

Clinton Volunteer Fire Department		Vendor Complies	
Marine Fire Rescue Vessel Appendix A - Bid Specification			Yes

INTENT OF REQUEST FOR BID

It is the intent of these specifications to cover the furnishing and delivery to the purchaser of a complete vessel equipped as herein specified. With a view to obtaining the best results and the most acceptable vessel for service in the fire department, this request for bid covers the general requirements as to the type of construction, together with certain details as to finish, equipment, and appliances with which the successful bid must conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the vendor, who shall be solely responsible for the design and construction of all features.

Each vendor's bid will furnish satisfactory evidence of their ability to construct the vessel specified, and will state the location of the factory where the vessel is to be built. The vendor will also show that they are in a position to render prompt service and furnish replacement parts for said vessel.

TIMELY BIDS

It is the vendor's responsibility to see that their bids arrive on time. Late bids, facsimiles, e-mails, telegram, or telephone bids will not be considered.

BID DRAWINGS

All bid drawings will be stamped PRELIMINARY DRAFT.

- * A total of three (3) 11" x 17" drawing will be supplied per bid book
- * Drawings will show five (5) views. (Left, Right, Front, Rear, Top)
- * OAL (Overall Length) in Feet & Inches
Estimated length will be rounded up to the nearest inch
- * OAH (Overall height) in Feet & Inches
Estimated height will be rounded up to the nearest inch
- * OAB (Overall beam) in Feet & Inches
Estimated Beam will be rounded up to the nearest inch
- * Estimated in-service weight
- * Warning lights
- * Navigation lights

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No

* Antennas

* FLIR

* Radar assembly

APPROVAL DRAWINGS

Two (2) sets of engineering blueprints, CAD drawn to scale specifically for this vessel, shall be provided. The Fire Department shall review and approve these drawings prior to actual construction of the vessel.

BID FORMS / SPECIFICATIONS

All bid forms will be submitted on the attached bid form. The bid form and / or these specifications will be filled out by checking either the "YES" or "NO" column for each and every section / paragraph. Failure to use this form and / or these specifications may be cause for immediate rejection of any bid.

EXCEPTION TO SPECIFICATIONS

The vessel specifications will be strictly adhered to. Exceptions will be allowed if they are equal to or superior to that specified (as judged by the purchaser), and provided they are listed and fully explained on a separate page entitled "EXCEPTIONS TO SPECIFICATIONS". Exception lists will refer to the specification page number. Each check in the "NO" column will be listed and fully explained. If a paragraph contains an empty column, where the vendor neglected to check the proper "YES" or "NO" column, it is assumed the vendor is conforming to the requirements of this paragraph.

Where "NO EXCEPTION" is noted in the specifications, there shall be no substitute or deviation to the specifications without purchaser approval.

"OR APPROVED EQUAL" CLAUSE

The mention in the specifications of vessel, equipment or material by brand name or by such specified description of same as is hereby made, is intended to convey to the vendors understanding, the degree of excellence required. Any article, equipment, or material, which shall conform to the standards and excellence so established, and is of equal merit, strength, durability and appearance to perform the desired function, is deemed eligible for offer as a substitute. The qualifications of the offering shall be judged as to their conformance with these specifications.

Upon delivery, the vessel will be inspected against THESE specifications and the bid supplied by the vendor. Deviations will not be acceptable unless they were noted as exceptions at the time of acceptance of the bid and the vessel will be rejected until said deviations are corrected to the satisfaction of the buyer.

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Decisions regarding the “or approved equal clause”, will be the sole responsibility of the purchaser, rather than those of the bidder.

AWARD OF CONTRACT

All bids submitted shall remain valid for a minimum of 60 days. This shall include all listed pricing. Criteria for the award will include, but not be limited to, the following:

- * Vessel Performance And Safety Levels / Considerations
- * Completeness of bid
- * Accuracy of accompanying data
- * Past performance of vendor
- * Compliance with the detailed specifications
- * Compliance with purchaser's request(s) for personnel qualifications or certifications
- * Exceptions and clarifications
- * Financial stability of vendor
- * Local representation of the manufacturer
- * Serviceability of the proposed vessel
- * Service capabilities of the vendor's local representative
- * Any other factor the purchaser deems relevant

After the evaluation and award process is complete, all vendors will be notified of the results.

QUALITY AND WORKMANSHIP

The design of the vessel will embody the latest approved marine vessel engineering practices. Experimental designs and methods will not be acceptable.

The workmanship will be of the highest quality in its respective field. Special consideration will be given to the following points: accessibility of the various units that require periodic maintenance, ease of operation (operating), and symmetrical proportions.

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Construction will be rugged and ample safety factors will be provided to carry loads as specified.

GENERAL CONSTRUCTION

The complete vessel, assemblies, subassemblies, component parts, and so on, will be designed and constructed with due consideration to the nature and distribution of the load to be sustained and to the general character of the service to which the vessel is to be subjected when placed in service.

All parts of the vessel will be strong enough to withstand the general service under full load. The vessel will be so designed that the various parts are readily accessible for lubrication, inspection, adjustment and repair.

VESSEL PERFORMANCE

The vessel, when fully equipped and loaded, shall be capable of the following performance while in normal sea conditions for Long Island Sound:

A sea trial shall be conducted with the vessel fully loaded and a continuous run of ten miles or more will be made, during which time the vessel shall show no loss of power or overheating. The engines shall run quietly and be free from abnormal vibration or noise throughout the operating range of the vessel. From a standing start, the vessel will be able to attain a speed of 35 mph within 25 seconds on level normal sea conditions.

From a steady pace of 35mph the vessel shall accelerate to 50 mph within 30 seconds.

The vessel while in normal sea conditions with a full crew and full equipment compliment shall be able to maintain a minimum speed of 50 MPH

FAILURE TO MEET TESTS

In the event the vessel fails to meet the test requirements of these specifications on the first trials, second trials may be made at the option of the vendor within 30 days of the date of the first trials.

Such trials will be final and conclusive and failure to comply with these requirements will be cause for rejection. Failure to comply with changes as required to conform to any clause of the specifications within 30 days after notice is given to the vendor of such changes, will be cause for rejection of the vessel.

Permission to keep or store the vessel in any building owned or occupied by the Department during the specified period, with the permission of the department, will not constitute acceptance.

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REGULATION COMPLIANCE

Where applicable, vendor specifications must fully comply with requirements of the respective N.F.P.A. recommendations, Underwriters Laboratories Inc., and all State and Federal Department of Transportation vessel regulations at contract signing.

FORM AND DOCUMENT REQUIREMENTS

Color printed photographs of similar vessel and features manufactured by the vendor shall be submitted with the bid.

A statement that guarantees replacement parts for all components manufactured by the vessel builder will be available for a period not less than 15 years. The statement shall be signed by an officer of the company.

Each bid must give the full business address of the vendor. The name of each person signing the bid shall also be typed or printed below the signature.

The vendor must provide the name, full address and phone number of its authorized sales representative who is to coordinate the contract and delivery of the vessel.

Vendors shall state in the bid, the number years of experience they have building aluminum body emergency vessels.

FULL DOCUMENTATION AT TIME OF DELIVERY

The vendor must supply, at time of delivery, complete and detailed operation and maintenance manuals for all vessel components.

A complete and exact wiring diagram of the delivered vessel electrical system will be provided at the time of delivery.

The successful vendor shall furnish a Weight Certificate showing weight for the completed vessel at time of delivery.

WARRANTY

The Successful vendor shall provide a warranty break down, including but not limited to base warranty, structural warranty, electrical warranty, plumbing warranty and pump warranty.

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PAYMENT OPTIONS:

Please provide bid price and associated costs for the following payment options. If bidder provides additional payment options please attach the information to your bid with the bid price and associated costs.

- A. Paid in full at time of delivery price.
- B. Lease purchase options and pricing.
- C. Progress payment options.

DELIVERY TIMELINE:

Bidder shall supply an anticipated delivery schedule. Once a designated delivery schedule is establishing it is the bidder's responsibility to notify the purchaser of any anticipated delays.

PRINCIPLE CHARACTERISTICS:

- A. National Fire Protection Association 1925 Standard on Marine Firefighting Vessels Type "V" with enclosed cabin.
- B. Hull Type: Modified Vee or Downeast configuration or equivalent.
- C. Hull Length Overall: 28' 0" – 35' 0"
- D. Hull Beam: 10' 0" Maximum
- E. Hull Draft: 24" Maximum
- F. Engine/Drive: Twin Outboard, (Must Maintain minimum 50 MPH fully loaded)
- G. 1,000 – 1250 GPM 4 cylinder, 3 liter, Marine, Engine Driven Fire Pump with four (4) discharge outlets.
- H. 6-Man Capacity plus equipment to include but not limited to SCBA, hose, nozzles, back boards, foam. The vessel will be fitted for positive floatation for a full load or crew and equipment plus a safety factor of 10 percent.

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CONSTRUCTION:

- A. The boat will be of all aluminum welded and utilize no wood in the construction process; it will feature both transverse and longitudinal framing.
- B. There will be watertight bulkheads as follows:
 - 1. Between stem and forward cabin.
 - 2. Between forward cabin and pilothouse (below pilothouse style).
 - 3. At each end of the fuel bay.
- C. Beds, knees and other heavy-duty reinforcements will be provided in areas of high stress such as engines.
- D. All deck and walk ways will have non-skid surfaces.
- E. A pre-construction meeting, to be held in Clinton, CT, will be held to review all aspects of construction and the feasibility of specified requirements once final design drawings are submitted.

HULL:

- A. The hull will include the installation of a keel protector.
- B. Depth sounder sensor will be mounted to provide the greatest amount of early detection of shallow depths.
- C. A screened sea chest will be provided. The open screened area shall meet pump intake specifications to maintain the pumps maximum GPM.
- D. The intake screened area will be fitted with a means to clear debris away from the suction area.
- E. The bow of the boat shall have a reinforced beaching plate to protect the hull during beaching operations
- F. A Rescue/Dive door will be installed on the starboard side of the vessel.
- G. Lighting will be provided to provide illumination of the waters and hazards behind and under the stern and outboard engine when backing up during night time operations.

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H. The hull should be outfitted with the Zipwake, Sea Keeper, or approved alternant dynamic trim system.

PILOT HOUSE:

A. The final design and layout of the pilot house will be as approved by the purchaser at a schematic design meeting to be held in Clinton, CT. Vendors should plan for the following when developing their bid:

1. The pilot house will be large enough to accommodate six (6) firefighters with hard sides with rear door and will have a forward raked windshield.
2. The pilot house windows will be configured to provide the maximum amount of 360-degree visibility suitable for navigation in all operating conditions.
3. The arrangement will consist of a full-length bench on port side or starboard side and three shock absorbing seats towards the bow.
4. Adequate room will be provided for the installation of electronics with radios mounted overhead and/or on the dash/helm area.
5. Space, ducts or chases will be provided to allow for the running of wires and cables for emergency lighting and communications and these areas will be easily accessible.
6. Dash: - Custom dash arrangement to accommodate engine gauges and controls, breaker panels, and electronic accessories. Dash will be located to starboard.
(Layout to be approved by Clinton Fire Dept.)

7. Pilot house rear cabin door shall be large enough to pass a stokes basket through unimpeded.

B. The pilot house will include:

1. Electric defrosters (Front, Port & Starboard sides).
2. Windshield wipers.
3. Ventilation fan.
4. 2 (Two) Remote controlled spot lights and controls.

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FORWARD CABIN:

- A. Forward of the dash bulkhead there will be a trunk cabin providing headroom to the cabin below.
- B. The forward cabin will be accessed via a 24" wide (approx.) open companionway located to port of the helm station, as close to centerline as possible and 24" x 24" hatch located forward of the windshield and aft of the deck mounted portable monitor and is large enough to pass a stokes basket through.
- C. The forward cabin will be configured with shelves port and starboard designed to store firefighting and rescue equipment.

CONTROLS AND STEERING:

- A. Twin lever binnacle w/trim switches.
- B. Steering will comply with ABYC P-17
- C. 15" wheel, stainless
- D. Motor manufacturer recommended Joy Stick control. Vendor shall allot for three joy stick stations, one on the port and one on the starboard side of the cockpit. The third shall be placed aft of the cockpit on the starboard side in a weather proof enclosure. Final placement shall be agreed upon by the purchaser and bidder during preconstruction meeting.

PROPELLION:

- A. Outboard Motors and mounting will comply with ABYC H-26, ABYC S-12 and ABYC S-30.
- B. The two (2) outboard motors will be Mercury or approved equivalent, 250 – 350 HP Outboards, 4 cycle, one counter-rotating Propellers will be Stainless Steel. Specify what manufacture and type of motor and attach their catalog sheet and warranty information of the same. Vendor must specify appropriate Horse Power rating to provide required propulsion if it is above the specifications.
- C. Both motors shall have motor compatible Jack plates for shallow operations.
- D. Key & kill switches gauges to include:
 - 1. tachometer
 - 2. trim

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3. volt
4. hour
5. fuel

FUEL:

- A. Fuel capacity will be sufficient to provide a minimum of six (6) hours operating time for simultaneous operation of both outboard motors and the fire pump.
- B. Fuel storage will be in a single tank constructed, tested and plumbed per USCG regulations and ABYC recommended practices.
- C. Tank will be installed in a watertight compartment and will be located near the vessel's normal operating LCG.
- D. The tank will include three (3) valve, pick-up tubes, one (1) for each outboard engine and one (1) for the fire pump engine.
- E. There shall be a removable deck panel above the tank for tank inspection and removal.
- F. Fuel feed plumbing will include a shut off valve and a filter for each outboard engine.
- G. All hoses will be appropriately sized so that all engines can operate at full rpm without suffering flow restriction, and all hoses will be USCG approved.
- H. Minimum fuel feed hose and pick-up diameter is 3/8".
- I. All fuel distribution lines will either be secured above the highest fuel level when the boat is in its normal, unloaded, static floating position

Or

- J. Will have anti-siphon valves installed at the tank pick-up fitting.
- K. The tank will be fitted with a fuel level sending unit wired to a gauge at console.

AUXILIARY SYSTEMS & EQUIPMENT BILGE PUMP:

- A. The boat will be outfitted with two 1200 GPH electric bilge pumps. Manual and Automatic operation of the bilge pumps will be controllable from main circuit breaker panel.
- B. One pump will be located just forward bulkhead, the other aft of bulkhead.
- C. The watertight bulkheads will be fitted with drain plugs in order to enable draining to the appropriate bilge pumps.

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FIRE FIGHTING SYSTEM:

- A. There will be a fire fighting system with a Darley LS Engine Driven 1,000 – 1,250 GPM @ 150 PSI pump or equivalent installed at a location to provide the most stability and functional capability.
- B. The pump and drive engine will be incorporated into the boat's main 12VDC wiring and fuel system.
- C. The pump and drive engine will be installed in a manner that facilitates ease of removal for repair.
- D. The pump and drive engine will be removable from the boat by removing the bolts and disconnecting the suction, electrical and fuel.
- E. Pump controls and gauges will be located so that they can be operated from the forward cabin dash area.
- F. The pump and drive engine will be installed in compliance with the manufacturer's recommendations.
- G. System accessories will include the following:
 - 1. All piping will be routed under the flooring and will be easily accessible for repair and maintenance.
 - 2. Suction will be by means of a grated sea chest with 6" diameter piping through the hull, provision will be made to keep the intake suction grate clean and free of debris while the pump is operating.
 - 3. Pump discharge piping and valve requirements:
 - a. Single pipe to the bow capable of flowing a minimum of 1000 GPM with 2 valves, one for 4" LDH discharge and one 2.5" NH Threaded discharge for bow monitor.
 - b. Single pipe to the stern bulkhead area port side with 4' LDH discharge with a minimum 1000 GPM. Valve with hand wheel control to be located in weather protected stern bulkhead area.
 - c. Single pipe to the stern bulkhead area starboard side with 2.5" NH Threaded discharge with a minimum 500 GPM. Valve with hand wheel control to be located in weather protected stern bulkhead area.

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- d. Single pipe for elevated TFT Hurricane monitor capable of flowing 1000 GPM RC direct wired system monitor located on top of the cabin centerline towards the bow with a smoothbore nozzle assembly.
- 4. Two (2) portable TFT Tornado Tiller 2.5" monitor with smooth bore nozzle assembly that can be connected at both the bow and the sterns 2.5" discharges with TFT quick disconnects.
- 5. Bending of piping and tubing will be done to reduce the friction loss with elbows used only where absolutely necessary.
- 6. Piping will be support to the weight of a water load, bracing will be provided to resist the nozzle reaction.
- 7. Drains will be provided to drain and sections of the piping.
- 8. A means of flushing and winterizing the pump and all piping will be provided.

ELECTRICAL SYSTEM:

- A. Electrical systems will comply with Chapters 9 & 10 of NFPA 301, ABYC E-11, and 46 CFR 111 and 46 CFR 112.

120VAC SYSTEM:

- A. There shall be two shore power connections systems. One for the vessel one for the roof mounted heat/ac unit. Amps to be determined by manufacturer based off load.

BATTERY SYSTEM:

- A. The vessel will be outfitted with two batteries each of which will be Group 31 marine batteries.
- B. One (1) will be a starting battery that is separate and independent from the vessels service load and can be isolated from the vessels load when the engine(s) are not running.
- C. Both batteries will be capable of starting the engine(s).
- D. Batteries will be compliant with the specifications of the engine manufacturer's requirements for the supplied engines.
- E. A master switch will be provided for the selection of either or both batteries.
- F. There will be four (4) position battery selector switches to control flow of current to and from each outboard engine, fire pump engine, and to the accessory system.

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- G. Battery switches will be wired to permit independent switching for each engine (Batt. 1, Batt. 2, Both, Off), and the accessory buss #1 (Batt. 1, Batt. 2, Both, Off).
- H. The accessory system will include main breakers per ABYC E-11.
- I. The bilge pump circuit will be wired directly from one of the batteries, such that this circuit will be hot when all battery switches are in the "Off" position.
- J. A 20 amp dual bank battery charger will be installed wired for shoreline connection.
- K. Emergency lighting will be provided and powered by a manually controlled independent storage battery and capable of providing one (1) hour of lighting.

ACCESSORY SYSTEM:

- A. The vessel will be outfitted with two (2) accessory circuit breaker panels providing individually protected and labeled circuits as listed below.
- B. The main breaker panel will be mounted so as to prevent accidental tripping of circuits.

Main Panel:

1. Bilge Pump- Aft; manual/automatic
2. Bilge Pump- Fwd.; manual/automatic
3. Horn
4. Cabin Lights. - Pilothouse
5. Cabin Lights. - Fwd. Cabin
6. Courtesy Lights
7. Siren
8. Fire Radio
9. Navigation Electronics
10. Nav. Lights; running/anchor
11. Defroster Aux. Outlets- aft
13. Aux. Outlets- fwd.
14. Four (4) Auxiliary/Spare
15. Aux. Panel at Helm
16. Horn Switch

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17. Bilge Pump Indicator Lights
18. Deck Lights.- aft
19. Deck/Scene Lights.- port
20. Deck/Scene Lights.- starboard
21. Deck/Scene Lights.- forward
22. Warning Lights
23. Search Light
24. Wiper- port
25. Wiper- starboard

ELECTRICAL ACCESSORIES:

A. Vessel will be outfitted with the following electrical accessories.

1. Bilge Pumps: two (2), 1200 GPH
2. Forward Cabin Lights: two red/white, 7" diameter
3. Pilothouse Lights: two (2) red/white, 7" diameter
4. Compass: Ritchie SS1000 w/ light
5. Courtesy Lights: two (2) red lights in the cockpit and two (2) red lights in the pilothouse
6. All courtesy lights will be mounted 18-24" above the sole, and will shine down for minimum glare
7. Deck/Scene Lights: six (6) Whelen LED Pioneers- two (2) each, fwd & aft; one (1) each, port & starboard
8. Controlled by four (4) switches
9. Defroster Fans: two (2) 6", 12volt
10. Three (3) Fire Radios: Fire Radio(s) and antennas to be furnished and installed by customer two (2) Marine radios shall be furnished and installed by vendor. Wiring shall allow 1 Fire and Two Marine Radios to be operated at both the bow and stern of the vessel.
11. Horn shall be the VLH-3000A with duel horn and two-way intercom system.

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12. Navigation Lights: Port; Starboard; Pole/Anchor, Aqua Signal. Lights and their placement will comply with USCG Navigation Rules
13. Outlets: four (4) 12V, two prong outlets, one (1) each port and starboard outside the aft pilothouse bulkhead, one (1) each in pilothouse, forward, port and starboard
14. A complete Raymarine integrated Element system with three (3) 12in screens. System shall include all parts, accessories and functions to perform chart plotting, radar, sonar, side scan sonar, FLIR camera system, and deck camera integration.
15. Two (2) Search Light: 1,000,000 candle power, electric remote
16. Windshield Wipers: two (2) AFI, self-parking, Pantographic Arms or approved equivalent.
17. Vessel shall have Heat and AC. AC shall be powered by a invertor with a battery bank large enough to power the AC as specified by the manufacturer.
18. A rear facing deck camera that is compatible and integrated into the Raymarine system.
19. A Whelen PA and siren with exterior mounted speakers.
20. A Whelen emergency lighting package. Light locations and colors shall be determined during a pre-construction meeting. Bidder shall anticipate 360 degree alternating color emergency lighting. Emergency lights shall be controlled by the Whelen Core system to allow light diming and pattern changes.

OUTFITTING EQUIPMENT AND HARDWARE:

The vessel will be outfitted with the following:

A. Anchoring & Mooring: - 14 lb. anchor with:

1. 20' of 5/16" galvanized chain
2. 200' of 1/2" nylon anchor line: dead end of line to be secured to stem in anchor locker Anchor Chocks: for stowage on foredeck, not in way of bow access.

B. Hull & Deck Equip.: - 3" Mooring Bitt.

C. Welded to deck

1. Six (6) 12" Aluminum Cleats

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- 2. Two (2) Bow Chocks
- 3. Bow Eye & two (2) Stern Eyes. Aluminum Fabrication
- 4. Dive Rescue Door. Vessel Topsides will include a 36" dive door on the starboard side. Door will hinge downward/outboard to form integral boarding ladder
- 5. Rub Rail. 6" running full length each side and attached, top and bottom
- 6. Rub rakes running approximately, port and starboard side top to bottom, and shall be attached via L bracket welded to the hull, there shall be no through bolts in the hull attaching rakers
- D. Scuppers. Scupper pipes will be provided for drainage of self-bailing cockpit, port & starboard.
- E. A 200ft Tow reel with line and tow bit. Exact location to be determined and approved by purchaser during preconstruction to best fit the operation of the vessel.

Rails:

- 1. Bow Rail. Fabricated with 1" Schedule 40 Aluminum pipe. Secured to foredeck. Rail will extend 24-26" above deck and will run from after portion of trunk cabin to the bow, with a 20-34" opening at the bow.
- 2. Hand Rails.
 - a. Pilothouse interior- overhead on centerline.
 - b. Pilothouse exterior- aft corners & roof top.
 - c. Outboard Engine Guard Rail. 2.5" sch. 40 aluminum pipe, welded.
- 3. Rescue Rails. Dive door area will have horizontal and vertical rails fore & aft of door opening. Rails will be 1" sch. 40 aluminum pipe welded to hull.

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PAINT AND FINISH:

- A. Vessel Color: Non Painted
- B. Lettering & Accent Striping:
 - 1. Price shall reflect a compliment for standard striping and lettering based of cabin and hull design.
 - 3. Two 12- 24" Reflect Department Patch's

ADDITIONAL ACCESSORIES:

The boat will be provided with the following additional accessories:

A tandem axle bunk trailer with brakes, the trailer will be appropriately sized to accommodate the weight of the vessel fully loaded with equipment. Trailer to fit a 2 5/16" ball. Vendor must specify the appropriate trailer weight needed for vessel.

- 1. Manufacturer and component manufacturer manuals and warranty information and AsBuiltons.

Two (2) Copies of Wiring & Operation manuals

FINAL OUTING AND SEA TRIAL:

- A. Pre-Completion Inspection (Prior to Pump Mounting) (Factory Inspection)
- B. Factory Trials, upon completion, will be performed prior to acceptance trials. All features of the vessel will be checked for proper performance and operation. The Town will be notified in sufficient time to allow its representatives to be present should they so wish.
- C. Upon successful completion of the factory trials, the vessel will be provided with half fuel and factory personnel for Customer Acceptance Trials at a location agreeable to the purchaser.

TRAINING:

- A. One (1) day (8 hours) of training in Clinton, CT will be provided by a qualified factory representative.

END OF BID SPECIFICATION