



GREATER NAPLES FIRE RESCUE DISTRICT
BOARD OF FIRE COMMISSIONERS
Action Item Worksheet

NEW BUSINESS

Agenda Item: III. A.
Subject: Boat 90 Bid Presentation
Meeting Date: July 10, 2024
Prepared By: Scott Johnson, Logistics Tech

Background

The Greater Naples Fire Rescue District provides Fire & Emergency Medical Services to members of the public served out of Station 90 on Isles of Capri, along with Mutual Aid to the City of Marco and City of Naples in and around the coastal water area when needed.

The existing Boat 90 was purchased in 2017, there are numerous safety and mechanical issues with the current vessel, and it is beyond the useful life. The Board of Fire Commissioners has been briefed on January 16, 2024, and February 20, 2024, regarding the need for a replacement boat.

Therefore, staff issued an Invitation to Bid on May 1, 2024; with notices sent to five (5) firms who potentially can provide these services. A Non-Mandatory Pre-Bid meeting was held on May 24, 2024. A Public Bid opening was held on June 5, 2024, at 2 PM. EST.

Staff received one (1) Bid for this project. Staff checked the references provided and find them to be acceptable. This project will take one (1) year to complete according to the estimated timeline for production. The amount of the submission is \$676,053.93. GNFD will receive the Vessel to specifications, also included in the base bid is a week-long on-site training session for the Fleet Mechanics and MERT Team on the specifics of the boat.

Funding Source/Financial Impact

General Fund/ \$676,053.93

Recommendation

Staff recommends awarding the ITB 24-150 to Gravois Aluminum Boats, LLC DBA Metal Shark Boats.

Potential Motion

Motion to award the ITB 24-150 to Gravois Aluminum Boats, LLC DBA Metal Shark Boats in the amount of \$676,053.93.

Attachment

1. Metal Shark Bid - June 2, 2024

32 Defiant BID Proposal



**BID NO: 24-150 Emergency
Response Fire Boat**

RFQ SUBMITTED BY:



METAL SHARK
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**Gravois Aluminum Boats d.b.a. Metal
Shark 6814 E. Admiral Doyle Drive
Jeanerette LA, 70544**

ORIGINAL



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June 2, 2024

Greater Naples Fire District
24-150 Emergency Response Fire Boat BID Response

Dear Greater Naples Fire District,

Metal Shark is pleased to provide the enclosed proposal for the 32 Defiant Fire Rescue model, an outboard Variant Vessel, for Consideration. The 32 Defiant is extremely popular and has been delivered to or in production for multiple Police and Fire Departments, the US Navy, US FMS, Private Security Firms, and several other Departments with pending orders through GSA and DCS Contracts.

The proposed vessel is a proven platform, presently in service with Fire/Rescue, defense and police agencies, including the U.S. Coast Guard, U.S. Navy, and multiple other Law Enforcement and First responder agencies domestically and internationally. Gravois Aluminum Boats, LLC dba Metal Shark, utilizes CAGE Code 4PTF3 and DUNS Number 086008195. Metal Shark, as a company, is a small Business under NAICS Codes 336611 and 336612, maintaining an active registration in SAM.

Metal Shark will complete the vessels and have them ready to ship in 365 Days or less from receipt of Purchase Order pending equipment and supply chain availability.

Metal Shark appreciates this opportunity and we look forward to any questions, comments or Clarifications you may require.

Warm Regards,

Dean Jones
VP of Sales – LE, Fire/Rescue, & Specialty Projects | Metal Shark
Cell: (561) 909-9788
Office: (337) 364-0777
Email: djones@metalsharkboats.com

RFQ PROPOSAL RESPONSE

Metal Shark is excited to provide information on its 32 Defiant Platform. The Defiant series is the most popular family of Boats and within the Defiant family, the 32 Defiant is the most popular model. The first 32 Defiant was Delivered in 2011 and has been a constantly produced vessel ever since. It is available in multiple configuration such as the Fire Rescue, a dedicated Fire Boat only design base, as well as the 32 Defiant Law Enforcement, which we call LE and a General Service Model . All Variants are available in twin outboards, Twin water Jet, or Twin Stern drive. Metal Shark's continued forward thinking, market leadership in design and yearly model enhancements and updates allow for a truly customized and integrated platform completely designed around each departments unique set of needs and requirements while still allowing for the integration and application of new and helpful technologies as well as the ability to seamlessly integrate existing technologies found throughout existing Department Fleets such as Greater Naples Fire District.



QUALIFICATIONS AND EXPERIENCE

Organization Description and Introduction

Metal Shark is based in Jeanerette, Louisiana and has a 25+ year history, constructing well-regarded commercial and military boats in the Gulf Coast region. Gravois began producing Metal Shark-branded boats in 2004 and has delivered over 600 boats to the US Navy, US Army, US Air Force and US Coast Guard as well as multiple international, state and local agencies. Metal Shark traces its roots to 1983, when Jimmy Gravois founded Gravois Aluminum Boats, LLC and began building custom welded-aluminum fishing boats for Gulf Coast anglers.

Mr. Gravois developed a reputation for the quality of his work and the performance of his hulls, and Gravois boats became sought-after in the marketplace due to their proven durability. In 2003, Mr. Gravois was approached by the parent company of Donzi and Pro-Line boats, American Marine Holdings (AMH), to produce aluminum boats to support its government sales efforts. Gravois Aluminum Boats partnered with AMH and “Metal Shark” was the name given to this new joint venture. boats, which were marketed to military and law enforcement customers under the AMH umbrella. Seeing opportunities to further grow the business as an independent company, in 2005 Mr. Gravois and partner Chris Allard, former Director of Engineering at AMH, purchased Metal Shark outright. Together, this new ownership implemented the customer-focused and engineering-centric business mentality that has helped Metal Shark land numerous large government contracts, attract and hire key personnel, and fuel its exponential growth.



Production Welding in Jeanerette, LA

Metal Shark produces vessels for numerous U.S. Government agencies including the Army, Air Force, Navy, Coast Guard, and Army Corps of Engineers. Through Foreign Military Sales (FMS) programs, Metal Shark has built boats for nearly 50 foreign government agencies. In addition, Metal Shark builds vessels for state and local law enforcement, fire departments, pilot associations and port operators, and numerous commercial interests in the U.S. and abroad. Large government contracts have fueled Metal Shark’s product development efforts while allowing the company to leverage increased production efficiencies and economies of scale to improve its competitive edge, benefitting large and small customers alike.

Today, Metal Shark operates three separate manufacturing facilities off the US Gulf Coast. From design, cutting and bending, welding, paint, rigging, and sea trial / testing, the company controls



all aspects of production in-house. Metal Shark is a small business under NAICS codes 336611 and 336612.

Program Management of Your Build

Overview

Metal Shark takes a team approach to program management to ensure maximum accessibility and consistency throughout all phases of the platform development, delivery and support. A dedicated Program Manager will be assigned as the lead representative for Metal Shark and will serve as a single point of interface throughout the life of the program. The Program Manager will oversee all aspects of the platform development, testing, production and support; and has full authority to make decisions and commitments for Metal Shark.

Metal Shark's Program Manager for the 32 Courageous Project will be Vice President Dean Jones, a 15+ year veteran with program management experience on various projects in all disciplines of the government on a federal, state, and international level. Dean will be supported by other key personnel on the program:

- Assistant Program Manager, Chris Allard – serves as backup to Program Manager should he be unavailable for any reason
- Project Manager, Jon Gravois – oversees manufacturing of the vessel from cutting to welding, painting and rigging.
- Engineering Manager, Gil Romano – responsible for all design and engineering of the craft
- Quality Control Manager, Tim W. Scheib – manages all QC processes and checkpoints as well as builder's trials and certifications.

Details on each role and area of responsibility are provided below along with brief bios on the individuals who will take lead roles on the project.

Key Personnel

Program Manager – Vice President, Dean Jones

To ensure responsiveness, a dedicated, full-time Program Manager will be assigned to oversee every aspect of the program. He will have the knowledge and authority to make timely decisions and/or coordinate the support of Metal Shark personnel and vendors. This Program Manager will be authorized to sign documentation on behalf of Metal Shark and will act as a single point of contact for contracting, production, scheduling, testing, delivery, training and support/warranty.

Assistant Program Manager – CEO/Owner, Chris Allard

An Assistant Program Manager will be assigned to ensure continuity should the program manager be unavailable at any time. Mr. Allard will stay current on all aspects of the program and be able to stand in as Program Manager if needed. In addition to a Webb Institute trained Naval Architect, Mr. Allard has 10+ years of experience with government programs and standards, having served as the primary Program Manager on over ten of the US Navy contracts awarded to Metal Shark.

Project Manager – Vice President, Jon Gravois

Mr. Gravois, a 15+ year veteran of the Metal Shark family, recently moved into an executive management role with full oversight of the Jeanerette and Franklin, LA production floors and personnel. Mr. Gravois's focus is to assure that each vessel is delivered on time, in good working order, meeting all specifications. Managing production personnel and coordinating scheduling

RFQ Proposal Response

across the manufacturing teams, includes Welding, Rigging and Paint. Mr. Gravois fully managed the delivery of eleven vessels produced over the last two years at Metal Shark's new Franklin shipyard, in addition to ongoing vessel production totaling over 400 vessels at Metal Shark's Jeanerette Headquarters.

Engineering Manager – Vice President, Gil Romano

Mr. Romano, a Naval Architecture graduate of University of New Orleans, brings an extraordinary level of expertise to the Metal Shark design team. Mr. Romano is thoroughly versed in vessel design of varying lengths and project complexity, having overseen the engineering team for the last four years. He directs Metal Shark's team of 50+ naval architects and marine engineers who are extremely experienced in AutoCAD and Rhino and who will assist with stability and structural analysis, as well as the development of manuals and technical documentation. Mr. Romano will also be responsible for ensuring that approved changes to the configuration are updated and given to personnel and incorporated into the engineering and manufacturing documentation.

Quality Assurance Manager – Quality Manager, Tim W Scheib

Quality control is managed by Tim W Scheib. His life experience around vessels, has led to an in-depth understanding of the boat building process in its entirety from concept design to delivery. Mr. Scheib's background coupled with his industry experience, place him in the unique position to ensure enhanced Quality review of engineering designs, an extra Quality Assurance check, and prior to any issues reaching the shop floor. Under his leadership, Metal Shark continues to make superior strides in the Quality Assurance afforded its customers.

Leveraging This Experience with Capabilities and Skilled Craftsman

1. **Engineering.** Metal Shark has over 60 in-house engineers covering a wide range of disciplines. In addition to Naval Architects, Metal Shark employs marine engineers; electrical, vibration, and systems specialists; and HVAC and electronics integration engineers. This in-house capability allows us to provide a wide range of services to all range of customers that we serve.
2. **Manufacturing.** Metal Shark's multiple facilities and capabilities stand ready and able to manufacture, modify or fabricate on behalf of either shipyard effort. Metal Shark possesses aluminum, steel, and composite fabrication capabilities.
3. **Repair and Refit:** Metal Shark's 35-acre Alabama shipyard offers a full repair and refit division with a 660 Ton Marine Travelift and 3000' of waterfront, all with direct deep-water access to the Gulf of Mexico. This facility can accommodate a wide variety of vessels for any modifications necessary under our program needs.
4. **Program Management:** Metal Shark's program management department executes on Contracts from end to end and is fully capable of managing any tasking or requirements in the custom requests of our clients.
5. **Travel and Training:** Metal Shark employs a full team of training professionals able and capable to deploy domestically and internationally for training, technical support, onsite repair, and/or service needs as required. Our training department consists not only of vessel operators, but maintainers and technical specialists cross trained for efficiency. Additionally, if awarded, we can utilize any of the tradespeople from within our organization.
6. **Technical Data Packages:** Metal Shark supports the creation and delivery of government technical data packages, including those of classified nature. Our in-house team of technical writers, engineers and logistics support staff routinely to develop complete technical data



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packages in support of ship construction, retrofit and repair, and all systems installed in the vessel.

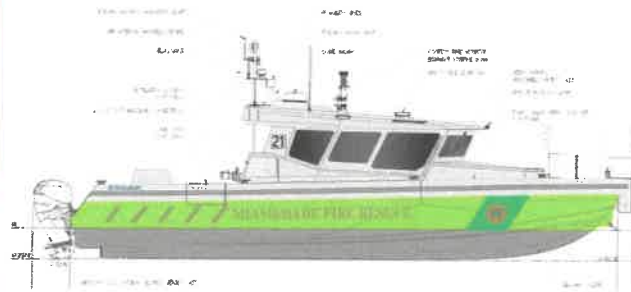
Organizational Experience Specific to BID Project Scope.

Metal Shark Boats constructs customized vessels ranging in size from 16' to over 300' in length across (3) different shipyards in both aluminum and steel. Metal Shark has been an industry leader in technology and design advancement in the Fire/Rescue boat sector for over 10 years. Metal Shark currently delivers an average of 200-300 Boats per Year with well over 2000 vessels delivered and in service worldwide. Of that, Metal Shark currently Averages 15-25 Fire boats per year ranging in size from 21' – 105' in length. The first Metal Shark Fire Boat was delivered in 2009.

We invite you to visit the following Links highlighting recent deliveries of NXT Fire boats as well as current builds specifically related to complexity and equipment required within this proposal.

Metal Shark 38 Defiant NXT Orange Beach Fire, South King Fire, Miami-Dade Fire, Chicago Fire, St. Johns Fire, Virginia Beach Fire, US Navy, US FMS, Ukraine, Ampco

<https://www.metalsharkboats.com/38-defiant-nxt-fire-rescue/>



Metal Shark 70 Defiant NXT Canaveral Fire Rescue

<https://www.metalsharkboats.com/70-defiant-fire-rescue/>





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METAL SHARK 32 Defiant

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Metal Shark 50 Defiant NXT Miami-Dade Fire Rescue

<https://www.metalsharkboats.com/50-defiant-fire-rescue/>

<https://vimeo.com/504857032>



METAL SHARK – DETAILED PROCESSES

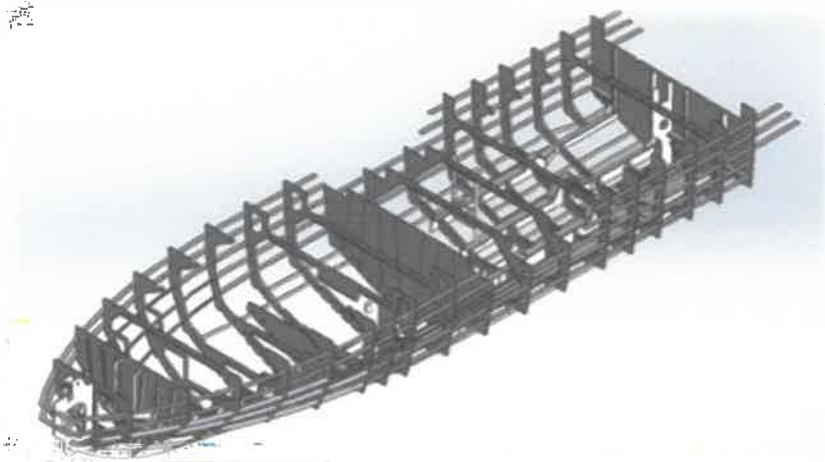
DESIGN

Overview

Metal Shark's team of over 70 in-house naval architects, marine engineers and mechanical engineers oversee every aspect of boat design, from hull to outfitting. Metal Shark uses state-of-the-art design and production methods to ensure these complex vessels are produced efficiently and reliably at reasonable acquisition and ownership costs. Metal Shark takes great pride in its expertise designing and constructing high quality vessels of the greatest complexity.

Standards

Metal Shark constructs all vessels to industry standard guidelines and in full compliance with USCG, ASTM, ABS, ABYC, AWS and all other relevant governing bodies. All of Metal Shark's welders are certified to AWS standards by a third party. Metal Shark's quality assurance (QA) program is designed and overseen by an ISO:9000 experienced manager.



Structural Modeling of Metal Shark 45 Defiant – Hull Frames and Girders

Regardless of the customer, all boats are extensively engineered, 3D modeled and fully designed for manufacturing prior to commencement of construction priding itself in avoiding engineering

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on the shop floor. Metal Shark's engineers hold bachelor's degrees in Naval Architecture and/or Marine Engineering (most have both degrees) and design to ABS, ISO and ABYC standards.

Software and Tools

The design, engineering and much of the stability and flotation analysis utilizes both Rhino and Solid Works 3D Mechanical Design Software and other Solid Works Corporation software products. A combination of Rhino, AutoCAD and the Solid Works software suite are used to produce all drawings, cut sheets, parts lists, bills of material and other technical documentation. Solid Works is also used to perform much of the required analysis and calculations used to produce all other required support documentation.

The use of leading-edge technology continues through the design phase and is critically important during actual production. Solid Works will feed reliable data to CNC cutting, machining and bending equipment to ensure correct hull fit-ups and consistency between components. This detailed production documentation reduces the risk of production errors and remove "artistic interpretation" of the design during the manufacturing phase. The primary software platforms for the CNC machinery is Enroute and SigmaNest.

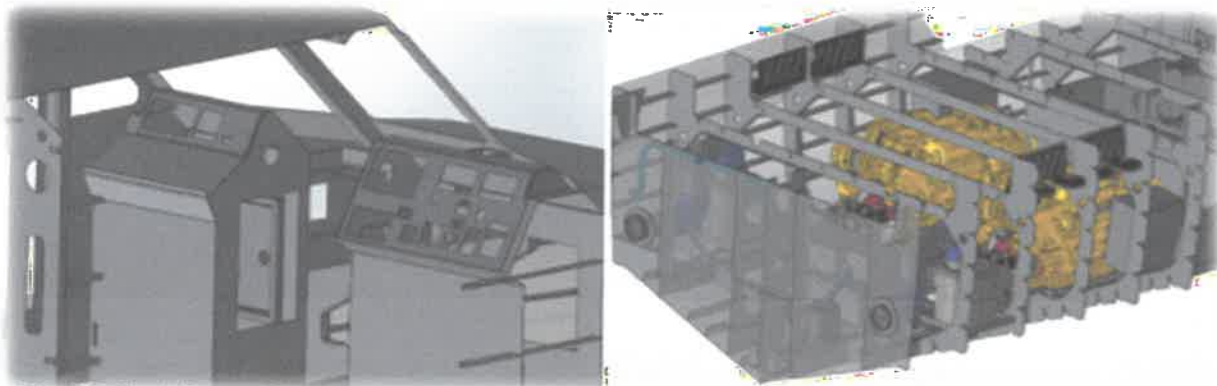
The bill of materials is exported from Solid Works to Metal Shark's configuration management and manufacturing program, Fishbowl (further explained in the next few sections). Change control is managed through Fishbowl as well as manufacturing work orders, purchasing/receiving, vendors, invoicing and parts sales.

CONSTRUCTION

Standards and Materials

The craft will be constructed of all new components and will be built in accordance with ABYC standards. Hull scantlings will be in accordance with ISO 12215-5:2 as well or superseded by any specific classifications required within the BID Specifications.

Metal Shark's construction utilizes heavy gauge 5086 aluminum plating for the hull bottoms, hull sides, bulkheads, girders and stringers. The vessel's design features tightly spaced bulkheads and stringers which reduce panel size and increases strength with a negligible increase in weight. The hull, deck and console are constructed of cut and formed aluminum. The elimination of structural extrusion prevents the welding of dissimilar aluminum alloys.



3D CAD Modeling - 45 Defiant Pilothouse Console 45 Defiant 3D Model - Engine and Exhaust Layout

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Metal Shark constructs vessels using only 316L marine-grade stainless steel for hardware/parts exposed to sea water and spray. Dissimilar metal contact is reduced by design. Where dissimilar metals must contact, isolation is used to reduce corrosion.

All materials used are capable of prolonged exposure to sunlight, with high resistance to degradation from UV radiation. Metal Shark beds all joints with commercially available 3M 4200 Marine sealant which offers excellent water resistance, sealing and structural characteristics. Additionally, when service is needed it can easily be removed and replaced as needed.

Construction Methods

Metal Shark's Courageous-class offerings are welded aluminum monohulled vessels complemented by an enclosed pilothouse. The structure is designed to create an extremely strong, lightweight, hull and cabin enclosure. Advanced 3D modeling and finite element analysis is used to reduce weight and increase strength. Lightening holes and aircraft style construction are used to reduce weight while retaining structural integrity. All construction is completed in accordance with ISO Standard 12215.

Metal Shark has invested in advanced CAD/CAM design and manufacturing processes. This investment assures a high-quality repeatable craft with more advanced design features and utilization of space. All structural components are cut on a CNC router and pressed on a hydraulic CNC press. Once the parts are ready for assembly, large jigs are used to assure a fair hull with no waves or discontinuities.

Manufacturing Process

With dedicated full-time staff providing in-house cutting, welding, bending, rigging, assembly, and paint expertise, Metal Shark maintains tight control over all aspects of production to assure the highest consistency and quality.

The manufacturing process begins in Metal Shark's engineering office. Engineers use leading software applications to precisely model every piece of each vessel from bow to stern. The resulting data is then fed to computer-driven cutting and bending machinery that fabricates each piece from sheets of premium 5086 aluminum alloy. Then manufacturing progresses to Metal Shark's highly skilled welding and assembly teams.

Once welding is complete, the boat enters the assembly (aka "rigging") phase. During this phase, various skilled and trained teams of workers perform all tasks needed to fully outfit a boat. Mechanical technicians install the engines, steering, and other mechanical systems. Electricians install the wiring, breakers, switches and electrical components. A "static" crew installs many of the static items such as windows, collars, tow reels, etc. The electronics technicians complete the assembly by finalizing installation of the complex electronics, including the integration and cross-communication between electronics.

The full-length keel is welded providing the solid backbone necessary for a long service life. The bow sections are double plated to allow repeated beaching and impact with sharp objects. Double plating is completely welded preventing corrosion. The bottom plating and secondary keel guard

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are completely welded and connected to the deck with full-height stringers and bulkheads. All under-floor members are carried from the inside of the hull to the underside of the deck to maximize strength and durability. All welding is completed in accordance with AWS standards. Welding procedure, testing, and qualification are conducted in accordance with AWS standards.

Within the cutting, bending, and welding processes, numerous layers of quality control are exercised, with an overarching Quality Control Plan establishing checkpoints at crucial stages for testing and inspections throughout the construction process. A quality control representative checks each boat not only at these dedicated milestones, but also performs additional random spot checks for an added layer of redundant quality assurance. Key milestones in the Quality Control Plan include hull welding, structural welding, subcomponent welding, pilothouse assembly prior to mating with hull, and completed boat prior to exiting the welding building.

In similar fashion to welding, internal checks and dedicated quality control inspections are performed throughout the rigging process. When complete, a rigging department team takes the vessel for its first sea trial. This trial is intended to identify and correct any items that need correcting or adjustment – such as engine throttle cables and compass calibrations. A second and final sea trial is performed by the dedicated quality control department, to ensure a final check on all systems and vessel functions.

Configuration Management

Metal Shark has ample experience with configuration management. Metal Shark uses the afore mentioned client-server application called Fishbowl to manage bills of materials, vendors and work orders. Once a bill of material is “locked” in the application by the head engineer, changes must follow established change control procedures with approvals. Once finalized, no changes are permitted to the bill of materials without customer approval. Whether a single or multi-level BOM is used, the detailed BOM records



55' Defiant Fireboat Under Construction at Metal Shark's Franklin, LA Shipyard

are created by the lead engineer and subsequently locked before production commences. Any change thereafter must be approved; only the lead engineer has access in the system to change the BOM, preventing any on-the-fly additions or changes. Once a work order (WO) is issued in Fishbowl, the BOM is locked and cannot be changed without approval.

QUALITY CONTROL

Metal Shark's Quality Assurance program has been developed in accordance with industry standards including ISO and ABYC. Every boat manufactured has a QA Manual specific to that boat with all tests, inspection requirements, and signature records of completion that travels with the boat through all stages of production. This QA manual provides a detailed outline of the QA process including checkpoints, inspections, tests, criteria, frequency and sampling, responsibility, and documentation. These custom-tailored QA manuals, approximately 50 pages in length, are



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developed specifically for each platform produced by Metal Shark. Metal Shark will create a QA manual which will include review and testing checklists for each system, component and feature of the vessel, as well as certifications and inspections required by the contract. This book “follows” the vessel through the phases of production, with inspections and signoffs performed by QA personnel who record the results and note corrective actions taken at each checkpoint.

The order and scope of QA activities, is as follows:

- **Materials Inspections.**
Performed upon receiving at Metal Shark’s warehouse. Raw materials, parts and components found to be deficient are returned to the vendor and replaced.
- **Cutting/Bending Inspections.**
Inspections of parts cut on CNC router are bent on the CNC press to ensure design conformity and uniformity. Items failing this inspection are discarded and replaced.
- **Welding Inspections.** *(There are 11 welding inspections performed on each vessel)*

1) Stringers;	6) Pilothouse;
2) Hull;	8) Outer Hull
3) Hull to Stringer;	9) Fuel Tank;
4) Transom;	10) Component Welds
5) Deck;	11) Final Inspection
- **Component Welds (hatches, cleats, etc.).** Final Diagrams of the exact vessel constructed are included for visual reference and for specific notation of any deficient welds found. Deficient welds are repaired, with the review/signoff of a welding supervisor required, as well as a re-inspection performed by the QA inspector with signoff to ensure no deficiencies.
- **Pressure Tests.**
Fuel tanks and water tanks are pressure tested for integrity, sealed voids and watertight spaces are pressure tested for water intrusion. Components found to fail, are repaired or replaced.
- **Paint Inspection.**
Vessels are inspected for the overall quality of paint applied; any issues are corrected immediately before the vessel proceeds to rigging.
- **Rigging Inspection.** *(There are 7 rigging checkpoints)*

1) pre-rigging electronics	6) Other Equipment,
2) pre-rigging other equipment	7) Pre-sea trial review. Corrective actions are reviewed by a supervisor and re-inspected by Metal Shark QA personnel.
3) Fuel system	
4) Propulsion & steering	
5) Electronics & navigation	
- **Sea Trial Checklist.**

A complete sea trial checklist is developed to ensure the vessel operates properly and meets all requirements of the original specification and final contract.
- **Certifications.**
Component tests (lifting eyes, gun mounts, tow posts, etc.), including any contracted Professional Engineer certifications or regulatory inspections required are performed on the final vessel.
- **Pre-Delivery Inspection.**
Final inspection before the vessel is shrink wrapped for delivery or customer pick-up; ensures vessel is prepped for transport in accordance with contractual requirements, is clean and all systems

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are ready for commissioning and use by the customer.

QA Manuals are scanned into electronic version and maintained in Metal Shark's program management system indefinitely. All certification and regulatory inspection records are maintained attached to each boat's record in Metal Shark's inventory system.



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TRAINING

Critical to the ability of the crew to be able to safely and efficiently operate and maintain the Metal Shark vessel, is their understanding of its maintenance requirements, systems and performance characteristics. Following

delivery, Metal Shark will provide two-week comprehensive classroom and underway operational familiarization and in-depth training to include launch and recovery and maintenance procedures. The course is designed to provide an overview of all systems, equipment and operational characteristics to quickly qualify your team to operate and maintain their new craft.

This training will include the use of the craft itself, combined with a purposeful underway period to ensure each crewmember has both a technical and hands-on working knowledge of the craft. During the training course, personnel will be instructed regarding vessel operation, performance and optimization. While it is understood all personnel will be capable of basic boat operation, this training course will focus on the specific craft, settings and other needed info, to operate the vessel safely and at the highest operational parameters.



Maintainer training will be provided, and a review of all technical documentation will be completed. The electrical, fuel, propulsion steering, and trailering systems will be included in the maintainer training. The goal of our maintainer training is to fully prepare the lead engineer to properly maintain the platform. Documentation from all other critical third-party manufacturers will be provided to give the maintainers the best references to complete routine maintenance immediately following delivery.

Familiarization Course Curriculum: 1 Week/ 40 Hour Course

Below is the proposed boat familiarization training course schedule for the two-week iteration. Training schedule can be modified easily to accommodate specific requirements.

<p>Module 1: General Descriptions / Boat Characteristics (Classroom & On boat)</p> <ul style="list-style-type: none"> 1.1 Vessel Reactivation 1.2 Inspection 1.3 Inventory 1.4 Fueling 1.5 Familiarization Walk Around <p>Module 2: Hull and Cabin Overview/ Maintenance (Classroom & On-boat)</p> <ul style="list-style-type: none"> 2.1 Class Course Introduction 2.2 Vessel Overview 2.3 Design 2.4 Layout 2.5 Launch Vessel 2.6 Vessel Sea Trial - All Systems(Underway) <p>Module 3: Electrical Systems</p> <ul style="list-style-type: none"> 3.1 Electrical Systems (Classroom) 3.2 Communication Systems (Classroom) 3.3 Navigation Systems (Classroom) 3.4 Auxiliary Systems (Classroom) 3.5 Practical Dockside Training - All Systems <p>Module 4: Inspections, Equipment Stowage, Startup /Shut Down Procedure, Trailing/Towing</p> <ul style="list-style-type: none"> 4.1 Daily Boat Inspections 4.2 Inspection Checklist 4.3 Equipment Stowage List 4.4 Start Up Shutdown Procedures 4.5 Launch & Recovery from Trailer 4.6 Close Quarter Maneuvering: Getting Underway, Mooring, Man overboard, Coming Alongside 4.7 Towing Procedure 4.8 Anchoring Procedure <p>Module 5: Week 1 Overview, Operation, and Maintenance (Classroom & On-boat)</p> <ul style="list-style-type: none"> 5.1 Practical Underway Review of Week 1 5.2 Q&A 5.3 Knowledge Assessment <p>Module 6: Introduction to Maintenance, Propulsion, Operations, Steering & Components</p> <ul style="list-style-type: none"> 6.1 Maintenance Introduction 6.2 Propulsion Specifications 	<ul style="list-style-type: none"> 6.3 Theory of Operation 6.4 Steering System 6.5 Components <p>Module 7: Shore power Operations & Procedures, Cabin Cooling & Water Systems –</p> <ul style="list-style-type: none"> 7.1 Shore power Theory of Operations 7.2 Shore power Connection Procedure 7.3 Cabin Cooling Systems Specification & Operation 7.4 Water Systems Specifications & Operation <p>Module 8: Preventative & Routine Maintenance Procedures</p> <ul style="list-style-type: none"> 8.1 Preventative Maintenance: Vessel Exterior/ Interior Components and surfaces, cleaning, greasing, lubrication points. 8.2 Maintenance Plan and Schedule: Propulsion and mechanical systems 8.3 Recommended lubricants and oil change procedures 8.4 Recommended tool list and spare parts <p>Module 9: Troubleshooting, Basic Engineering, Systems Schematics Overview</p> <ul style="list-style-type: none"> 9.1 Troubleshooting Procedures 9.2 Basic Engineering Casualty Control Procedures (Underway) 9.3 Systems Schematics <p>Module 10: Module 10: Comprehensive Review</p> <ul style="list-style-type: none"> 10.1 Comprehensive Course Review 10.2 Technical Documentation Review 10.3 Question & Answer Session 10.4 Warranty/ Customer Service Information 10.5 Course Completion Award Certificates
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DETAILED FACILITIES DESCRIPTIONS.

Metal Shark Shipyards | Facility Capabilities and Qualifications

Metal Shark has a wide range of capabilities applicable to many industries with a range of vessels small and large with diverse missions. As highlighted throughout our design and build experiences, Metal Shark is predominately a shipbuilder, however many of our capabilities align with requirements across functional areas of Government and big industry programs. Metal Shark consults and provides experienced structural and engineering capabilities for vessel industry, ever changing expansion, into new technologies and directions.

Beginning with existing facilities and proven production capabilities, Metal Shark will leverage its vast internal resources and collective knowledge base in support of each functional area. Thanks to Metal Shark's relevant experience with government contracts of wide range and complexity, coupled with its successful launch of Sharktech Autonomous vessels, its able to offer more powerful resources to the customer.

Facilities and Capabilities

Metal Shark operates three separate manufacturing facilities; each available to answer specific function needs for our unique customer requests. From design, cutting and bending, welding, paint, rigging, and sea trial / testing, program management, training, warranty and customer service, the company controls all aspects of production in-house.

Both Louisiana facilities recently underwent additional manufacturing expansion in support of its increased production. Congruent to that effort, these facilities now meet the requirements of Secret Level Security Clearance with 100% badge check, turnstile employee check in, secure restricted space for approved personnel and government officials as well as 24-hour security. The facility regularly manages classified Government documentation including the receipt, transmittal, storage and destruction of classified materials. These regulations are an added benefit for our non-Government contracts knowing that our entire personnel are managed securely and strictly to adhere to timely production reports at each level.

Jeanerette, LA – Production Facility

Metal Shark's Jeanerette, Louisiana production facility serves as a physical example of the company's consistent growth, as it has been expanded every year since 2008. Metal Shark has continually reinvested in its facilities by acquiring surrounding land, constructing additional buildings, purchasing equipment, and expanding its workforce to meet customer demand. Currently, Metal Shark's Jeanerette campus consists of four buildings housing over 60,000 square feet of enclosed space spread across 15 acres. All told, since 2008 Metal Shark has invested more than \$10 million of profits back into its operations for capital improvements.



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METAL SHARK 32 Defiant

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In Jeanerette, Metal Shark's offices house administrative staff, in-house engineering, and dedicated customer support resources. The facility boasts dedicated buildings for cutting, bending,



Metal Shark's headquarters and office, left, US Coast Guard & Navy vessels under construction, right

welding, rigging, and paint. Major production resources include three 5-ton overhead cranes, two CNC routers, CNC brake press and manual brake press bending machines, ventilated paint booth, and a robotic welder that assures precision welds and tolerances unrivaled in the industry.

Franklin, LA – Production Facility & Waterfront Shipyard

In 2014, Metal Shark acquired a 25-acre waterfront parcel in Franklin, Louisiana, and constructed a new shipyard capable of supporting the production of vessels up to 250' (76M) in length. Currently, the facility boasts a new 60,000 square foot (5575 M²) assembly building with four assembly bays each equipped with overhead crane. The yard is also equipped with wet slips, marine Travelift, crane in/crane out/side launch capabilities, and ample drydock / outdoor storage capacity. in-house engineering staff, facility managers, production supervisors, and project managers.

Metal Shark's corporate headquarters and offices now housing 40+ office staff, is situated on the Charenton Canal, offering direct unobstructed deep-water access to the Gulf of Mexico. The yard



Aerial view of Metal Shark's Franklin yard, left, and a fleet of 85'(26M) Passenger Ferries built at Franklin, right

is located immediately off Highway 90 for easy over-the-road transport of large components, and the site plan offers ample room for future growth.

RFQ Proposal Response

In October 2016, Metal Shark completed the construction of an additional 9,000 ft² (2,743m²) auxiliary fit-out and service Big Top tent and in December 2016, Metal Shark broke ground on even more manufacturing and office space to support the shipyard's explosive growth. The new 80 x 200' (23.4 x 61m) fully enclosed manufacturing building enables all-weather production of vessels up to 170' / 52M and the new shipyard headquarters office now houses 40+ office staff, including facility managers, production supervisors, project managers and in-house engineering staff.

Bayou LA Batre, AL – Production Facility & Waterfront Shipyard

June 2018, Metal Shark acquired the assets of Horizon Shipbuilding, bringing a 35-acre Alabama shipyard located in Bayou La Batre, Alabama into Metal Shark's growing portfolio of facilities. Metal Shark – Alabama is located in the Mobile Bay region and offers a full range of shipbuilding and repair services to operators in the Central Gulf and beyond.



Aerial view of Metal Shark East and West Shipyard's on Alabama's Gulf Coast

Metal Shark – Alabama is a fully developed 35-acre shipbuilding facility, with separate east and west yards both fronting a dredged deep-water inlet. The facility boasts a total of nine assembly buildings; a 660-ton Travelift; multiple cranes, CNC plasma cutters, welders, and other fixtures supporting the construction of steel and aluminum vessels up to 300' in length and 1,500 tons launch weight. Our Alabama yard is situated just minutes from the Intracoastal Waterway with direct access to the Gulf of Mexico.



PROJECT METHODOLOGY

Company Contact for Contract Negotiation

Dean Jones
VP of Sales
160 Boro Lan
Franklin, LA 70538
(561) 909-9788
djones@metalsarkboats.com

Availability Overview

Metal Shark takes great pride in the depth of engineering expertise and demonstrated success designing and constructing high-performance, V-bottom vessels and is pleased to bring that experience to the Greater Naples Fire District. The proposed vessel is a well performing hull design, with an exceptional ride. The designed hull is in service across the Globe. The 32 Defiant as well as all Metal Shark Products are available via GSA, COOP, TEXMAS HGAC, multiple State Contracts as well as commercially and Internationally.

As previously mentioned, this platform can be designed, built and delivered in 365 Days ARO or faster depending on supply chain availability. With a dedicated production line just to the Defiant, this platform can be easily inserted into the build schedule at any time once design is completed and approved by the Greater Naples Fire District.

I look forward to earning an opportunity to further present Metal Shark and more specifically the 32 Defiant to the Greater Naples Fire District in person if an opportunity for an oral presentation should present itself.

The proposed 32 Defiant will be fully capable of operating twenty-four hours a day, seven days a week, in all weather conditions with an annual usage of 2000 or more hours capability.

Relevant Past Performance and Experience

Since 2009, Metal Shark has commissioned 1000+ vessels of similar size, mission, performance, complexity and/or powering to the Defiant platform.



Product shipment and Delivery Information

Vessels will be completed according to the timelines previously established. The vessels will be cleaned, wrapped, and delivered on their own trailers. The vessels will be ready for commissioning, training, and service once delivered.

Warranty and after shipment maintenance/repair information

Metal Shark has ample experience providing Domestic and International warranty support. Metal Shark is currently providing warranty management and support to over 30 major platforms (20 boats or more) both CONUS and OCONUS for the US Coast Guard, US Navy, US Air Force and US Army as well several COCOMS.

A summary table of typical warranties offered for the vessels is provided below:

System	Standard Warranty Offered
Workmanship & Performance	12 months
Navigation System	2 years or OEM Warranty
Propulsion System	3 year or OEM Warranty
Fuel Tank and Hull	(2) Years and (10) years Respectively

Table: Warranty Lengths of Vessel and Major Components

Metal Shark manages all OEM warranty claims on Metal Shark-installed third-party components during the full boat warranty period. Thereafter, the customer is responsible for contacting the OEM directly for warranty repair and service, unless the failure is believed to be related to installation, in which case Metal Shark will provide remedy.

A full list of applicable OEM warranties will be provided with the documentation package accompanying the vessel upon delivery. Crew maintenance and repair will not void or affect any of the craft warranties. It is Metal Shark’s desire to facilitate operability and availability, therefore maintenance personnel are free to perform normal maintenance and repair activities without voiding any warranties.

Warranty Process Summary

Metal Shark has a dedicated warranty team that will enthusiastically attend to all warranty matters as they are presented. Should a warranty issue arise, Metal Shark will provide a summary of the failure with the date and our plan to remedy the failure. Metal Shark will follow up with thorough



METAL SHARK
METALSHARKBOATS.COM

METAL SHARK 32 Defiant

RFQ Proposal Response

phone calls and email as to keep all key people up to date with the status of every reported failure. Metal Shark will provide updates to the warranty claim as information becomes available. Metal Shark will provide response and/or action within 24 hours of request. Full Warranty Statement below.

Appendix

Greater Naples BID Document Package

INFO LINKS

32 Defiant: <https://www.metalsharkboats.com/32defiant-fire-rescue/>

Fire Rescue: <https://www.metalsharkboats.com/fire-rescue/>

Main Website: <https://www.metalsharkboats.com/>

**Greater Naples Fire Rescue District
Invitation to Bid
24-150 Emergency Response Fire Boat**



Public Notice

The Greater Naples Fire Rescue District is requesting Bid responses from interested and qualified firms to supply/provide and Emergency Response Fire Boat

Your quotation response is due in the form supplied no later than June 5, 2024 at 2:00 PM. EST. The District will not accept any quotation responses later than the noted time and date. No late quotation responses will be accepted. Forms shall be submitted on the proper forms provided

All quotation responses should be made only upon the Greater Naples Fire Rescue District Official response form(s) available only from the Greater Naples Fire Rescue District.

Any firm who is a recipient of District funds, or who proposes to perform any work or furnish any goods under this ITB shall not discriminate against any worker, employee or applicant or any member of the public based on age, race, color, sex, religion, national origin, disability or marital status, nor otherwise commit an unfair employment practice.

GREATER NAPLES FIRE RESCUE
BOARD OF FIRE COMMISSIONERS
COLLIER COUNTY, FLORIDA

BY: /S/ Scott D. Johnson.
Greater Naples Fire Recue District

This Public Notice was sent electronically on May 3, 2024

Greater Naples Fire Rescue District
Invitation to Bid

Table of Contents

Section 1	Overview	2
1.1	District Background.....	2
1.3	Solicitation Documents	2
1.4	Questions and Communications.....	2
1.5	Addenda 3	
1.6	Procurement Schedule.....	3
1.8	Pre-Bid Conference	3
Section 2	Bid Requirements	3
2.1	General 3	
2.2	Basis of Bid	4
Section 3	Bid Contents and Submittal Process	5
3.1	Bid Preparation.....	5
3.2	Bid Contents, Submittal, and Bid Opening	5
Section 4	Bid Review and Notice of Award	6
Section 5	Rights of the District and Legal Matters	6
5.1	Rights of the District	6
5.2	Bid Protests.....	7
5.3	Other Legal Matters	8

Section 1 Overview

The Greater Naples Fire Rescue District ("District") is inviting bids for an Emergency Response Fireboat. The requirements and technical specifications for the fireboat are provided in **Attachment D** to this solicitation.

By submitting a response, a respondent represents they have carefully read the terms and conditions of this solicitation and all attachments and Addenda and agrees to be bound by them. This Invitation to Bid (ITB) is not an offer to enter into a contract, but merely a solicitation to interested respondents.

1.1 District Background

The Greater Naples Fire Rescue District is an independent special district of the State of Florida, created and existing under Chapters 189 and 191 Florida Statutes to provide emergency fire and rescue services within its service area. The District covers over 1,520 square miles encompassing Collier County School facilities, multiple industrial areas, 54 miles of interstate, over 1100 square miles of federal state, and county protected parks/preserves, and miles of intercostal shoreline and canal infrastructure.

The District owns and operates 16 fire stations in strategic locations across the District. Each station is staffed around the clock with 3 rotating 24-hour shifts of trained fire service professionals.

1.3 Solicitation Documents

A copy of the solicitation documents may be obtained at no charge by visiting the District's website (greaternaplesfire.org) or by contacting Scott Johnson, Logistics at sjohnson@gnfire.org, or by telephone at (239) 348-7540. Obtaining the solicitation documents from any other source other than as stated above may result in obtaining incomplete and inaccurate information.

In this Invitation To Bid, the terms "bid" and "response" have the same meaning, the terms "bidder" and "respondent" have the same meaning, and the terms "Invitation to Bid" and "solicitation" have the same meaning.

The following attachments are included in this solicitation:

- A. Bid Form
- B. Reference Form
- C. Public Entity Crimes Statement
- D. Specifications for Fireboat

1.4 Questions and Communications

Respondents to this solicitation or persons acting on their behalf may not contact any District employee or Board member concerning any aspect of this solicitation, except in writing as provided below. Violation of this provision may be grounds for rejecting a response.

All questions concerning this solicitation must be submitted in writing via electronic mail to sjohnson@gnfire.org using "**Bid Question – Emergency Response Fireboat**" as the subject line. Questions must be submitted on or before the deadline listed below. The District will not answer questions submitted in any other manner or questions submitted after the deadline.

If Respondent desires to propose a change to a term or condition of this solicitation, Respondent

Greater Naples Fire Rescue District
Invitation to Bid

must identify its request by submitting a question by email as instructed in this section. The District will not consider proposed changes to the bid documents after the question submittal deadline and will only make changes if it determines that it is in the best interest of the District.

Deadlines for submitting questions and for submitting a response are provided in the Procurement Schedule Table below.

1.5 Addenda

The District will post answers to questions and any revisions to this solicitation as written addenda on the District's web site at www.greaternaplesfire.org. The District may issue Addenda on its own initiative or in response to questions to clarify, correct, supplement, or change the solicitation documents. Only responses set forth in an Addendum will be binding. Oral and other interpretations or clarifications will be without legal effect. Responses to questions are not part of the solicitation documents unless set forth in an Addendum that expressly modifies or supplements them. Respondents are responsible for reviewing the District's website to ensure they are aware of the latest Addenda, any changes to schedule, or other developments.

1.6 Procurement Schedule

The following is the District's schedule for this solicitation. The District may modify the scheduled dates if it determines that it is in the best interest of the District and if that occurs, the District will provide any changes by posting an Addendum.

Table 1—Procurement Schedule

<u>Event</u>	<u>Date and Time</u>
Advertise Invitation to Bid	May 3, 2024
Pre-bid conference	May 14, 2024 at 2:00 P.M. EST.
Deadline to submit questions	May 24, 2024 at 5:00 PM, EST.
Deadline to submit Bids and Bid Opening	June 5, 2024 at 2:00 PM, EST.
Board Approval of Bid	June 12, 2024

1.8 Pre-Bid Conference

The District will conduct a NON-mandatory pre-bid conference on May 14, 2024 at 2:00 P.M. EST at the following location: Greater Naples Fire Rescue Headquarters; 14575 Collier BLVD Naples; FL 34119. All bidders must attend and sign the attendance roster at the pre-bid conference. Bidders are encouraged attend the pre-bid conference on this solicitation.

Section 2 Bid Requirements

2.1 General

Responsive and Responsible Bidder. The District intends to award the contract to the lowest responsive and responsible bidder. To be responsive, a bidder must submit a bid that conforms in all material respects to the requirements set forth in the Bid Documents. To be a responsible bidder, the bidder must have the capability in all respects to perform its obligations. The lowest,

- a. Any price and/or cost data submitted has been arrived at independently, without consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such prices and or cost data, with any other bidder or with any competitor;
- b. Any price and/or cost data quoted for this bid has not been knowingly disclosed by the bidder and will not knowingly be disclosed by the bidder prior to the scheduled opening directly or indirectly to any other bidder or to any competitor;
- c. No attempt has been made or will be made by the bidder to induce any other person or firm to submit or not to submit a bid for the purpose of restricting competition;
- d. The only person or persons interested in this bid, principal or principals is/are named therein and no person other than therein mentioned has any interest in this bid or in the contract to be entered into; and
- e. No person or agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee excepting bona fide employees or established commercial agencies maintained by the bidder for the purpose of doing business.

2.2 Basis of Bid

Specifications. Attachment D contains the requirements and specifications for the Fireboat. By submitting a bid, Bidder accepts all terms of the Bid Documents including the technical specifications.

Descriptive Information. Unless otherwise specifically provided in the specifications, all equipment, materials, and articles provided to the District must be new and of the most suitable grade for the purpose intended. Unless otherwise specifically provided in the specifications, reference to any equipment, material, article, or patented process, by trade name, make, or catalog number, is provided to establish a standard of quality and shall not be construed as limiting competition.

Use of Trade Names. Brand or trade names referenced in specifications are for comparison purposes only. Bidders may submit bids on items manufactured by other than the manufacturer specified. In these instances, bids must be accompanied with all descriptive information necessary for a thorough evaluation of the proposed material or equipment such as detailed drawings and specifications, certified operation and test data, and experience records, as well as an itemized list of any variance from, or exceptions taken to the specifications. Failure of any bidder to furnish this data may be cause for rejection of the specified item(s) to which it pertains.

Royalties and Patents. The successful bidder(s) shall pay all royalties and license fees for goods in conjunction with the goods bidder is furnishing. Bidder shall defend all suits or claims for infringement of any patent right and shall save the District harmless from any loss including costs and attorney's fees on account thereof.

Authorized Product Representation. The successful bidder(s), by submitting the name and specifications of a manufacturer's product, will be required to furnish the named manufacturer's product. By submitting the stated documents, the District presumes that the bidder(s) is legally

Greater Naples Fire Rescue District
Invitation to Bid

authorized to so submit, and the successful bidder(s) will be legally bound to perform according to the documents.

Taxes. By submitting a Bid, Bidder agrees that any and all applicable federal, state, and local taxes that may be incurred by the Bidder are included in its bid. Bidder is prohibited from delineating a separate line item in its bid for taxes of any kind. Bidder is responsible for its own tax liability for goods or services provided pursuant to an award. The District is tax exempt.

Section 3 Bid Contents and Submittal Process

3.1 Bid Preparation

Bid Form. Bids must be submitted on the Bid Form contained in the Bid Documents. Bidders must fully comply with the specifications, terms, and conditions contained in the Bid Documents. Bidders must complete every blank on the Bid Form typewritten or in ink and the signer must initial any erasures or alterations. All names must be typed or legibly printed in ink below each signature.

Authority to sign. The signer must have the authority to bind the Bidder. A bid by a corporation must be executed in the corporate name by the president or a vice-president or other corporate officer accompanied by evidence of authority to sign. The corporate address and state of incorporation must be shown below the signature. A bid by a partnership must be executed in the partnership name and signed by a partner (whose title must appear under the signature), accompanied by evidence of authority to sign. The official address of the partnership must be shown below the signature. A bid by a limited liability company must be executed in the name of the firm by a member and accompanied by evidence of authority to sign. The state of formation of the firm and the official address of the firm must be shown below the signature. A bid by a joint venture must be executed by each joint venture in the manner indicated on the bid form. The official address of the joint venture must be shown below the signature. A bid by a person who affixes to its signature the word "president", "secretary", "agent", or other designation without disclosing its principal may be held to be the bid of the individual signing.

3.2 Bid Contents, Submittal, and Bid Opening

Bid submittals must contain the following completed and signed documents:

- Bid Form – **Attachment A**
- Evidence of Authority to Sign
- Reference Forms for 2 clients in Florida – Respondent must provide at least 2 Florida client references for which it has provided a fireboat similar in scope to that required in this solicitation – **Attachment B** –
- Public Entity Crimes Statement – **Attachment C**

Bidders shall submit sealed bids to the following address: Greater Naples Fire Rescue Headquarters 14575 Collier BLVD; Naples, FL 34119. The submittal must include: (1) The completed and signed Bid Form, and (2) evidence of authority to sign the bid form on behalf of the business entity, (3) reference forms for 2 clients, and (4) a completed and signed Public Entity Crimes Statement. All bids must be delivered on or before the deadline provided above and must state "**Response to ITB for Emergency Response Fireboat**" on the cover of the sealed envelope. It is the Bidder's responsibility to confirm its bid has been received.

Upon submittal of its response, respondent agrees to be bound by all terms and conditions of this solicitation. Any bid may be withdrawn up until the date and time set above for opening of the bid.

Greater Naples Fire Rescue District
Invitation to Bid

Any bid not so withdrawn upon official closing of bids will constitute an irrevocable offer for a period of 90 days to sell to the District the goods or services set forth in Bid Form until the District accepts one or more of the bids.

The District will not accept responses delivered other than as prescribed in this solicitation. If the response is delivered after the established deadline or is not submitted in the designated manner, the District may reject it as nonresponsive. Bidders, not the District are responsible for any expenses incurred in connection with the preparation of a response to this solicitation.

The District will publicly open all timely received bids at 2:00 P.M. EST. at the District's Administrative Headquarters 14575 Collier Blvd. Naples, FL 34119, immediately following the deadline for receipt of bids. As provided in subsection 119.071(1), Florida Statutes, sealed bids, proposals, or responses are exempt from public records disclosure until the District provides notice of an intended decision or until 30 days after opening the bids, proposals, or final replies, whichever is earlier.

Section 4 Bid Review and Notice of Award

The District will review each response to determine whether it complies with the requirements provided in this solicitation including all information described in the contents section above, is timely submitted, and has the required signatures on each document as applicable. Failure to comply with these requirements may result in the response being deemed non-responsive and will not be evaluated or scored.

The District, in its sole discretion may reject any bid as non-responsible where evidence indicates an inability for the bidder to perform, the bidder is unqualified or of doubtful financial ability, or if bidder fails to meet any other pertinent standard or criteria established by the District.

The District will post the bid tabulation and notice of intended decision for award on the District's website at www.greaternaplesfire.org.

Section 5 Rights of the District and Legal Matters

5.1 Rights of the District

In connection with this procurement process, the District reserves to itself, in its sole discretion, all rights available to it under applicable law, including without limitation, with or without cause and with or without notice, the right to:

- Cancel, withdraw, postpone, or extend this solicitation, in whole or in part, at any time prior to the execution of the contract, without incurring any obligations or liabilities.
- Modify the procurement schedule.
- Waive deficiencies, informalities, and irregularities in a response and accept and review a nonconforming response.
- Suspend and terminate the procurement process or terminate evaluations of responses received.
- Permit corrections to data submitted with any response.
- Hold meetings and interviews, and conduct discussions and correspondence, with respondents to seek an improved understanding of any information contained in a response.

Greater Naples Fire Rescue District
Invitation to Bid

- Seek or obtain, from any source, data that has the potential to improve the understanding and evaluation of the responses.
- Seek clarification from any Respondent to fully understand information provided in the response and to help evaluate and rank the Respondents.
- Reject a response containing exceptions, additions, qualifications, or conditions not called for in the solicitation or otherwise not acceptable to the District.
- Conduct an independent investigation of any information, including prior experience, included in a response by contacting references, accessing public information, contacting independent parties, or any other means.
- Request additional information from a Respondent during the evaluation of its response.

5.2 Bid Protests

Notice of Protest and Formal Written Protest

The District will post notice of all District decisions concerning a competitive solicitation or award on the District's website. By submitting a response to this solicitation, respondents agree to the process for filing a protest set forth below. No time will be added to the time limits provided below for service by mail.

a. Protest of terms, conditions, or specifications of a solicitation

With respect to a protest of the terms, conditions, and specifications contained in a solicitation, including any provisions governing the methods for ranking bids, proposals, or replies, awarding contracts, reserving rights of further negotiation, or modifying or amending any contract, the notice of protest shall be filed in writing within 72 hours after the posting of the solicitation. The formal written protest shall be filed within 10 days after the date the notice of protest is filed.

b. Protest of the District's decision or intended decision

Any person who is adversely affected by the District's decision or intended decision shall file with the District a notice of protest in writing within 72 hours after the posting of the notice of decision or intended decision. The formal written protest must be filed within 10 days after the date the notice of protest is filed.

Contents of Formal Written Protest

The formal written protest must be printed or typewritten, and shall contain:

- 1) The name and address of the person or firm filing the protest and an explanation of how the person or firm is adversely affected;
- 2) A statement of how and when the competitive solicitation, or notice of District decision or intended decision was received;
- 3) A statement of all disputed issues of material fact, and if there are none, a statement so indicating;
- 4) A concise statement of the ultimate facts alleged, as well as the rules or statutes which entitle the protestor to relief;
- 5) A demand for relief; and
- 6) Any other information material to the protest.

Greater Naples Fire Rescue District
Invitation to Bid

Filing

All notice of protests and formal written protests shall be filed with the Fire Chief at **14575 Collier BLVD**; Monday through Friday, excluding holidays, during normal business hours. Filings may be submitted via hand delivery, U.S. Mail, or other delivery/courier service. Filings will not be accepted via email. A notice of protest or formal written protest is not timely filed unless received by the District within the prescribed time limit. Failure to file a notice of protest, if required, or a formal written protest within the time prescribed in these instructions shall constitute a waiver of all claims.

Protest Bond

The District requires that any person who files an action protesting a decision or intended decision of the District, shall at the time of filing the formal written protest provide a bond payable to the District, in an amount equal to 1 percent of the estimated contract amount. Failure to post the bond at the time of filing the written protest will constitute a waiver of a person's right to challenge the District's action. The District adopts the requirements set forth in subsection 287.042(2)(c), Florida Statutes as it may be amended from time to time.

Stay of Procurement

Upon receipt of a formal written protest that has been timely filed, the bid solicitation or contract award process will be stayed until the subject of the protest is resolved by final action by the Board of Commissioners, unless the Fire Chief, with the concurrence of the Board, sets forth in writing particular facts and circumstances that require the continuation of the contract solicitation process through award without delay in order to avoid an immediate and serious threat or loss to the public health, safety, property, or welfare. The District will provide notice that a solicitation has been stayed either electronic mail or U.S. mail to all respondents.

Resolution of Formal Written Protest

The Fire Chief, or his or her designee, shall consider and investigate all written protests in a timely manner. The District will provide an opportunity for the protestor to meet with the Fire Chief, or his or her designee, to resolve the protest by mutual agreement within seven (7) days, excluding Saturday, Sunday, and holidays, of receipt of a formal written protest. The District may grant extensions of time to conduct this meeting for good cause shown.

If the subject of a protest is not resolved pursuant to this meeting, the Fire Chief shall state in writing that there was no resolution. The Fire Chief will make a recommendation to the Board of Commissioners, and the Board of Commissioners will then make a final decision to either uphold the recommendation, reject the recommendation, and send it back for further action, reject all proposals, or do something other than what the Fire Chief has recommended.

5.3 Other Legal Matters

1. Scrutinized Companies. By submitting a response to this solicitation, Respondent certifies that it is in compliance with Section 287.135, Florida Statutes. Respondent certifies that it is not on this list of Scrutinized Companies that Boycott Israel and is not engaged in a boycott of Israel. For contracts for goods or services of \$1 million or more, Respondent certifies that (1) it is not on any of the following lists: Scrutinized Companies with Activities in Sudan, Scrutinized Companies with Activities in the Iran Terrorism Sectors created pursuant to section 215.473, Florida Statutes, and (2) it is not engaged in business operations in Cuba or Syria. Respondent acknowledges the

Greater Naples Fire Rescue District
Invitation to Bid

remedies provided in Subsection 287.135(5), Florida Statutes against anyone found to have submitted a false certification including civil penalties.

2. Public Entity Crimes. Respondent understands the requirements of sections 287.132 and 287.133, Florida Statutes certifies that it is not on the convicted vendor list for public entity crimes maintained by the Florida Department of Management Services. Respondent certifies that it is in full compliance with sections 287.132 and 287.133, Florida Statutes and will notify the District if it becomes non-compliant.
3. E-Verify. Section 448.095, Florida Statutes, requires that consultants, contractors, subconsultants, and subcontractors for a public agency must register with and use the E-Verify system to verify the work authorization status of all new employees. By submitting a response to this solicitation Respondent certifies that it does not employ, contract with, or subcontract with any unauthorized aliens, is in compliance with section 448.095, Florida Statutes, and if selected, will comply with the requirements in the contract concerning E-Verify.
4. Responsible Vendor Determination. Respondent is hereby notified that Section 287.05701 Florida Statutes provides that the District may not request documentation of or consider a vendor's social, political, or ideological interests when determining if the vendor is a responsible vendor and may not give preference to a vendor based on the vendor's social, political, or ideological interests.

Public Records. Once submitted, all responses will become the property of the District and, at the sole discretion of the District, may not be returned to Respondent. Any information, reports, or other materials given to, prepared, or submitted in response to this solicitation will be subject to the provisions of the Public Records Act, Chapter 119, Florida Statutes. Any Respondent claiming that its response contains information that is exempt from Chapter 119, Florida Statutes, must clearly segregate and mark that specific information and provide the specific statutory citation for such exemption. Respondents are solely responsible for defending any claimed exemption from disclosure under Chapter 119, Florida Statutes. Subsection 119.071(1)(b), Florida Statutes, exempts sealed responses from inspection, examination, and duplication until such time as the District issues a notice of intended decision or within 30 days after opening the responses, whichever is earlier. This exemption is not waived by the public opening of the responses. **ANY QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THIS SOLICITATION MAY BE DIRECTED TO THE DISTRICT'S PUBLIC RECORDS CUSTODIAN KRISTY IVANISEVIC AT KIANISEVIC@GNFIRE.ORG, OR BY MAIL AT 14575 COLLIER BLVD., NAPLES, FL 34119 OR BY PHONE AT 239-348-7540.**

– Attachments are on the following pages –

Attachment A
Bid Form
Greater Naples Fire Rescue District
ITB No. 24-150; Emergency Response Fireboat
June 5, 2024

Addendum Acknowledgement

I acknowledge obtaining all addenda issued to this solicitation by completing the blocks below. Failure to acknowledge all addenda may be cause for rejection of the bid.

Addendum No. N/A Date Issued: N/A

Addendum No. N/A Date Issued: N/A

Addendum No. N/A Date Issued: N/A

Addendum No. N/A Date Issued: N/A

I will provide the item(s) described below in accordance with this solicitation and the bid documents for the following price:

Bid Item	Description	Bid Price is lump sum
1	Fireboat containing all items listed on Attachment D of the Invitation to Bid	\$ <u>676,053.93</u>
2	Extended Warranty (For engines, electronics) <small>Note: Per Manufacturer, no extended warranties are available</small>	\$ <u>N/A</u>

NAME: Gravois Aluminum Boats, LLC DBA Metal Shark Boats

ENTITY: LLC (e.g., corporation, partnership, individual)

ADDRESS: 6814 E. Admiral Doyle Dr.

Jeanerette, LA 70544

TELEPHONE 561-909-9788 EMAIL: djones@metalsharkboats.com

AUTHORIZED SIGNATURE: 

TITLE: VP of Sales

(print/type name as signed above): Dean Jones

DATE: 5/31/2024

Attachment B
REFERENCE FORM

Respondent must provide this form for each reference as required by the solicitation.

Respondent Name: Gravois Aluminum Boats, LLC DBA Metal Shark Boats

Reference Entity: Iona-McGregor Fire

Reference Contact Person: Marc Mascarelli (Now Chief of Ussepa Fire)

Reference Address: 6061 South Pointe Blvd., Ft. Myers, FL 33919

Reference Email Address: mascarelli@useppafire.org

Reference Phone No.: 239-565-7838

Product supplied: 32 Defiant Fire Boat - Same Model as specified within this BID

Date Product supplied: February 2015

Respondent Client Manager: Dean Jones/VP of Sales

Description of Product supplied: 32 Defiant Fire Boat w/ Twin Outboard engines achieving over 55 MPH
The vessel included a Full Foam WING Collar, Dive Relief Cutouts, open bilge w/ foam filled outer cavities and a
design where the collar is not part of the running surface and the vessel can remain in service even with the collar
fully removed. It also included a recessed bow cockpit, Foam Bucket Storage, Fritted Frameless glass, SHOX Shock mitigating seats
a bench seat and fully customized dash. Also included was 3M Nono-Skid w/ Break up pattern, and custom lettering,
decals, and striping. The vessel also included a fully customized AC and DC electrical system w/ Blue Sea Breakers,
Mil-Spec wiring, Shore Power, generator and Air Conditioning. The 32 Defiant also included Flood lighting, spot lighting,
emergency lights and a siren/hailer package. A full navigation and radar electronics package w/ Side scan and down
scan capabilities, BHF communications and the installation of a Fire Department supplied radio. Additionally, an air cooled
darley skid mounted fire pump w/ fully plumbed seachest, hard underdeck piping, exhaust primer, flushing package
and a manual monitor w/ two handline discharges. The boat was delivered on its own trailer and training was provided
to the department to assist in expediting the vessel being placed into service.

Attachment B
REFERENCE FORM

Respondent must provide this form for each reference as required by the solicitation.

Respondent Name: Gravois Aluminum Boats, LLC DBA Metal Shark Boats

Reference Entity: South Bowers Fire

Reference Contact Person: Joe Yonker

Reference Address: 57 Scotts Corner Milford, DE 19963

Reference Email Address: joseph.w.yonker@gmail.com

Reference Phone No.: 302-249-0431

Product supplied: 32 Defiant Fire Boat - Same Model as specified within this BID

Date Product supplied: September 2019

Respondent Client Manager: Dean Jones/VP of Sales

Description of Product supplied: 32 Defiant Fire Boat w/ Twin Outboard engines achieving over 55 MPH

The vessel included a Full Foam WING Collar, Dive Relief Cutouts, open bilge w/ foam filled outer cavities and a design where the collar is not part of the running surface and the vessel can remain in service even with the collar fully removed. It also included a recessed bow cockpit, Foam Bucket Storage, Fritted Frameless glass, SHOX Shock mitigating seats a bench seat and fully customized dash. Also included was 3M Nono-Skid w/ Break up pattern, and custom lettering, decals, and striping. The vessel also included a fully customized AC and DC electrical system w/ Blue Sea Breakers, Mil-Spec wiring, Shore Power, generator and Air Conditioning. The 32 Defiant also included Flood lighting, spot lighting, emergency lights and a siren/hailer package. A full navigation and radar electronics package w/ Side scan and down scan capabilities, BHF communications and the installation of a Fire Department supplied radio. Additionally, an air cooled darley skid mounted fire pump w/ fully plumbed seachest, hard underdeck piping, exhaust primer, flushing package and a manual monitor w/ two handline discharges. The boat was delivered on its own trailer and training was provided to the department to assist in expediting the vessel being placed into service.

Greater Naples Fire Rescue District
Invitation to Bid

Attachment C

SWORN STATEMENT PURSUANT TO SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

- 1) This sworn statement is submitted to GREATER NAPLES FIRE RESCUE DISTRICT by
Dean Jones/VP of Sales

(Print individual's name and title)

for Gravois Aluminum Boats, LLC DBA Metal Shark Boats

(Print name of entity submitting sworn statement)

whose business address is 6814 E. Admiral Doyle Dr Jeanerette, LA 70544

and (if applicable) its Federal Employer Identification Number (FEIN) is 72-1308785

(If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:

_____).

- 2) I understand that a "public entity crime" as defined in Section 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid, proposal, reply, or contract for goods or services, any lease for real property, or any contract for the construction or repair of a public building or public work, involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.
3. I understand that "convicted" or "conviction" as defined in Section 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.
4. I understand that an "affiliate" as defined in Section 287.133(1)(a), Florida Statutes, means:
- a) A predecessor or successor of a person convicted of a public entity crime; OR
- b) An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.
5. I understand that a "person" as defined in Section 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers,

partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity; or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. (Attach a copy of the Final Order.)

I UNDERSTAND THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

STATE OF Louisiana
COUNTY OF Lafayette

(Signature)

(Date)

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this day of May, 2024 by Dean Jones, as VP of Sales of Gravois Aluminum Boats LLC dba Metal Shark company organized under the laws of the State of Louisiana, on behalf of the company, who is personally known to me or has produced _____ as identification.

(Signature)

Notary Public
Name (Printed) Ethan Loge TMA139116

My commission expires upon my death

(Printed typed or stamped Commissioned name of Notary Public)



Attachment D
Requirements and Technical Specifications for Fireboat

The specifications below are intended to be the minimum acceptable fully outfitted as well as performance standard that Greater Naples Fire will accept, GNFD will have the sole authority to accept or reject any item on this vessel that is deemed to be below the minimum. The proposed vessel shall be a proven platform, presently in service with Fire/Rescue, Defense Department and/or police agencies, including the U.S. Coast Guard, U.S. Navy, and multiple other Law Enforcement and First responder agencies within the continental United States.

The successful bidder shall complete the vessel(s) and have them ready to ship within 365 days or less from receipt of Purchase Order pending final selection of equipment. The warranty period shall begin once the vessel is accepted by GNFD after delivery in Naples, FL. Acceptance shall be in the form of a letter from GNFD signed by the Fire Chief or his designee.

The Successful Bidder shall hold four (4) conferences, Pre-Build; Mid-Point; Post-Build/Sea Trial; Training session for GNFD Staff not to exceed One (1) Week in duration.

BASE BOAT:

- 32-36' Welded aluminum Full Cabin deep vee response monohull boat
- Length: 32-36' + Appendages, Beam 10' Draft: 24 inches with engines trimmed down
- Deep vee hull with outer chines and lifting strakes
- Traditional offshore reverse hull chines
- Includes lifting strakes on hull bottom
- All welded 5086 Aluminum Alloy (5052 is not Used)
- Hull, Sides, Stringers & Bulkheads: 1/4" & 3/16"
- Keel: 3/8"
- Deck and Console/Ttop: 3/16"
- Transom: 3/8"
- 200 Gallon Removable Fuel Tank
- Bow eye integrated as part of keel
- Integrated motor well bracket (Eurotransom).
- High Volume scupper with aft drainage
- Bilge discharge aft or into motor well
- Flush Mount Electric Horn
- (4) Cup holders minimum
- Open Bilge with fwd. and outer foam filled compartments
- Collar is a fender and is not required for flotation to meet ABYC and USCG requirements
- Collar does not contact the water and is at no time part of the running surface of the boat
- Vessel can remain fully operational when Collar is damaged or even removed

PROPULSION:

- *The vessel shall attain a cruise speed of 40MPH; with a maximum of 50-55 MPH while responding*
- Engines – Maximum Horsepower for the Hull
 - Proper Rotation of Props
- Digital Controls and Gauges Package with Fly by Wire Operation
- Helm Master Power Steering and Joystick Function
- Racor Fuel/Water Separators
- Stainless Steel Wheel w/ Knob
- Stainless Steel props
 - Pitch TBD to maximize performance
- Electric Trim Tabs w/ LED Indicators

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Invitation to Bid

- Electric Jackplates for Engine Arrangement

ACCOMMODATIONS:

- Recessed Bow Cockpit with water-tight sliding hatch for fwd. deck access.
- Full Cabin (with Fire & EMS cabinets)
- Port and Starboard Sliding Side Windows
- Large side windows port and starboard
- All Glass Fritted and Frameless
- Overhead Spotter Windows
- Aft Full Height Glass Door
- Aft cabin bulkhead sliding windows port and starboard
- Large Dash with Overhead Radio Pod
 - Interior areas to be coated in matte black to eliminate sun reflection
 - Console dash to include a Neoprene pad
- Safety grab rails interior on console and rooftop – Custom Locations
- (2) SHOX 3200/X4 Shock Mitigating Seats
 - Operator and Navigator
 - Navigator Seat Includes Slide and Swivel Feature to Extend Bench Seat Length for EMS Use
- (2) Full Size Bench Seats w/ Storage
 - Port and Starboard
- (4) Fans
- Anti-Fatigue Flooring
- Noise Reduction and Acoustic Cabin Lining Materials
- (2) Wipers w/ Washers
- Folding radar arch
- Recessed Bow Cockpit
- Folding Chart Table

COATINGS & MARKINGS:

- 3M Safety-Walk Non-Skid - Gray
 - Break-Up Pattern
 - Gunnels and forward Deck
- Complete Placard Label Kit for vessel accessories and Options
- Custom Agency Lettering, Decal, and stripe Package (*to be provided during pre-build conference*)
 - Block Letters
 - Striping
 - Badges

HULL FENDERING SYSTEM:

- Heavy Duty sheath-wrapped foam Wing collar
 - Solid Foam
 - No Backing Bladder or Backing Pipe
 - Foam Insert must maintain its own shape and keep outer sheath tight
- Bolt rope style attachment system
- Black Rub strake
- Anti-fouling paint preparation behind collar
- Port and Starboard Dive Relief Cutouts w/ Dive Ladder Integration
 - Provide photographs of this feature with proposal
- Custom Color choices & UV protection
 - Color to be decided w/ Black rub strake

Greater Naples Fire Rescue District
Invitation to Bid

HULL AND DECK FEATURES AND ACCESSORIES

- Low level Courtesy Lights
 - (6) Lights
 - Red
- Oversized cable raceway w/ pull cords
- Expanding Foam Flotation Below Decks w/ Open bilge
- Bow Anchor Locker
- Stainless Steel Hardware and Latches
 - Isolated using tef-gel and isolating inserts
- Self-bailing deck w/ Guttered Hatch Drains
- (6) cast welded aluminum cleats 10"
- Bow bitt
- Anodes
- (3) 2000 Bilge pumps
- Tow post
 - Aluminum w/ Aluminum Cross Pin
- (4) Recessed Deck Tie Downs
- Basic Dive Ladder
- Custom Hinging Dive Ladder w/ Sliding Feature for retrieving Stokes from Water
- Custom Grab Rail package
 - Location/Layout (To be determined at Pre-Build Conference)
- Engine Crash Rail
 - Removable (In accordance with USCG, OSHA Regulations)

ELECTRICAL AND LIGHTING:

- Battery system for Four isolated battery banks
- Three Optima Blue Top Batteries
 - (2) Dedicated Engine Start Batteries
 - (1) Per Engine
 - (1) House Battery
- (4) Duplex 12 Volt/USB receptacle
- (2) 110V Outlets
- Electronics Distribution Panels
- Custom Blue Seas Breaker System Designed Specifically for this platform by use of an ELA
 - All wiring must be custom made
 - All wiring must have fully terminated terminals with heat shrink labels on both ends
 - All wiring must have minimum of 1" service loop on both ends
 - Galvanic Isolator
 - Photographic Evidence of Wiring Examples must be included with submission
 - Quality of wiring will carry significant weight in award decision
- Custom Backlit Switch Panels w/ Labels
- Custom AC Wiring Package
- Custom DC Wiring Package
- Dimmer Switch Panel Lights & Compass
- Shore Power, Battery Charger and Cord Package
- Victron Inverter w/ LiFePO4 Battery Bank
 - AC Power and Air Conditioning
- Cabin Air Conditioning
 - Sized for Florida Gulf Coast Heat with a maintained temperature inside the cabin of 75 degrees
 - Provide a dehumidifier to reduce humidity (used out of the water and on the water)
- Webasto Heater
- Diamond Switch Panel for Flood Light Control
- LED navigation lights

Greater Naples Fire Rescue District
Invitation to Bid

- (2) ACR 100LED
- (4) LED Flood Lights
- (2) Fire Research Scene Flood Lights (Spectra Max Scene for four (4) sides of vessel TBD)
- (2) Rooftop 21.5" LED Lightbars
 - RED
- (4) Flush Mount Flashers
 - RED
- Bilge Alarm

ELECTONICS & NAVIGATION:

- SIMRAD NSSevo3S 16 Package: (2) 16" MFD Display, Radar Dome, Sounder, GPS Antenna, Heading Sensor, and
- Dual Through Hull Transducers proving CHIRP, Side Scanning, and Down Scan Functions
- Whelen Siren & Light Control Head w/ Hailer (Core system)
- Install Department Provided Radio
- ICOM510 VHF w/ Antenna
- Compass, Upgraded Dimmable – Ritchie Navigator or Equivalent

FIRE RESCUE:

- Air Cooled Darley Skid Mounted 510 GPM Fire Pump w/ Exhaust Primer
- Housed in Lazerette w/ Exhasut Ported External
- Fully Plumbed SeaChest
- Full Undeck Hard Piping
- (1) Manual Bow Monitor
- (2) 2.5" Discharges
- Fresh Water Flush Package

OUTFITTING:

- (3) Fire Extinguisher (including Mount(s)) for 2A10BC
- (1) Removable Flag Mast
- (4) SCBA Brackets (45 minute cylinder)
- (4) Dive Tank Holders (80 cubic Ft Aluminum)
- (4) AFFF Foam Bucket Bracket Holders (5 gal round)

TRAILER:

- Commercial Duty Aluminum I-Beam Trailer
 - LED Light Package with standard hookup
 - Torsion Axles
 - Brakes
 - Ladder
 - Spare Tire w/ Rim and Mount
 - Carpeted bunks
 - Tie Down Straps

DELIVERY AND SEA TRIALS:

- Shrink Wrap
- Delivery: 5665 Warren Street Naples FL
- Factory Acceptance and Sea Trials to occur in Naples FL
- Full Drawings of Vessel and all systems:
 - Operator Manuel's
 - Electronics

Greater Naples Fire Rescue District
Invitation to Bid

- Motorized systems
- Drawings Package will be reviewed and approved prior to construction

WARRANTY:

- Three (3) year warranty on Motors
- Ten (10) year hull and structure
- One (1) year bow to stern to include the entire Vessel as well as trailer
- Pricing for an Extended Warranty for Motors, Electronics, and leveling systems