard sides and an open back, and will have a forward raked windshield. We need the maximum pilot visibility all around especially when operating in the rain. If you cannot conform, check deviates and explain why. You may also elaborate on why you believe your deviations will meet or exceed what we are trying to accomplish. 2. The pilot house windows will be configured to provide the maximum amount of 360 degree visibility suitable for navigation in all operating conditions. 3. The arrangement will consist of a full length bunk to port will be configured to accommodate and secure a Ferno Model 71Basket Stretcher fully assembled with floatation collar (to be supplied by others), and a helm station to starboard. 4. Adequate room will be provided for the installation of electronics with radios mounted overhead and/or on the dash/helm area. 5. Space, ducts or chases will be provide to allow for the running of wires and cables for emergency lighting and communications and these areas will be easily accessible. <p>B. The pilot house will include:</p> <ol style="list-style-type: none"> 1. Electric defrosters (Front, Port & Starboard sides). [These are <u>not</u> defoggers. We actually get frost build up early and late in the season and can get ice buildup in operational conditions. This is for <u>all</u> glass areas to maintain the widest possible scope of vision for the boat operator.] 2. Windshield wipers. 3. Solar power ventilation fan, fan will be sized to provide maximum air circulation in the pilot house and comply with ABYC H-2. 4. Remote controlled spot light and controls. 5. Red and White LED dome lights placed 		

	<p>and appropriate in number as to provide reading quality lighting in the pilot house.</p> <p>6. Ritchie compass.</p>	<u>Meets</u>	<u>Deviates</u>
VI.	<p>Forward Cabin:</p> <p>A. Forward of the dash bulkhead there will be a trunk cabin providing headroom to the cabin below.</p> <p>B. The forward cabin will be accessed via a 24" wide (approx.) open companionway located to port of the helm station, as close to centerline as possible and 24" x 24" hatch located forward of the windshield and aft of the deck mounted portable monitor.</p> <p>C. The forward cabin will be configured with shelves port and starboard designed to store firefighting and rescue equipment.</p>	<u>Meets</u>	<u>Deviates</u>
VII.	<p>Auxiliary Systems & Equipment Bilge Pumps:</p> <p>A. The boat will be outfitted with two 1200 GPH electric bilge pumps.</p> <p>B. Manual and Automatic operation of the bilge pumps will be controllable from main circuit breaker panel.</p> <p>C. One pump will be located just forward bulkhead, the other aft of bulkhead.</p> <p>D. The watertight bulkheads will be fitted with drain plugs in order to enable draining to the appropriate bilge pumps.</p>	<u>Meets</u>	<u>Deviates</u>
VIII.	<p>Fire Fighting System:</p> <p>A. There will be a fire fighting system with a Darley LS Engine Driven, 3 liter, 4 cylinder 1,000 GPM @ 150 PSI pump or equivalent installed at a location to provide the most stability and functional capability. [Be careful to price both of your lesser pump sizes (750gpm and 500gpm) against the 1,000gpm that is part of the base bid. Do not quote how much lesser a 500gpm pump is than a 750gpm pump.]</p> <p>B. The pump and drive engine will be incorporated into the boat's main 12VDC wiring and fuel system.</p>	<u>Meets</u>	<u>Deviates</u>

		<u>Meets</u>	<u>Deviates</u>
	<p>C. The pump and drive engine will be installed in a manner that facilitates ease of removal for repair.</p> <p>D. The pump and drive engine will be removable from the boat by removing the bolts and disconnecting the suction, electrical and fuel.</p> <p>E. Pump controls and gauges will be located so that they can be operated from the helm.</p> <p>F. The pump and drive engine will be installed in compliance with the manufactures recommendations.</p> <p>G. Pump Operating Location(s):</p> <ol style="list-style-type: none"> 1. The Pilot will be able to operate the pump from the helm of the boat as he needs to remain with the boat to tend it <u>while</u> also operating pump. We need the Pilot to have to use minimum motion to open suction valves to get the pump started. We are looking for the Pilot to need to use minimum motion as he needs to tend to the boat <u>and</u> also operate the pump. 2. The Pilot should not have to move from the helm. <p>H. System accessories will include the following:</p> <ol style="list-style-type: none"> 1. All piping will be routed under the flooring and will be easily accessible for repair and maintenance. 2. Suction will be by means of a grated sea chest with 6" diameter piping through the hull, provision will be made to keep the intake suction grate clean and free of debris while the pump is operating. 3. Four (4) 2-1/2" diameter discharges will be supplied, two (2) located on the bow, (one (1) will be plumbed to supply the monitor supplied by the Fire Department) and two (2) located at the stern. 4. All valves will be equipped with devices indicating the position of the valve (open/closed). 5. All piping will be Schedule 40. 		

	<p>6. Bending of piping and tubing will be done to reduce the friction loss with elbows used only where absolutely necessary.</p> <p>7. Piping will be support to the weight of a water load, bracing will be provided to resist the nozzle reaction.</p> <p>8. Drains will be provided to drain and sections of the piping.</p> <p>9. A means of flushing and winterizing the pump and all piping will be provided.</p> <p>10. A portable Elkhart R.A.M. (Rapid Attack Monitor) with truck mount, and the installation specifications thereof, will be supplied by Moultonborough Fire Rescue for mounting on the bow in a location that will permit maximum coverage and application of fire streams.</p>	<u>Meets</u>	<u>Deviates</u>
IX.	<p>Electrical System:</p> <p>A. Electrical systems will comply with Chapters 9 & 10 of NFPA 301, ABYC E-11, and 46 CFR 111 and 46 CFR 112.</p>	<u>Meets</u>	<u>Deviates</u>
X.	<p>Battery System:</p> <p>A. The vessel will be outfitted with a minimum of two batteries each of which will be Group 31 marine batteries.</p> <p>B. One (1) will be a starting battery that is separate and independent from the vessels service load and can be isolated from the vessels load when the engine(s) are not running.</p> <p>C. Both batteries will be capable of starting the engine(s).</p> <p>D. Batteries will be compliant with the specifications of the engine manufacturer's requirements for the supplied engines.</p> <p>E. A master switch will be provided for the selection of either or both batteries.</p> <p>F. There will be four (4) position battery selector switches to control flow of current to and from each outboard engine, fire pump engine, and to the accessory system.</p> <p>G. Battery switches will be wired to permit</p>	<u>Meets</u>	<u>Deviates</u>

	<p>independent switching for each engine (Batt. 1, Batt. 2, Both, Off), and the accessory buss #1 (Batt. 1, Batt. 2, Both, Off).</p> <p>H. The accessory system will include main breakers per ABYC E-11.</p> <p>I. The bilge pump circuit will be wired directly from one of the batteries, such that this circuit will be hot when all battery switches are in the “Off” position.</p> <p>J. A 20 amp dual bank battery charger will be installed wired for shoreline connection.</p> <p>K. Emergency lighting will be provided and powered by a manually controlled independent storage battery and capable of providing one (1) hour of lighting. This is a battery powered emergency light system lasting one hour which will let us work on an issue (such as we may be stalled on open water at night) and await someone getting to the boat.</p>	<u>Meets</u>	<u>Deviates</u>
XI.	<p>Accessory System:</p> <p>A. The vessel will be outfitted with two (2) accessory circuit breaker panels providing individually protected and labeled circuits as listed below.</p> <p>B. The main breaker panel will be mounted so as to prevent accidental tripping of circuits.</p> <p><u>Main Panel:</u></p> <ol style="list-style-type: none"> 1. Bilge Pump- Aft; manual/automatic 2. Bilge Pump- Fwd.; manual/automatic 3. Horn 4. Cabin Lights. - Pilothouse 5. Cabin Lights. - Fwd. Cabin 6. Courtesy Lights 7. Siren 8. Fire Radio 9. Navigation Electronics 10. Nav. Lights; running/anchor 11. Defroster 12. Aux. Outlets- aft 13. Aux. Outlets- fwd. 	<u>Meets</u>	<u>Deviates</u>

	<ul style="list-style-type: none"> 14. Four (4) Auxiliary/Spare 15. Aux. Panel at Helm 16. Horn Switch 17. Bilge Pump Indicator Lights 18. Deck Lights.- aft 19. Deck/Scene Lights.- port 20. Deck/Scene Lights.- starboard 21. Deck/Scene Lights.- forward 22. Strobe 23. Search Light 24. Wiper- port 25. Wiper- starboard 	<u>Meets</u>	<u>Deviates</u>
XII.	<p>Electrical Accessories:</p> <p>A. Vessel will be outfitted with the following electrical accessories.</p> <ul style="list-style-type: none"> 1. Bilge Pumps: two (2), 1200 GPH 2. Forward Cabin Lights: two (2) West Marine, red/white, 7" diameter 3. Pilothouse Lights: two (2) West Marine, red/white, 7" diameter 4. Compass: Ritchie SS1000 w/ light 5. Courtesy Lights: two (2) red lights in the cockpit and two (2) red lights in the pilothouse 6. All courtesy lights will be mounted 18-24" above the sole, and will shine down for minimum glare 7. Deck/Scene Lights: six (6) 3" x 5" Halogen- two (2) each, fwd & aft; one (1) each, port & starboard 8. Controlled by four (4) switches 9. Defroster Fans: four (4) 6", 12volt. (These are fans which are part of the defroster system to move the heat across the glass.) 10. Fire Radio: Fire Radio(s) and antennas to be furnished and installed by customer 	<u>Meets</u>	<u>Deviates</u>

	<ul style="list-style-type: none"> 11. Horn: AFI #10026, dual trumpet 12. Navigation Lights: Port; Starboard; Pole/Anchor, Aqua Signal. Lights and their placement will comply with USCG Navigation Rules 13. Outlets: four (4) 12V, two prong outlets, one (1) each port and starboard outside the aft pilothouse bulkhead, one (1) each in pilothouse, forward, port and starboard 14. Raymarine DSM250, digital sounder module or equivalent 15. Raymarine Depth/Temp transducer or equivalent 16. Depth (Digital): Raymarine ST60 display or equivalent 17. Search Light: 1,000,000 candle power, electric remote 18. Windshield Wipers: two (2) AFI, self parking, Pantographic Arms 	<u>Meets</u>	<u>Deviates</u>
XIII.	<p>120VAC System:</p> <ul style="list-style-type: none"> A. 30 amp shorepower inlet & galvanic isolator. Accessories will include 30 amp shore power cord (50’). B. AC accessories will include the following: <ul style="list-style-type: none"> 1. AC Panel: Blue Seas #8043 or equivalent 2. Dual Bank Battery Charger:, 20 amp C. Outlet: one (1) Duplex, GFCI, located in the pilothouse. 	<u>Meets</u>	<u>Deviates</u>
XIV.	<p>Outfitting Equipment & Hardware:</p> <p>The vessel will be outfitted with the following:</p> <ul style="list-style-type: none"> A. Anchoring & Mooring: - 14 lb. anchor with: <ul style="list-style-type: none"> 1. 20’ of 5/16” galvanized chain 2. 200’ of ½” nylon anchor line: dead end of line to be secured to stem in anchor locker 	<u>Meets</u>	<u>Deviates</u>

		<u>Meets</u>	<u>Deviates</u>
	<p>B. Anchor Chocks: for stowage on foredeck, not in way of bow access.</p> <p>C. Hull & Deck Equip.: - 3” Mooring Bitts. Three (3) Welded to deck</p> <ol style="list-style-type: none"> 1. Four (4) 12” Aluminum Cleats 2. Two(2) Bow Chocks 3. Bow Eye & two (2) Stern Eyes. Aluminum Fabrication 4. Dive Rescue Door. Vessel Topsides will include a 36” dive door on the starboard side. Door will hinge downward/outboard to form integral boarding ladder 5. Sheerline Rub Rail. 3” Rubber “D” running full length each side and attached, top and bottom 6. Rub Strake. 3” Rubber “D” running approximately 12’, port side only, and attached top and bottom <p>D. Scuppers. Scupper pipes will be provided for drainage of self bailing cockpit, port & starboard.</p> <p>E. Rails:</p> <ol style="list-style-type: none"> 1. Bow Rail. Fabricated with 1” Schedule 40 Aluminum pipe. Secured to foredeck. Rail will extend 24-26” above deck and will run from after portion of trunk cabin to the bow, with a 20-34” opening at the bow. 2. Hand Rails. <ol style="list-style-type: none"> a. Pilothouse interior- overhead on centerline. b. Pilothouse exterior- aft corners & roof top. c. Outboard Engine Guard Rail. 2.5” sch. 40 aluminum pipe, welded. 3. Rescue Rails. Dive door area will have horizontal and vertical rails fore & aft of door opening. Rails will be 1” sch. 40 aluminum pipe welded to hull. <p>F. Stowage:</p> <ol style="list-style-type: none"> 1. Anchor Locker. Forward of bulkhead #1Stokes Litter Compartment. Enclosed 		

	<p>compartment running fore & aft on the port, outboard side of the pilothouse with hinged door access at the aft pilothouse bulkhead.</p> <p>G. Misc. Deck Access:</p> <ol style="list-style-type: none"> Four (4) Viking or equivalent round deck plates, plastic w/ Tee handles accessing fuel tank fittings and misc. equipment below deck. 	<u>Meets</u>	<u>Deviates</u>
XV.	<p>Pilothouse & Cabin Joiner Work:</p> <p>A. Pilothouse Windows, four (4) in total, all Bomon, aluminum framed, clamp ring design with .25" safety glass or equivalent:</p> <ol style="list-style-type: none"> two (2) fixed windows forward one (1) horizontal slider each port and starboard and, one (1) in the aft, zippered canvas cover with clear vinyl window, canvas zipper to run along port, roof and starboard. Zipper shall be two way functional and provisions shall be provided to roll up cover and secure at roof line. Clear vinyl window shall run from port to starboard side and shall be the same height as the window in the "hard sides". <p>B. Seating:</p> <ol style="list-style-type: none"> Pilothouse port side will have a full length bench with 3-4" cushion. Bench height is approximately 36" to cushion top and bench depth is approximately 24". Pilothouse bench will have three (3) "ambulance style" straps to secure patient. Helm will have a Todd #1000 pedestal helm seat with slider & swivel or equivalent. <p>C. Dash: - Custom dash arrangement to accommodate engine gauges and controls, breaker panels, and electronic accessories. Dash will be located to starboard. (<i>Layout to be approved by Moultonborough Fire Dept.</i>)</p> <p>D. Forward Cabin: - Joiner Work will consist of a small removable sole and fixed shelving at the perimeter, running full length- two (2) shelves per side.</p>	<u>Meets</u>	<u>Deviates</u>

	E. The trunk will be fit with a 24" square escape hatch/skylight, Bomar # 1039-10A or equivalent.	<u>Meets</u>	<u>Deviates</u>
XVI.	Paint & Finish: A. Vessel Color: White B. Lettering & Accent Striping: 1. "MOULTONBOROUGH FIRE 15B1" in 7" reflective letters on each side. 2. 4" red reflective striping, each side.	<u>Meets</u>	<u>Deviates</u>
XVII.	Additional Accessories: A. The boat will be provided with the following additional accessories: A. A tandem axle bunk trailer with brakes, the trailer will be appropriately sized to accommodate the weight of the vessel fully loaded with equipment. Trailer to fit a 2 5/16" ball. Vendor must specify the appropriate trailer weight needed for vessel. 1. Manufacturer and component manufacturer manuals and warranty information and As-Builts. B. Two (2) Copies of Wiring & Operation manuals.	<u>Meets</u>	<u>Deviates</u>
XVIII.	Final Outfitting & Sea Trials: A. Pre-Completion Inspection (Prior to Pump Mounting) (At your location) B. Factory Trials, upon completion, will be performed prior to acceptance trials. All features of the vessel will be checked for proper performance and operation. The Town will be notified in sufficient time to allow its representatives to be present should they so wish. C. Upon successful completion of the factory trials, the vessel will be provided with half fuel and factory personnel for Customer Acceptance Trials at a location agreeable to the Town purchaser.	<u>Meets</u>	<u>Deviates</u>

<p>XIX.</p>	<p>Warranty: Minimum</p> <p>A. Boat (Unlimited one (1) year).</p> <p>B. Pump (three (3) years parts and labor).</p> <p>C. Motors (three (3) years parts and labor).</p> <p>D. Other equipment and accessories per manufacturer's .</p>	<p><u>Meets</u></p>	<p><u>Deviates</u></p>
<p>XX.</p>	<p>Training:</p> <p>A. One (1) day (8 hours) of training in Moultonborough will be provided by a qualified factory representative.</p>	<p><u>Meets</u></p>	<p><u>Deviates</u></p>
<p>XXI.</p>	<p>Options:</p> <p>B. Deduct #1: Substitute Darley 750 GPM @ 150PSI pump or equivalent.</p> <p>C. Deduct #2: Substitute Darley 500 GPM @ 150 PSI pump or equivalent.</p> <p>D. Deduct #3: Eliminate Supply of Trailer</p> <p>E. Delete #4: Eliminate the Supply of the Outboard Motors</p>	<p><u>Meets</u></p>	<p><u>Deviates</u></p>
<p>XXII.</p>	<p>Design Submissions:</p> <ol style="list-style-type: none"> 1. Preliminary Plans (w/Proposal) 2. Schematics (i.e. 40%) 3. Pre-Construction (90%) 4. Final (100%) 5. Record "As Builts" (At Delivery) 	<p><u>Meets</u></p>	<p><u>Deviates</u></p>



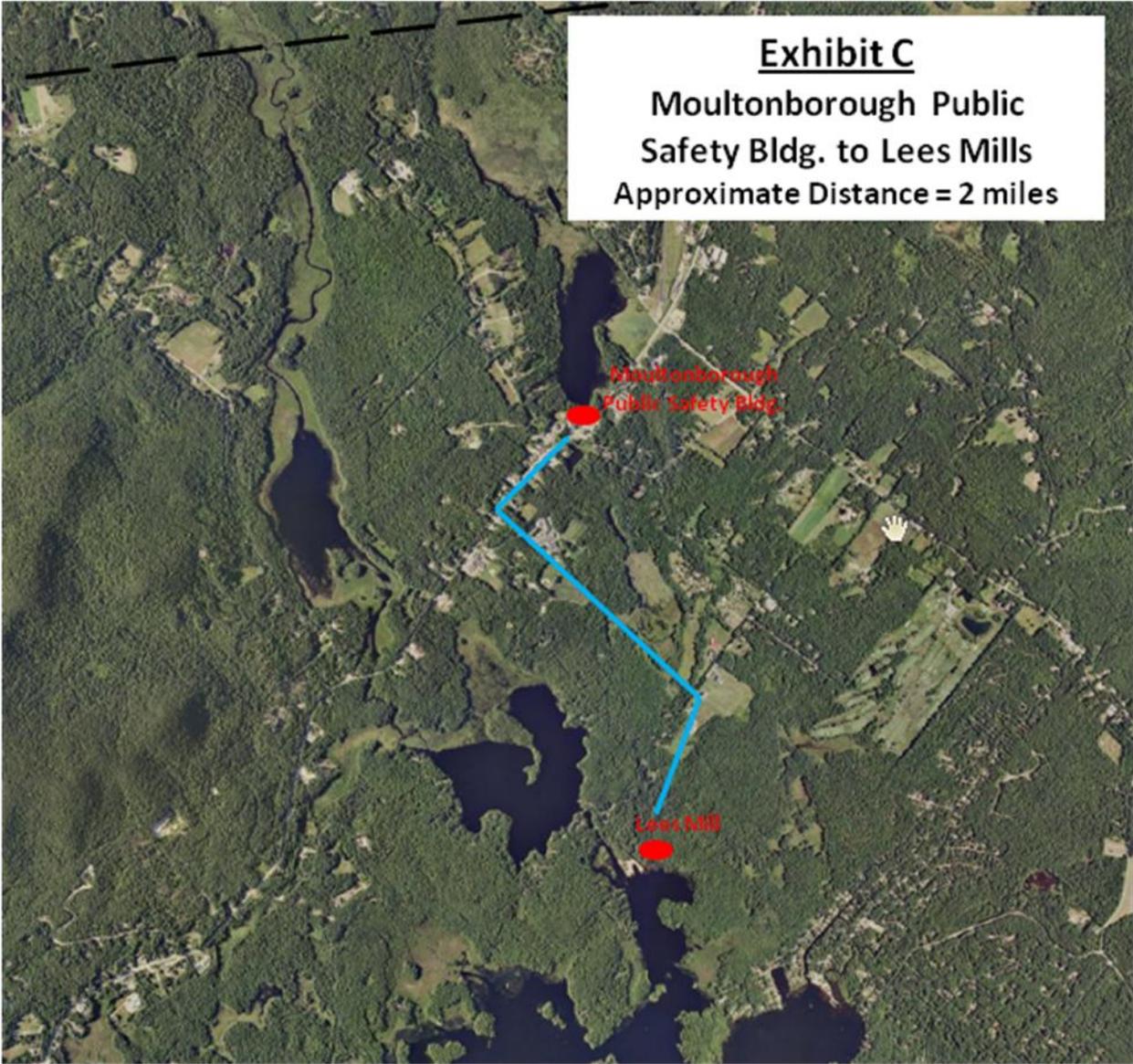


Exhibit D: Picture of Trade In

