

**Invitation for Bids**  
**Fire Boat**  
**Moultonborough, NH**  
**June 27, 2011**

**Addendum #2 Issued June 27, 2011**

**‘1.) There is NO change in the bid due date! It remains at 2 p.m. on June 30, 2011 at the location and in the manner originally specified.**

**‘2.) A question was raised relative to the equipment to be supplied by the vendor in order to ensure the boat is “Type V” compliant.**

Q. The bid description reads that the fire boat specs are based upon NFPA 1925 Type V requirements. [“Cabin plus equipment to include but not limited to SCBA, hose, nozzles etc.] To be “Type V” compliant the vessel must have a marine generator , One SCBA per crew member , One spare SCBA bottle, 300’ of hose, and various other loose equipment. However , I do not see a generator, SCBA’s ,hose etc specified in the bid specs. Will the Town be responsible for supplying or equipping the boat with these items? If the bidder is responsible, please note and specify model of SCBA’s

A. Our reference to "NFPA 1925 Type V" is to give a reference point to vendors to indicate the size and scope of intended operation of the vessel. You are bidding to our specifications not a strict compliance with the NFPA standard. Vendors are not required to bid on or supply specific items in their proposal beyond those we have specified. However, vendors should quote a vessel designed to accommodate the overall weight and space requirements for such items in their proposal.

**‘3.) A question was raised relative to the bid and performance deposit.**

Q. The Town is expecting the builder to assume 105% of the risk in the contract. In the past, other Cities have accepted a \$5000 cashier’s check as a bid bond, rather than 5% of the total cost of the project. Can the bid bond amount be revised to a flat \$5000?

A. The Town is not willing to entertain a different bid & performance deposit than what was specified.

**‘4.) A question was raised relative to the payment structure.**

Q. In regards to the payment terms, are they negotiable? Since all the projects we do are custom built, our standard terms are 50% down with PO. Balance is typically paid after

sea trial /inspection and acceptance done at the factory prior to shipping. However we would be willing to do 50% down, 40% upon delivery, 10% upon local acceptance. The 50% down would be refundable if the builder fails to fulfill the contract.

A. The Town is not willing to entertain a different payment structure than what was specified.

**End**