



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Karen Bass Mayor, City of Los Angeles

Board of Harbor Commissioners

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Eugene D. Seroka

Executive Director

DATE: September 13, 2023

SUBJECT: BID NO. F-1184, ADDENDUM #1 – TWO (2) T-TOP BOATS – PATROL BOATS

THAT PORTION WHICH NOW READS IN PART:

Specifications/Technical Requirements (Attachment A)

BID DUE BEFORE 2:00 P.M.: SEPTEMBER 21, 2023

IS HEREBY CHANGED TO:

DELETED AND REPLACED AS FOLLOWS:

Specifications dated May 8, 2023 (Attachment A)

BID DUE BEFORE 2:00 P.M.: SEPTEMBER 28, 2023

Sincerely,

Handwritten signature of Michelle Davies

Michelle Davies SENIOR MANAGEMENT ANALYST

Company Name: _____

Signature: _____

Date: _____

c: attachment

May 8, 2023
VERSION: __

**HARBOR DEPARTMENT
SPECIFICATION NO.**

DESCRIPTION: The City of Los Angeles, Harbor Department (Port of Los Angeles or Port), Port Police Maritime Operation Division is requesting quotes from qualified marine boat builders with proven experience in police boat design and construction to construct and deliver TWO (2) - stepped hull, planing hull design, elevated operator platform, T-Top boats. Each boat outfitted for law enforcement purposes that meet or exceed the guidelines listed in these specifications.

GENERAL: It is the objective of these specifications to outline the requirements believed to be necessary to successfully perform this contract. The specifications are to be used as a general guide and are not intended to be a complete list of all work or requirements necessary to complete the project.

The contract that results from this process is expected to have a term of ten months from the date of execution of the agreement.

The qualified contractor must possess, or have the rights to, a proven planing hull boat design and have the ability to customize the police boat design plans to the Los Angeles Port Police service specifications.

The qualified contractor must be highly experienced in the construction of planing hull boats and have a domestic facility that can carry out their construction, inspection and performance testing.

The qualified contractor must provide high quality equipment, components and parts, designed for vessels of this type that are new and of current manufacture. The use of surplus, used, obsolete or discontinued items shall not be acceptable.

The qualified contractor shall construct the vessels in a manner consistent with best trade practices and in accordance with best commercial quality finishing, consistent with the industry standards that would apply for the construction of similar hull boats using best available technology. The contractor shall ensure that only suitably skilled and experienced employees or subcontractors be engaged to work on the boats.

The qualified contractor must be responsible for assuring that the boats meet the specified performance criteria.

The qualified contractor must submit as part of the bid, a plan for buyer inspection and approval a specified construction milestones. This plan will include what progress payments will be required at those milestones and what will be paid upon final delivery and approvals.

NO DEVIATIONS TO CERTAIN SPECIFICATIONS AS NOTED BELOW

The qualified contractor must be able to deliver BOTH boats on a boat trailer to the Port of Los Angeles, Port Police, Berth 161, San Pedro, CA.

Bidder must indicate with a check mark, in the spaces provided, after each item, if they COMPLY with the specifications for that item. If they do not comply, each deviation must be described in the space that follows. If insufficient space, indicate "see attached" and describe all deviations on an attachment to the bid. Make sure all deviations are labeled to identify the item for which the deviation is taken. A cover letter must be included indicating that deviations to the specifications are in a separate attachment to the bid. Failure to properly complete this required information may result in bid being rejected as non-responsive.

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MINIMUM QUALIFICATIONS

Comply:
Deviation:

In order to be considered as a qualified contractor for this project, proposers must meet the following minimum qualifications:

Prior extensive experience designing and building Police Boats for U.S based public safety organizations.

NO DEVIATIONS The proposed vessel shall be a current production model, not custom hull design or one-off construction.

Prior to award, bidder must arrange for sea trial of the same design boat with equalifiant equipment, motors and weight distrubution to demonstrate performance and handling capabilities. The sea trial loccation must be within 4 hours driving distance of the Port of Los Angeles. Sea Trial must be made available within 30 days of notification from buyer requesting same.

Evidence of possession of an adequate, U.S. Domestic, boat facility to design, construct, launch and test projects of similar scope as to the one described in this RFQ.

Evidence of the construction of at least 15 public safety boats since the company's inception AND delivery to a US or Foreign public safety service.

The vessel shall have a proven hull design and be of the latest model. The specified boat will have an expected life of not less than twenty (20) years. The boat builder should bear this in mind when designing and building the boat. For this reason, certain minimum qualities of materials and workmanship are specified which exceed those normally furnished in pleasure boats.

There shall be no organic material in the hull and deck structure nor in any critical components for proper operation of the vessel.

The equipment and accessories provided from the manufacturer and shall be of the latest model and be new.

All bidders shall provide literature, such as parts catalogs, production specifications, vessel design(s), sales brochures, engine specifications, etc. for the proposed vessel and equipment.

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In the case of details which are impractical to fully specify, or inadvertent omissions from the plans and specifications, or inadvertent inclusions herein, it is understood that the intent of the plans and specifications is to be carried out in all respects in accordance with the best boat building practice.

Materials, construction, and equipment are to be first class in every particular way to produce a vessel of the maximum strength and durability for the anticipated service. Any changes shall be approved by the Los Angeles Port Police Marine Division designee and be in writing prior to implementation.

This boat shall be fully equipped and capable of open water emergency responses/missions including, but not limited to the following:

- Pilot Boarding (including but not limited to placement of bow rails, side strakes and rub rails)
- Assistance towing (including appropriate tow bits, cleats, front and rear tow posts)
- Search and Rescue
- Dive operations.
- Medical Support and Transportation.
- Navigation and Communications.
- Port and Waterway Safety and Security Missions.

All equipment and accessories cataloged as standard, unless superseded by these specifications, are to be furnished and included in purchase price of this unit.

Optional equipment necessary to meet the minimum requirements of this specification shall be installed.

The vessel and all necessary equipment and accessories shall be turn-key and ready for operation including but not limited to all United States Coast Guard (USCG) required equipment, fenders, dock lines, tow lines etc.

All materials, components, and systems shall be fully installed per manufacturer's specifications and be fully functional.

All equipment to be new and latest model in current production. Used, shopworn, demonstrator, prototype, or discontinued models

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will not be acceptable.

The component parts of the vessel shall be new and of proper size and design to safely withstand the maximum stresses imposed. The manufacturer's torque rating of each driven part shall be equal to or exceed the torque rating of its driving member

Vandal protection package and locks shall be provided to protect against theft and vandalism. This package shall include exterior doors and lockers.

The vessels shall be delivered fully serviced and ready to operate all features including a full tank of fuel and all fluid ports topped off.

Boats must have been built to USCG and Classification Society Standards, or equivalent, and must be currently in active service as Public Safety Boats.

DESIGN

The police boats shall be of a design that has been proven through extensive use by other public safety organizations in the United States.

The vessel and accessories shall comply with the applicable provisions of California law including but not limited to the California Vehicle Code, the Safety Orders of the Division of Industrial Relations, and all Federal regulations in effect at the time of manufacture.

California Air Resources Board (CARB) Air Pollution and Exhaust Emission Control requirements. SAE and ISO standards shall apply where applicable.

The awarded vendor shall be an ISO certified business or a have comparable certification.

USCG Boatbuilder's Handbook.
American Boat and Yacht Council (ABYC) standards

Each boat must be capable of year round all-weather operation in comfort and safety both inland and offshore from the Port of Los Angeles. It must be capable of maintaining speed in rough sea

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conditions and operate safely in small craft advisory weather conditions. It must be reliable, seaworthy, and comfortable.

CONSTRUCTION STANDARDS, CLASSIFICATION AND CERTIFICATION

Comply:
Deviation:

Where the above regulations are silent, the rules of the American Boat and Yacht Council, the National Fire Protection Association, and the Occupational Health and Safety Administration shall apply.

All materials, equipment, machinery, fittings, hardware, appurtenances, and supplies for construction of the boats shall be new, free of defects, and suitable for their intended uses. The use of surplus or previously purchased items by the Contractor is strictly forbidden. The use of repurposed or remanufactured items, even with a new item warranty from the manufacturer, is also strictly forbidden.

Vessels and trailers must be delivered registered with the California DMV as Exempt to the Los Angeles Harbor Department as directed.

PERFORMANCE

Comply:

NO DEVIATIONS this entire section.

The expected performance of the boats in sea state Beaufort Force Wind Scale 4 shall be at a minimum:

Minimum speed: 20-24 knots at cruise speed, with a full speed of not less than 42 knots.

Ability to operate at idle or low speed for extended periods of time.

Turning pivot point shall be at approximately 60 to 70 percent of lull length at waterline.

VESSELS SIZE AND DESCRIPTION

Comply:
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Minimum 31' LOA, 10' Beam,
Maximum 36' LOA, 12' Beam

Approximately 12,000lb estimated displacement.

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NO DEVIATIONS This vessel is a single steering station, twin inboard, propeller driven.

Unless otherwise specified this boat and all systems installed in it, are designed to be used in heavy-duty commercial, law enforcement, and rescue applications.

All fasteners, hinges, and hardware to be stainless steel, unless specified.

HULL DESIGN

The hull material shall be either fiberglass or aluminum. If fiberglass below applies. If aluminum equivalent strengths attested to by contractor's marine architect.

Hard sided hull. Approximately 7-10 degree deadrise at transom.

Deck to be bonded to hull using 3M 5200, or equivalent, and stainless-steel fasteners.

Hull shell, deck shell, bulkheads, and internal framing shall be fire-retardant Vinylester resin or equivalent.

Exterior surface to be Isophthalic gelcoat, applied in mold, 20mil minimum thickness, or equivalent, color TBD.

Hull bottom and keel: 1/2 inch thick (minimum) monolithic construction. No less than four layers of e-glass, one layer of 7.5-ounce plain weave cloth & one skin coat layer of 1.5-ounce mat applied to gelcoat or equivalent.

Additional reinforcement layers shall be applied to the transom, keel and forward slamming area.

Limber holes will allow proper drainage to the lowest parts of the bilge.

Reinforced framed swimstep sufficient to withstand significant forces in pivoting the vessel off of docks or station keeping against a dock or structure with the propulsion in reverse.

Anti-Fouling paint will be installed prior to sea trials, customer to

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recommend paint.

Hull color and scheme to be determined by customer. Lettering or logos to be provided by customer.

DECK AND HATCHES

Deck consists of non-skid, integrated toe rail, flat bow area with tow post. Exterior helm with a companionway into the forward storage area.

Deck surfaces self-draining. Deck will drain through 2" x 6" scuppers equipped with one-way flaps.

A rub rail will be installed over the hull-deck joint that is black rubber, minimum 3", with a rubber insert.

Hatches to have gutters, be weather-resistant, and be self-draining.

Companionway to have securable hatches constructed of like material to hull. Dash cover constructed of Sunbrella or equivalent material with snaps.

Transom door to have drop in half-door and drop in top or full door.

Forward deck hatch to be Bomar or equivalent low-profile hatch.

Cabin interior equipped with marine head (listed below) and equipment storage, no seating below.

CONSOLE DESIGN

Console area is located approximately at midship.

Console shall be on an elevated deck providing 360 degree visibility to the operator.

All controls, steering, instruments, etc. shall be located on the starboard side of the vessel and be easily accessible from the seated or standing position.

Seating is described in Section 9. Misc. Construction Details

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ENVIRONMENTAL CONDITIONS

The boats shall be suitable to operate in conditions including air temperatures from 55° F to 125°F, and seawater temperatures 40° to 80°F. This range of temperatures is commensurate with the geographic parameters for the boats normal operation.

Comply:

Deviation:

HANDRAILS

The hand/grab rails shall be designed to allow the boat crew to have a safe handhold while standing and walking through the boat. They shall be installed in a manner that does not obstruct personnel from getting into or out of the seats.

Comply:

Deviation:

LIGHTING SYSTEM

The contractor shall provide LED lighting systems throughout the Vessels.

The Vessels shall be equipped with an exterior lighting system that shall be operated from the helm console. The lighting system shall include, at a minimum: foredeck floodlights, aft deck floodlights, side deck lights, boarding floodlights, and an adjustable beam spot light operated by remote control from the helm position. The adjustable beam spotlight shall be of a military grade and easily serviceable.

Interior lighting shall be installed, per Designers' recommendations, to adequately illuminate each compartment. The locations and types of lighting switch for each compartment will be determined through consult with the Designer. Lighting controls shall include a dimming function in order to vary the lighting intensity. The helm console shall be equipped with both red and white LED lighting, which shall be independently switched. This may be satisfied with independent red and white light fixtures, or dual circuit fixtures that produce both red and white light. Lighting fixtures shall be commercial marine grade, and shall comply with USCG Regulations. Where possible, lighting fixtures shall be provided by a single manufacturer.

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DOCKING LINES & BUOYS

A docking kit will be required for each boat. The kit will include:

- Four 30' x 5/8" DBN Dock Lines or equivalent with eye splice at one end (black)
- Four 5.5" x 20" 2 eyed ribbed fenders

Comply:
Deviation:

TOWING SYSTEM

Vessel shall be equipped with a tow spool with 300' line. Tow spool will store 300' of 3/4" tow line and all necessary hardware and installation. Spool shall be equipped with a foot operated retraction motor.

Comply:
Deviation:

MACHINERY AND STEERING

The vessel shall be equipped with two inboard diesel engines. The diesel engines shall have the capability to propel fully loaded vessel to a sustained speed of 42 knots at 75% throttle. The propulsion diesel engines shall have the cleanest available diesel technology available.

Suitable transmissions, gear ratio to be determined by builder. The port shaft is to be counter rotating.

The vessel shall be equipped with a suitable diesel generator. The generator must be placed to allow for proper service and have ample lighting to work on it. The diesel generator shall have the cleanest available diesel technology available.

Dewatering system. Either dedicated pump motor or electric clutch off the diesel generator.

Stainless steel engine beds encapsulate stringers and are through-bolted. Elevated mounting surfaces with sufficient room for tools to access engine mounting hardware. 1/4" plate to be used.

Stainless steel hardware to be used. Through bolted, 3/8" fasteners with lock washers and nuts.

NO DEVIATIONS 1.5" propeller shaft, SAE standard taper, two brass nuts, cotter pins, shaft keys. Machined and matched to appropriate couplings for marine gear. Final length to be determined

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at time of build. Provide one spare prop shaft per boat. Each to include mating couplings and all mounting hardware. All hardware necessary to replace prop shafts and props. Nuts, bolts, washers, lock washers, prop shaft keys and cotter pins.

Shaft logs to be bonded to hull, no external protrusion. Shaft seals will be dripless, engine raw water lubricated and cooled. PYI Inc or Tides Marine or equivalent prop shaft seals. Emergency spare shaft seals will be installed. Cast manganese bronze struts will be installed, with fasteners and backup plates, appropriate cutlass bearing.

Nibral or equivalent propellers will be installed, appropriate diameter and pitch will be determined by builder at time of build. One counter rotating.

Line cutter system to be installed to manage debris and kelp.

Hydraulic SeaStar or equivalent helm, externally mounted, twin hydraulic cylinders, original manufacturer hoses and hose ends. Steering system should be sized to meet the size and speed of the vessel. Hydraulic power assist steering with manual return home.

Destroyer style stainless steel wheel.

NO DEVIATIONS Rudders to be heavy duty, cast manganese bronze, 1 3/8" keyed shafts. Installed offset from shafts to allow for shaft removal without rudder removal.

NO DEVIATIONS Rudder ports to include dripless seals, support bearings, and locking collar. Rudder installation system to be of sufficient strength to handle high speed operations and turns. Seal and upper support bearing to be installed as high as possible. Tides Marine system or equivalent. With spare shaft seal installed.

Rudder arms to be cast, heavy duty, keyed and clamped to rudder post. Heavy duty stops will be installed to limit travel of rudders the appropriate distance. Provide appropriate sized and water-proof electronic rudder position indicator system.

Rudders to be connected through a stainless-steel connecting rod, attached to the rudder arms, designed to be adjusted without removal.

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Wet exhaust to be sufficiently sized based on engine manufacturers requirements, include Verantone mufflers or equivalent, and exit the vessel side exit at waterline. Hose to be heavy duty wire-reinforced marine wet exhaust hose, two stainless hose clamps at each connection. where required FRP elbows will be constructed to create single exhaust exits per engine.

Automatic/manual fire suppression system will be installed in engine compartment. Manual pull cable will be located at operator's station.

PROTECTIVE GUARDS & COVERS

Exposed piping, tubing, hoses, electrical or electronic cables subject to mechanical damage or physical damage by the crew during operations, inspection and maintenance shall be provided with protective covers. Removable guards shall be fit to all exposed rotating equipment to protect personnel from injury.

Comply:
Deviation:

PIPING, TANKS AND FUEL SYSTEM

Sea strainer system to be comprised of: Bronze, scoop strainer, through hull, sea cock, hose barbs, sufficiently sized basket strainers.

Hoses to be marine raw water rated, all connections to have two stainless hose clamps.

Strainers and seacocks to be located for easy access.

Minimum 100 gal aluminum fuel tank will be installed. Design allows for installation and removal of tank from vessel without disturbing surrounding hull and deck. Fuel tank to be properly supported and mounted to ensure no movement or damage occurs under normal operations. Fuel tank will be designed for diesel and meet all USCG requirements.

Fuel tank will include a sight gauge and a sending unit for the fuel level gauge. Easily accessible for maintenance and inspection.

Fuel hoses to have shutoff valves located at fuel tank.

Fuel hoses to be appropriately sized, protected from damage and easily accessible. Fuel hoses to be marine grade.

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External fuel filters and water separators to be Racor or equivalent and easily accessible. Fuel shutoff valves will be located at the fuel filter to allow for easy servicing.

Bilge system to be appropriately sized for pump, have anti-siphon loops, marine grade bilge hose, plastic thru-hulls, two stainless hose clamps at each connection.

Forward storage area includes marine head assembly with 15-20 gallon holding tank

ELECTRICAL SYSTEMS, ELECTRONICS, BATTERIES AND CHARGING

Comply:

Deviation:

12V DC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled. All terminations will be marine grade and protected from corrosion, per ABYC standards.

Wire colors will follow industry standards.

4 marine grade, AGM batteries will be installed, one per engine, and 2 for house.

Charging will utilize automatic charging relays. Engine alternators will charge all banks. Shore power charging is described in section: 120V AC

Battery Switches to be clearly labeled, easily accessible, and able to combine banks for emergency use.

12V Distribution

NO DEVIATIONS Distribution Panel to be Blue Seas, mounted in companionway, have sufficient breakers to accommodate all installed systems and have spare breakers installed.

All breakers will be clearly labeled with function and size. Panel to have integrated Volt and Amp meters.

Helm Switch panel to be clearly labeled and include the following switches: Navigation / Anchor Lights, Deck lights Aft, Deck Lights Port, Deck Lights Starboard, Courtesy Lights White/Red, Horn, PA FWD/AFT,

Switches, terminal boards, and junction boxes to be marine grade,

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appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

Lighting

Navigation lights will be LED, One port, One Starboard, and one all-round white light.

Four courtesy lights to be LED, white/red, located in the cockpit and aft deck.

3 interior dome lights to be LED, white/ red, located in interior of vessel, forward storage area, engine compartment.

4 spreader lights to be LED, located on the Arch, one port, one starboard, two aft.

1 roof mounted Spotlight will be provided, with full up/downside to side control at the helm.

3 Transom mounted LED lights. Aft facing.

Bilge system

Pumps will be placed appropriately in their compartment to maximize pumping ability and minimize standing water in bilge. No fasteners will penetrate the hull. All fasteners to be minimal in length and if possible, fastened to the bulkhead of the vessel.

Each bilge pump to be controlled by a rule switch panel with integral fuse. Each switch panel will be wired "hot" and be independent of the battery switches, going directly to the battery positive.

Three Rule 3700GPH or equivalent pumps will be installed, with independent rule float switch, one just forward of the transom, one in the aft of the engine compartment, one under the cabin sole.

High water alarms will be installed. With one float switch located even with the top of each bilge pump. High water alarm will be Aquaalarm or equivalent.

Navigation System

Raymarine or equivalent equipment including: 12"-16" multi-function display, radar, GPS, FLIR system, one transducer, water temp. System will be integrated with NMEA 2K network to engine displays. Rudder indicator.

Radios

Two VHF radio and appropriate antenna will be installed, manufacturer to be selected by customer. VHF will be mounted in

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companionway, and antenna mounted on ratcheting stainless mount on radar arch. External speaker to be mounted in the companionway. Mounting of customer provided radios will be accommodated for "Motorola" style radios or other department specific types. Power connection and install at time of build. All other components will need to be provided by customer.

Wireless headset system for operators, manufacturer to be selected by customer.

Emergency Lighting and Response- either a federal signal or Whelan light and siren system will be installed, complete with appropriate flashing lights and fore and aft facing P.A. / siren speakers.

Engine display and controls will be engine manufacturer's unless otherwise designated.

Modem

Installation of one Cradelpoint modem (or other model as provided by buyer) and associated antenna and wiring.

Installation and wiring for computer or laptop to connect to the modem at a location specified by buyer during construction.

Engine controls to be Livorsi, or equivalent 2 levers, Port and Starboard – forward, neutral and reverse, spec out specific part numbers are indicated.

Engines can be started through keys, switch pad, or a combination of the two.

A Ritchie or equivalent compass will be mounted just forward of the helm controls on line with the boat operators' line of sight. Swing compass in for turnkey operation.

3 combination 12VDC outlets / USB will be installed. One at each seat and one in the interior cabin. Seat outlets will facilitate the use of the handheld spotlight.

120V AC - all wires to be marine grade, of appropriate size and protected from damage and chafing. All wires will be clearly and properly labeled.

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All terminations will be marine grade and protected from corrosion. Wire colors will follow industry standards. Switches, terminal boards, and junction boxes to be marine grade, appropriately sized, heavy duty, commercially available. All switches will be labeled and easily accessible.

12VAC Distribution panel will be blue seas, mounted in the companionway, have a voltage and amperage display, and have the necessary breakers for all circuits. Breakers will be clearly labeled with use and size.

Shore power connection to be stainless steel, 30a, and installed on the port or starboard side of the vessel.

Battery charger to be mounted in an easily accessible area, the appropriate type for use with automatic charging relays, and for use with AGM batteries. Newmar chargers or equivalent.

120V AC outlets will be installed, one in the fwd. cabin and one in the engine compartment. These will only function when shore power is connected.

Bonding system will be installed, connecting all metal components and electrical system to appropriately sized anode located in the submerged swim step. System will provide appropriate corrosion and lightning protection for all installed equipment. All Anodes will be replicable by divers and commercially available.

NAVIGATION LIGHTS

Navigation lighting will be provided as required by USCG COLREGS for INTERNATIONAL boats of this size. A navigation light panel with visual indicators and alarm function will control all navigation lights.

All navigation lights will be LED lighting.

Comply:
Deviation:

POLICE BOAT LIGHTING

Equipped with Law Enforcement Lighting (Annex 5, 33 CFR 88 Section 88.05).

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BILGE SYSTEM

Each hull compartment will be equipped with a powered independent submersible bilge pump with overboard discharge. Where appropriate bilge pumps will be supplied with float switch activation.

The helm console will be supplied with a bilge pump alarm system panel. The panel will have indicators for each compartment and be equipped with override switches for each pump that allows manual activation/shutdown of individual pumps.

Comply:

Deviation:

ALARMS AND MONITORING

The boat will be fit with an alarm and monitoring system according to the Designers plan. At a minimum, the system should contain the following alarms:

- BILGE HIGH LEVEL
- ENGINE ALARMS
- GENERAL ALARM
- GROUND FAULT
- LOW LEVEL FUEL
- STEERING HYD OIL RESERVOIR LOW LEVEL

Comply:

Deviation:

MISC. CONSTRUCTION DETAILS

Radar arch - Stainless steel construction, rearward leaning, will be installed at midships extending from the deck of the vessel, over the console area. Arch will be sufficient to install antennas, radome, PA speakers, navigation lights, emergency lights, deck lights.

Hard Top - Stainless steel, or stainless steel and fiberglass hard top will shade console area. Stainless steel 7/8" tubing, and commercially available hardware will be utilized.

Eisenglass or equivalent assembly to provide enclosure for operators. Forward, port, starboard.

Windscreen - will be mounted to the forward face of the cabin, angled forward. Windscreen to be constructed of acrylic with stainless supports.

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Seats, port and starboard, shock mitigating captain seat with aft facing chair, waterproof and UV resistant cushions.

Seats to be easily removable and fastened to the vertical longitudinal face of the cockpit

Storage just forward of each seat will be provided for operators' personal equipment (such as phone, wallet, water bottle).

Towing Provisions

Stainless steel "bridge" will be provided to allow tow lines to easily move across transom door.

A stainless-steel aft tow post will be provided, minimum 3" diameter, 1" cross bar, fastened to the cockpit deck and aft engine compartment bulkhead.

A stainless-steel bow tow post will be provided, minimum 3" diameter, 1" cross bar, fastened to the bow deck and fwd. tow post shelf that is bonded to the bow section.

Four heavy duty stainless steel mooring cleats will be provided, 3 per side, minimum 10", through bolted with backup plates.

Stainless steel chafe guards will be installed, 12", one per cleat.

Two stainless steel fairleads, 6", will be provided on the bow of the vessel, to accommodate bow lines attached to the fwd. tow post.

Stainless steel plating will be installed at each transom corner and at the bow, extending from the waterline or chine to the sheer. Will be fastened to hull with removable fasteners, and 3M 5200 or equivalent.

At transom door deck, a stainless-steel plate will be installed to facilitate sliding of litters and baskets without damage to the deck occurring.

Aft cockpit railing and handles will be stainless steel, two are located outboard to port and starboard of the transom door.

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OUTFIT AND FURNISHING

Windlass anchor system to include:

Anchor and rode will be provided, aluminum fortress anchor, 30' 3/8" chain and 300' 3/4" triple strand rope. Chain and rope will be assembled with necessary rigging for immediate use. Safety wired where needed.

Anchor will have stainless mounting hardware provided, location to be approved by customer.

Interior shelving in forward storage area must accommodate power requirements and room for customer equipment.

One 50' 30a shore power cable will be provided

2 each 10lb fire extinguishers and stainless-steel mounts will be provided. One in the interior cabin, one additional to be mounted at customers preferred location.

2 each heating ports to be installed near helm console, one each side.

Blac-Rac or equivalent weapon management system to be installed. Customer to recommend system and placement or provide.

Comply:
Deviation:

CORROSION PROTECTION

The Contractor shall design and construct the boats in such a manner as to protect the boats from the effects of corrosion.

The Designer will determine sizing and placement of the hull zinc anodes.

Comply:
Deviation:

MAINTAINENANCE PLAN

The Contractor shall develop a comprehensive preventative maintenance plan to include all boats equipment, machinery, and systems, which will enable the Owner's staff to plan and execute routine maintenance of the boats. The plan shall be provided in a searchable electronic format, and address not only the equipment, but most importantly the operational considerations of any custom

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system installations that are unique to these boats.

SPARE PARTS

The Contractor will supply the Owner with Consumable spare parts. Consumable spare parts shall include at a minimum; fuel, lube, water, and air filters for all systems; spare bilge pumps, impellers, belts, and float switches; spare sensors, fuses, circuit breakers and bulbs for navigation lights, house lights, and compartments lights; sacrificial aluminum anodes for corrosion protection and any other consumable spare parts that the contractor deems necessary.

Provide all diagnostic software available for all systems on the vessel with two year subscriptions.

The Contractor shall recommend to the Owner any additional spare parts they determine the Owner should purchase for delivery with the boats.

Comply:
Deviation:

BOAT TRAILERS

Builder will provide appropriate sized boat trailer for each boat. Each boat trailer will be Aluminum Bunk Trailers or equivalent with disc brakes, ladder and LED Lighting. The trailers are to be registered by the Contractor.

LOGISTICS SUPPORT

The contractor will supply a minimum of three (3) hardcopies, properly organized in binders, and a minimum of three (3) complete electronic sets, of all documentation and manuals for the boats in the "as-built" condition. The document sets shall be delivered at the time of Technical Acceptance.

REQUIRED DOCUMENTATION:

1. General Arrangement Plan
2. Docking & Hoisting Plan
3. Engine Compartment Arrangement, showing critical maintenance operations
4. Diagrams of all systems
5. Electrical schematics
6. Equipment and component manuals

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7. Relevant structural drawings (hull, engine foundations, etc.)
8. Material certificates
9. Dock and sea trials test report
10. Stability Booklet
11. Inventory

WEIGHT & STABILITY

Throughout the design and build process the Contractor shall perform an engineering weight estimate to monitor the boats weight. Upon launching the completed boats the Contractor shall conduct an in-water inclining experiment to determine the boats final weight, center of gravity and stability. Boat stability shall meet USCG requirements for boats of this size and service. The Contractor shall deliver a stability booklet with each boat.

Comply:
Deviation:

LAUNCHING

The Contractor shall prepare boats launching plan and submit it to the Owner for review and approval at least thirty days prior to boats launch. The Contractor shall carefully plan, control, and execute the launch to ensure that the boats suffer no damage during the launch. If either boat contacts any structure or any other boats during the launch or transit to the mooring location, the Contractor shall repair any damage (including paint damage) at the Contractor's expense.

Comply:
Deviation:

WARRANTY

The Contractor must be able to warranty and provide follow-up support for the both boats, in entirety, for a minimum period of one (1) year from date of final acceptance by the Owner. The warranty should state that the qualified contractor shall, at his/her own expense, and without any cost to the Owner, replace all parts failures and make all repairs, including labor and transportation costs, that may be required or are made necessary by reason of defective design, material or workmanship.

The Contractor must be able to provide warranties on all equipment, parts and materials furnished or purchased by a subcontractor, under this proposal, and guarantee that they will meet all contract requirements and are free of defects in equipment, material, or workmanship and are fit for its intended purpose.

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Warranty support shall be provided through U.S. based, original equipment manufacturer, and/or shipyard certified personnel.

DOCUMENTATION

The Contractor will be responsible for obtaining all documents and certificates for the boats. This includes documentation of the Hull Identification Number and registering the Emergency Position Indicating Radio Beacon (EPIRB) to each boat.

Comply:

Deviation:

CLEANLINESS

The Contractor shall maintain the boats in a high state of overall cleanliness during all phases of construction. The Contractor shall take care to preserve the structure, fittings, outfit, paintwork, engines, auxiliaries, appliances and apparatus to insure delivery in a satisfactory condition. Measures shall be taken to prevent wear and tear or damage during construction and to prevent corrosion and contamination of machinery parts. All defects, damage and deterioration of the boats, or their components, that develop during construction, fitting out, and trials shall be corrected, by and at the expense of the Contractor, prior to Owners acceptance.

Comply:

Deviation:

QUALITY ASSURANCE

The Contractor shall maintain a robust in-house quality assurance (QA) quality control (QC) plan and provide access to that plan and all records to the Owner upon request. The Contractor shall provide its written QA/QC plan to the Owner for review prior to the start of construction.

Comply:

Deviation:

SHIPYARD VISITS

Throughout the course of construction, the shipyard must accommodate authorized representatives of the buyer to inspect the boats at the Shipyard. The costs of these visits will be the responsibility of the buyer.

Comply:

Deviation:

TECHNICAL ACCEPTANCE TRIALS

The Contractor shall develop, in cooperation with the Owner, a comprehensive testing and trials plan. The plan shall identify all testing milestones; define testing procedures and track deficiencies,

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corrections, and acceptance. Trials shall include Dock Trials, Sea Trials, and Acceptance Trials. The Contractor shall provide to the buyer an estimated schedule for each of the trials and provide a minimum of two weeks' notice prior to the start of all trials.

Dock Trials shall be conducted to demonstrate proper functioning of propulsion systems and controls, auxiliary systems, electronics, and safety equipment prior to Sea Trials. Prior to Dock Trials, the Contractor will present an agenda to the Owner for review and comment. Following the completion of Dock Trials, Sea Trials will be conducted to demonstrate the performance of the boats and proper function of systems underway.

Upon completion of Dock and Sea Trials, any item of Contractor furnished equipment that shows questionable operating characteristics shall be thoroughly examined and repaired by the Contractor. If repairs are necessary or if the performance of any Contractor furnished equipment does not meet specification requirements, tests of the individual units are to be repeated by the Contractor and corrections made until the equipment meets the specifications and is accepted by the buyer.

The buyer and regulatory bodies, as required, shall witness all trials. All major machinery and equipment shall be represented by a fully authorized representative. All trials for the boats will be conducted at the Contractor's expense.

Technical acceptance will not constitute delivery of the boats.

DELIVERY, INSPECTION & FINAL ACCEPTANCE

Upon completion of the Technical Acceptance trials, the Contractor shall deliver the boats to the Port of Los Angeles; Los Angeles Port Police Service at Berth 161, San Pedro, CA. Delivery must be pre-arranged and scheduled at a mutually agreeable time. Delivery will be made during daylight working hours, 0700 -1500.

Upon delivery, a representative for the Port of Los Angeles along with a representative of the selected Contractor will inspect each boat and conduct a sea trial top ensure that the boat meet all of the contract specifications. If there are any apparent defects in the boats, machinery or equipment at the time of delivery, the Port of Los Angeles representative will promptly notify the contractor thereof.

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Without limiting any other rights, the Port of Los Angeles will require the contractor to repair or replace, at the Contractor's expense, any or all of the damaged materials, machinery or equipment.

Upon satisfactory inspection by both the Port of Los Angeles representative(s) and the selected Contractors representative(s), and remedy of any issues found during the final inspection, the Port of Los Angeles will make Final Acceptance of the boats.

TECHNICAL SUBMITTAL

In response to this RFQ, the proposer shall provide:

- Name, address, and telephone number of a primary contact person.
- A brief a narrative describing the firm's qualifications to perform the work, including past (relevant) experience. The narrative should include details on the firms' ability to meet the Minimum Qualifications.
- A detailed project description of not more than four police boat projects in similar size and scope to this project prepared by your firm. For each example, include agency name, length, beam, depth, draft, displacement, speed, installed power & propulsion type, special features, start/delivery dates, comparison of planned and actual delivery dates, and Owner's contact information. Descriptions should be limited to one page for each project.
- At least three-client references, with contact names and information for which proposer has delivered police boats similar in nature, scope and duration to the contract contemplated herein.
- The name of a Designated Naval Architect for the project.
- Contract level specifications to include at a minimum:
 - Detailed General Arrangement Plans
 - Performance estimates
 - Standards for classification and certification
 - Design standards for performance, noise levels, and environmental conditions
 - Details of hull form and superstructure, including construction materials, standards, weight and stability
 - Details (make, model, manufacturer, ratings, etc.) of machinery, equipment, and systems to be installed in

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- the boats, including, but not limited to: propulsion system, electrical systems, control systems, auxiliary systems (steering, bilge, fuel, etc.), fendering system, safety systems, electronic systems, and paint schedule.
- Detailed listing of support documentation to be provided to the Port of Los Angeles upon delivery of the boats.
- Details of the expected performance standards during the Dock and Sea trials.

By signature below, vendor acknowledges reading all of the above and will comply with requirements as stated herein:

SUBMITTED BY: _____
Company Name Date

Signature Print Name/Title Telephone #