SAN RAFAEL
THE CITY WITH A MISSION

Agenda Item No: 2.o

Meeting Date: July 20, 2026

SAN RAFAEL CITY COUNCIL AGENDA REPORT

Department: Fire Department

Prepared by: Justin Barrow, Fire Captain
Jason Hatfield, Battalion Chief
Thomas Wong, Sr. Management Analyst II

City Manager Approval: _____

TOPIC: FIREBOAT PURCHASE

SUBJECT: RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT TO PURCHASE ONE FIREBOAT WITH METALCRAFT MARINE INC. FOR THE FIRE DEPARTMENT FOR A NOT-TO-EXCEED AMOUNT OF $1,481,419; AND AUTHORIZING SUPPLEMENTAL BUDGET APPROPRIATIONS OF $1,054,988 WITHIN THE FIRE EQUIPMENT REPLACEMENT FUND (FUND 625) SUPPORTED BY A FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) GRANT IN THE AMOUNT OF $904,988 AND SALE OF THE EXISTING FIREBOAT FOR A TOTAL PROJECT COST NOT-TO-EXCEED $1,495,000

RECOMMENDATION:
Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute a contract to purchase one fireboat with MetalCraft Marine Inc. for the Fire Department for a not-to-exceed amount of $1,481,419 and authorize supplemental budget appropriations of $1,054,988 within the Fire Equipment Replacement Fund (Fund 625) supported by a Federal Emergency Management Act (FEMA) grant in the amount of $904,988 and the sale of the existing fireboat for a total project cost not-to-exceed $1,495,000.

BACKGROUND:
The San Rafael Fire Department operates a single fireboat, *Fireboat San Rafael* (FBSR), located at the Loch Lomond Marina. Fireboat San Rafael is a 2004 MetalCraft Marine Firestorm 30 specifically designed and constructed for municipal firefighting, rescue, and emergency response operations in the unique shallow-water environment of San Francisco Bay and the surrounding waterways. The vessel measures 33 feet 5 inches in overall length with a 10-foot 6-inch beam and a shallow operating draft of approximately 18 inches, allowing it to safely access marinas, waterfront infrastructure, tidal sloughs, mudflats, and other areas inaccessible to larger fireboats. The vessel's lightweight aluminum construction and approximately 11,700-pound displacement provide excellent maneuverability while maintaining the durability required for emergency operations.

The Fireboat San Rafael serves as a multi-mission public safety platform capable of supporting marine firefighting, search and rescue, medical emergencies, law enforcement assistance, hazardous materials response, and disaster operations throughout Marin County and the greater San Francisco Bay region.

FOR CITY CLERK ONLY

Council Meeting:

Disposition:

Its shallow draft enables operations in areas where water depths may be less than three feet, significantly expanding emergency response capabilities along the City's extensive waterfront and environmentally sensitive shoreline. The vessel's purpose-built design, combined with its stability, maneuverability, and rapid response capability, makes it a critical asset for protecting life, property, and natural resources while supporting mutual aid responses throughout the region.

FBSR and the Fire Department's Marine Division provide fire suppression, Emergency Medical Services (EMS), Hazmat mitigation, public education, and disaster response services not only to San Rafael but also to areas within the San Francisco Bay, in coordination with the United States Coast Guard (USCG) and other local partners. Within the last year, FBSR has assisted with a structure fire off the San Rafael Canal, as well as operated in Vallejo, supporting a warehouse fire. FBSR has also recorded numerous water rescues and assisted USCG in search and rescue operations in the Bay.

FBSR was constructed in 2004, purchased used from the Southern Marin Fire Department in 2020, and is now 22 years old. Due to the current age of FBSR, the Fire Department has typically spent $15,000-20,000 annually on boat maintenance. This is a significantly higher maintenance cost than a newer boat.

Recognizing the current age of FBSR and increased maintenance costs, in June 2024, the Fire Department submitted a FEMA Port Security Grant Program (PSGP) grant for the replacement of FBSR. In September 2024, the City was awarded a PSGP grant of $904,988 towards the purchase of a new boat. The grant requires the boat and project to be completed by August 2028. In November 2025, the Fire Department issued a Request for Proposals (RFP) for a fireboat (Attachment 3), which closed in December 2025.

ANALYSIS:

Fireboats require specialized design features, operational requirements, and vendor-specific capabilities. Each boat manufacturer has different designs that impact various operational parameters the City requires. Because there is no complete, adequate, and realistic specification or purchase description available for a fireboat, the Fire Department used a competitive sealed proposal process rather than a sealed bidding process, more commonly referred to as a low bid process.

The competitive sealed proposal is consistent with San Rafael Municipal Code (SRMC) section 2.55.110(B), which authorizes the City Manager to permit competitive sealed proposals and negotiation under 2.55.200 and 2.55.210 when sealed bidding is not practical or advantageous to the City. It is also aligned with federal requirements under 2 Code of Federal Regulations (CFR) Part 200, which are required as part of the grant agreement. Using competitive sealed proposals ensures compliance with federal and local procurement standards while allowing the Fire Department to select the manufacturer with the strongest proposal that meets the needs of the San Rafael Fire Department, while simultaneously negotiating the best terms.

The Fire Department received four proposals in response to the RFP. A Five-person technical evaluation committee consisting of members of the Marine Division was assembled, and each proposal was scored based on anticipated performance in the waterside operational environment, the manufacturer's capability to perform, cost, procurement and replacement schedule, and maintenance considerations.

The evaluation committee conducted a comprehensive review of each proposal using the evaluation criteria established in the RFP. While cost was an important consideration, the selection process placed significant weight on operational performance, technical compliance, long-term value, and the vessel's ability to meet the Fire Department's specific mission requirements. Evaluation criteria included maneuverability at low speeds, the ability to maintain steering control during fire pumping operations, shallow draft capabilities, seaworthiness in both protected and open water, fuel capacity and operational

range, maintenance requirements, operator training considerations, and interoperability with similarly sized vessels currently operated by regional partner agencies. These criteria were weighted to reflect their relative importance to the Fire Department's emergency response mission, recognizing that the City's investment in a fireboat is a long-term commitment. Emphasis was placed on selecting a vessel that will provide reliable performance throughout its service life while minimizing maintenance costs, reducing training impacts, and allowing the Fire Department to deliver high-quality fire suppression, emergency medical, and rescue services safely and effectively.

MetalCraft received the highest overall evaluation score and was determined to provide the best overall value to the City based on the established selection criteria. The proposed vessel best meets the Fire Department's operational needs within the unique marine environment surrounding San Rafael. Its shallow draft provides access to areas such as the San Rafael Canal and China Camp. At the same time, its hull design and propulsion system deliver superior maneuverability in narrow waterways and maintain steering control during high-volume fire pumping operations. The enclosed cabin provides a protected workspace for firefighters operating navigation and communication systems, and the propulsion configuration maximizes deck space for rescue swimmer deployment while allowing convenient access for maintenance. The vessel's fire pump can deliver more than 2,000 gallons per minute directly from the Bay, providing exceptional firefighting capability. Additionally, the availability of certified service technicians in Marin County supports timely maintenance and reduces potential downtime. MetalCraft's proven history of manufacturing high-quality fireboats, combined with the successful deployment of its Fire Storm platform by neighboring fire agencies, demonstrates its reliability, performance, and suitability for the City's long-term operational needs. A copy of the draft contract is provided as Attachment 2.

FISCAL IMPACT:
The total purchase of the fireboat with use tax, delivery, and upfitting is $1,495,000. The following tables summarize the total costs associated with the new fireboat:

Total Cost for new boat	
Fireboat	$1,336,334
Delivery	$21,475
Use Tax	$123,610
Upfitting and contingency	$13,581
TOTAL	**$1,495,000**

Funding to support this purchase would be covered through a combination of the FEMA grant, City contributions through the Fire Equipment Replacement Fund, and anticipated proceeds from the sale of the FBSR. The City’s contribution also serves to meet the local match requirement (minimum of 25%) required of the FEMA grant.

Estimated Final Cost/Impact to Fund 625	
New Fireboat	$1,495,000
FEMA PSPG Award	($904,988)
Estimated Sale Price of FBSR	($150,000)
Estimated Final Cost	**$440,012**

The City’s matching contribution was included as an appropriation within the Fire Equipment Replacement Fund (625) in the Fiscal Year (FY) 2026-27 approved budget. Staff is now requesting that the City Council authorize an additional supplemental appropriation of $1,054,988 within the Fire

Equipment Replacement Fund, as well as an offsetting increase in revenues, to account for the federal grant award ($904,988) and the proceeds from the sale of FBSR ($150,000).

OPTIONS:

1. Approve the resolution authorizing the City Manager to execute a contract to purchase one fireboat with MetalCraft Marine Inc. for the Fire Department for a not-to-exceed amount of $1,481,419 and authorize supplemental budget appropriations of $1,054,988 within the Fire Equipment Replacement Fund (fund 625) supported by grant funding and sale of the existing fireboat for a total project cost not-to-exceed $1,495,000
2. Direct the Fire Department to modify the proposed purchase.
3. Direct the Fire Department to withhold the proposed purchase. This option may require an extension with FEMA to ensure the boat is delivered by the grant's completion date.

RECOMMENDED ACTION:

Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute a contract to purchase one fireboat with MetalCraft Marine Inc. for the Fire Department for a not-to-exceed amount of $1,481,419 and authorize supplemental budget appropriations of $1,054,988 within the Fire Equipment Replacement Fund (Fund 625) supported by a Federal Emergency Management Act (FEMA) grant in the amount of $904,988 and the sale of the existing fireboat for a total project cost not-to-exceed $1,495,000.

ATTACHMENTS:

1. Resolution
2. MetalCraft – Draft Contract
3. Request for Proposal

RESOLUTION NO.

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT TO PURCHASE ONE FIREBOAT WITH METALCRAFT MARINE INC. FOR THE FIRE DEPARTMENT FOR A NOT-TO-EXCEED AMOUNT OF $1,481,419 AND AUTHORIZE SUPPLEMENTAL BUDGET APPROPRIATIONS OF $1,054,988 WITHIN THE FIRE EQUIPMENT REPLACEMENT FUND (FUND 625) SUPPORTED BY GRANT FUNDING AND SALE OF THE EXISTING FIREBOAT FOR A TOTAL PROJECT COST NOT-TO-EXCEED $1,495,000

WHEREAS, the City of San Rafael Fire Department provides fire suppression, Emergency Medical Services (EMS), Hazmat mitigation, public education, and disaster response services within the shoreline and waters of San Francisco Bay; and

WHEREAS, the Fire Department currently operates *Fire Boat San Rafael* (FBSR), a 34' single-hull aluminum boat purchased used in 2020 from the Southern Marin Fire District; and

WHEREAS, FBSR is now 22 years old and, while still well maintained, is nearing the end of its useful service life; and

WHEREAS, the San Rafael Fire Department submitted and was successfully awarded a 2024 FEMA Port Security Grant Program grant in the amount of $904,988 towards the replacement of FBSR; and

WHEREAS, the City conducted a request for proposals in November 2025 and received four (4) responses; and

WHEREAS, San Rafael Municipal Code (SRMC) section 2.55.110(B) authorizes the City Manager to permit competitive sealed proposals and negotiation under 2.55.200 and 2.55.210 when sealed bidding is not practical or advantageous to the City; and

WHEREAS, the Fire Department used a technical committee to select the most qualified response, which was Metal Craft Incorporated; and

WHEREAS, the Fire Department subsequently negotiated the final specifications and price with Metal Craft consistent with SRMC and federal procurement guidelines.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of San Rafael finds the foregoing recitals are true and correct, and hereby authorizes the City Manager to purchase one fire boat, including build-up and outfitting, for the Fire Department, for a not-to-exceed amount of $1,495,000; and

BE IT FURTHER RESOLVED, that the City Council authorizes supplemental budget appropriations of $1,054,988 within the Fire Equipment Replacement Fund (Fund 625), supported by grant funding secured and future sale of FBSR, augmenting funding previously appropriated in the FY27 budget for a total cost not to exceed $1,495,000.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of San Rafael, held on Monday, the 20th of July 2026, by the following vote, to wit:

AYES: **Councilmembers:**
NOES: **Councilmembers:**
ABSENT: **Councilmembers:**

Lindsay Lara, City Clerk

MetalCraft Marine

INCORPORATED



Date: May 14, 2026

DRAFT - Agreement Between
City of San Rafael
Fire Department (Buyer)
1375 5th Ave, San Rafael
CA 94901

and

MetalCraft Marine Inc. (MCM) (Builder)
349 Wellington Street
Kingston ON K7K 6N7

This is an agreement to enter into a contract for the construction of one MetalCraft Marine Model FireStorm 4344. The boat shall be built in accordance with the terms & conditions included herein. Any modification to this contract shall be done in writing with the acknowledgement of both parties on MCM's standard Design Change Form, sample enclosed. The maximum period for delivery is 14 months from Contract signing and implementation.

ADDITIONAL DETAILS;

The parties agree that the contract will be subject to the laws of California.

Contract Inclusions;
-Signed General Arrangement of craft
-Specification
-Acceptance Document
-Warranty Document
-DPW-PO Terms & Conditions

Contract Conditions:

1) All construction is to ISO 12215 Category structure and the American Boat & Yachting Council Standards for outfitting as applicable.

2) All electrical work as specified is supplied and installed and fully tested and conforms American Bureau and Yachting Council, Marine Electrical Standard E-2. All wiring will be labeled for easy identification.

583 Broadway St. E, Cape Vincent New York 13618 ✦ 347 Wellington Street Kingston Ontario K7K 6N7
www.metalcraftmarine.com
(800) 410-8464

3) All welding and vessel structure will be in accordance with American Welding Society standards for welding high speed aluminum vessels as applicable.

4) MCM will provide the appropriate Hull Identification Number and documentation for the customer's purpose of registering the boats in their home State.

5) Purchase orders will be available for inspection. MCM reserves the right to select all parts and gear not specifically referenced in the specification. MCM shall build the boat according to the attached specification. The customer has full rights to request specific gear during the contract period with considerations for price adjustment and possible contract delays.

6) We approve the customers right of complete access to the vessel during normal hours or by prior arrangement.

7) Any and all changes to the contract or the specification will be documented on MCM's standard Design Change form, copy enclosed. All changes will require the owner or its representative's authorized signature prior to work commencing. Changes that require fixed cost estimates in advance of approval by the customer, will permit the builder to charge for his time and material in establishing the fixed cost estimate, as many estimates will require some engineering or engineering considerations. All DCR's will establish any resultant schedule changes.

8) The Parties agree that Time is of the essence. The builder shall do everything in its power to expedite all materials to the factory and maintain its production schedule. Any delays that are beyond the control of MetalCraft Marine shall be conveyed to the customer as soon as these are known.

All written questions requiring advice from the customer, requires a written response within 48 hours to prevent any potential delay. This includes drawing approvals.

The Technical Representative of the end user and or Representative of the Buyer shall meet with the MCM Technical Representative for an Engineering Conference within four weeks of Contract signing to review and confirm all design and specification items. Location shall be determined or held virtually if it is not possible to co-ordinate schedules. Written information will be accepted by fax or headed e-mail. Fax numbers for questions are MCM 613-542-6515, Buyer 415-246-1308. E-mail addresses for questions are; MCM, (bob@metalcraftmarine.com) Buyer, Justin Barrow justin.barrow@cityofsanrafael.org. MCM is responsible for timely placement of Purchase Orders relating to the equipment specified.

9) MCM maintains a comprehensive Ship Builder's Risk insurance policy covering all aspects of the vessel, from commencement of construction. Our insurer is Travellers Insurance, New York NY. The Ship Builder's Risk policy ends when the boat has been loaded upon its conveyance. At this point MCM's shipping insurance covers the vessel, from time of departure from the MCM yards to the FOB point

10) MetalCraft provide a 1 year warranty on all items and equipment and a ten year hull weld warranty. Each of the Equipment suppliers individual warranties apply and they determine and approve or disapprove all warranty claims for their specific equipment based on their individual warranty terms and conditions.

Engine warranties are 2 years engines and 3 years electronics. MCM is not responsible for any claims that are disallowed by our equipment suppliers as we do not have control over these suppliers.

11) The vessel will be trialed and accepted by the customer or customer's representative at the contractor's facility. This signed acceptance will be known as the Final Acceptance and indicates the customer or customer's representative has inspected the vessel and indicated by his/her signature that the vessel meets the specifications in all respects and is ready for shipment. Any deficiencies found by this inspection shall be rectified by the contractor at the contractor's expense and completed in a timely manner prior to shipment of the vessel.

12) We have not included the costs for a third party inspector to perform inspections. The customer is responsible to provide his own inspection during construction.

13) The Contract covers 2 days of operator and maintenance training in San Rafael. We recommend no more than four persons for operator training for more positive results.

14) Payments based on submitted invoices and approved documentation shall be made within 10 days of submission of appropriate documentation. The final payment shall be made after Final Acceptance of the boat, which is at MetalCraft Marine's facility after successful sea trials.

15) If the Builder (MCM) is found to be in Breach of the Contract the Buyer must notify the Builder in writing clearly stating the clause breached and provide 30 days for the Builder to rectify the Breach and provide the Buyer with written notice by that the Breach is corrected. Such notification shall be by Fax or email. The Builder shall have 30 days from receipt of Notice by the Buyer to rectify the Breach noted. If the buyer is in breach of the Contract they shall 30 days to rectify the breach after notice.

16) If the Buyer terminates the contract for convenience, the Buyer shall notify MCM immediately by fax or email. MCM shall immediately stop work upon receipt of the notice. The Buyer shall be responsible for all costs incurred up to that time including labor and any materials on hand or that have been ordered by MCM purchase order that cannot be cancelled and any restocking charges levied against MCM by its suppliers, plus the profit that MCM would have made on the contract, had it been completed.

17) The delivery period is subject to conditions beyond the control of MetalCraft Marine as described in this Contract, including shipping delays of the carrier. Such delays beyond the Builder's control are considered Force Majeure.

18) The contract price and payments are to be made in USD Dollars.

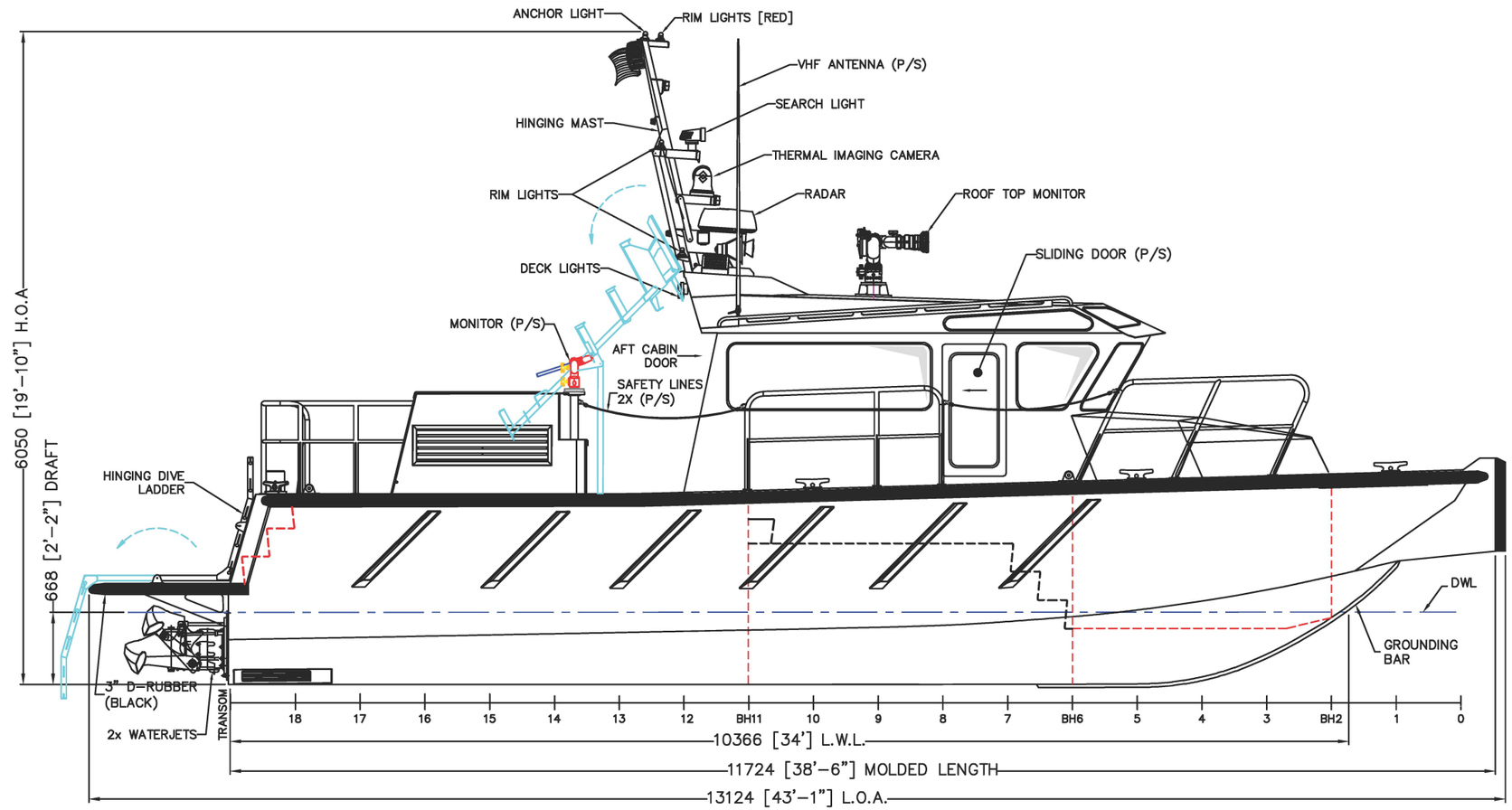
Contract Pricing and Terms:

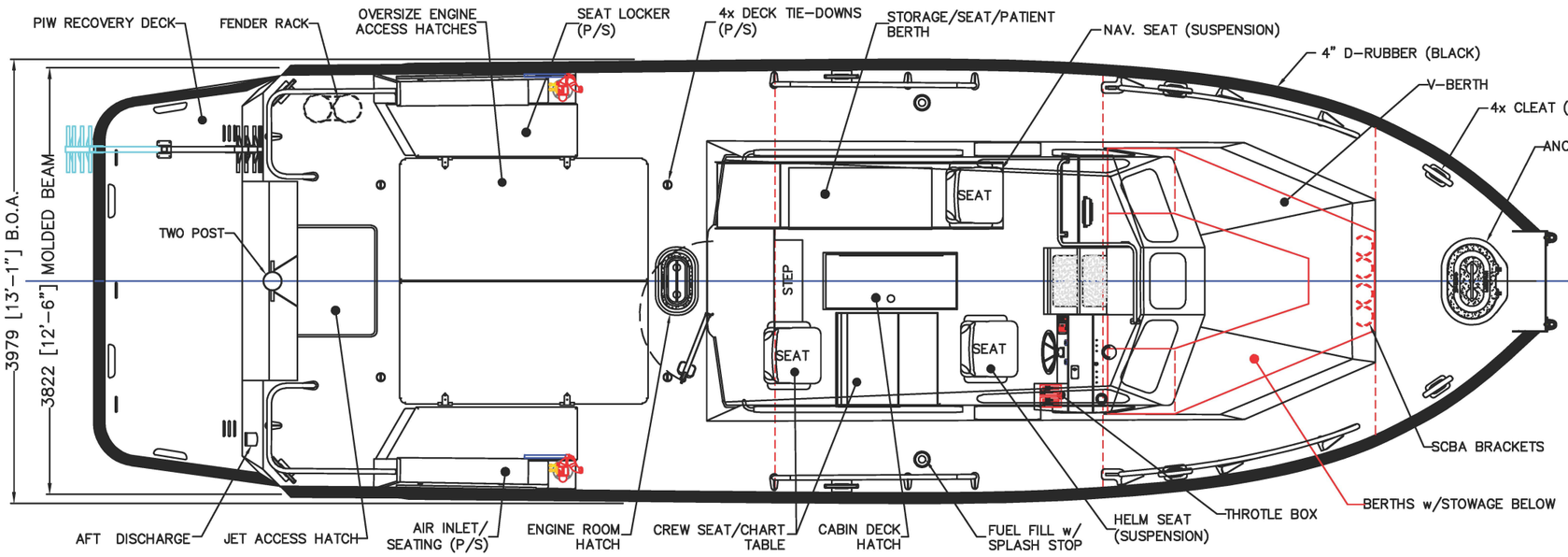
Price for FireStorm 4344 as per attached Specification:	**$ 1,336,33.14**
Freight to San Rafael,	**$ 21,475.00**
Plus applicable taxes	

Payment Terms:

Draws as per schedule;
20% Deposit to reserve production slot,
20% Receipt of main cut parts, & commencement of construction
30% Completion of metalwork
20% Receipt of engines
5% upon successful completion of trials
5% at Acceptance at San Rafael

_____	_____
MetalCraft Marine Inc. Date:	City of San Rafael Date:





PLAN VIEW

VESSEL PARTICULARS:

FIRESTORM 43/44

LOA:	13M (43'-1")
BEAM MAXIMUM	3.97M (13'-1")
DEADRISE:	22°
FULL LOAD WEIGHT (APPROXIMATE)	33,000 LBS

PROPULSION

MAIN ENGINES:	(2) CUMMINS QSC 6.7 480HP
WATER JETS:	(2) HAMILTON HTX30
FIRE PUMP:	(1) DARLEY 1750GPM
FUEL CAPACITY:	(2) 150 USG TANK

*SOME OPTIONS MAY BE SHOWN.

© METALCRAFT MARINE INC. 2025

METALCRAFT MARINE INCORPORATED
349 WELLINGTON STREET, KINGSTON
ON K7K 6N7

43/44FT FIRESTORM

SAN RAFAEL FIRE DEPARTMENT

GENERAL ARRANGMENT
OUTBOARD PROFILE AND DECK PLAN

SIZE	FSCM CAGE NO.	DRAWING NO.	REV
B	1T8W7	FS44-81438-801-001	B1
SCALE 1:50		STATUS: RELEASED	SHEET 1

MetalCraft Marine
INCORPORATED

349 Wellington St., Kingston Ontario, K7K-6N7 - 22419 Fisher Rd., Watertown, NY, 13601

6/26/2026

San Rafael Fire Department — **FireStorm 4344**

Standard Features					Price valid for 90 days USD
Hull					$ 222,420.00
	Hull	FireStorm 4344	5083 hull structure designed to ISO 12215 standard Category B, 13-19 wave heights. There is no 6061 extrusion used in way of the bilge area of the boat, Note 5083 is 25% stronger after welding	13200	
		Stability calculated to meet NFPA 1925	NFPA 1925	1	
		Side decks to be minimum 24" wide.	Cut files	1	
		Frames and Bulkheads	MCM	1	
		Cut girders and stem	Included	1	
		Erect backbone and deck	Included	1	
		Add stiffeners to deck	Included	1	
		Deck beams	Included	1	
		Install longitudinal	Included	1	
		Deck soft patch	Misc. hardware	1	
		Install transom	Included	1	
		Add framing to transom	Included	1	
		Hull plating	5/16" hull bottom, 1/4" hull sides 3/16 "deck	1	
		Hull welding	Welding wire	1	
		Dive rescue platform	Aluminum	1	
		Hull grinding and buffing	Misc.	1	
		Roll-over	Crane	1	
		Anchor locker with push knees	Freeman or BOmar hinged deck hatch, must be draining Overboard	1	
		Grounding Bar beaching plate	MCM Channel	1	
		QA and safety hours	Misc.	1	
Metal Other					$ 79,890.50
	Superstructure				
		Cut parts for Super structure	Aluminum parts cut in house	1	
		Bend cabin top beams	Bending in house	1	
		Erect superstructure	Head clearance of 6'10", 6'6" in cuddy	1	
		Weld superstructure	Welding wire	1	
		Install on to hull		1	
		Port & Stbd console	Need location for MDC computer Fighter station	2	
	Aluminum	Helm, seat boxes	Misc. alum	3	
		EMS Patient berths main cabin post	Lifting lid no sliding doors required,	1	
		V-berth cuddy with twin berth/seats change to plywood lids	misc. metal storage boxes and cushions HDW	2	
		Hinged mast	Hinged mast	1	
		Aft deck Lazarette hatch	MCM design w/ ladder, utilizes vandal proof locking pin from inside cabin	1	
		Handrails as per customer preference	Bow, hull sides, aft - around deck edge	1	
		Handrails roof Inside Cabin	P&S	1	
		Roof base for hinged mast	Revised roof plates	1	
		Anchor locker	Brackets in anchor locker Freeman deck hatch	1	
		Cabin sole hatch for storage access below decks	MCM 41" hatch	1	
		Monitor bases	Roof base	1	
		Engine room hatches twin	With Stainless gas shocks and safety locking retainer when open with oversize gutter	2	
		Vent storage boxes with lower hose trays	Standard model louvers	2	
		Deck cleats	12" cleats welded	6	

	Mooring bitts	Deleted			
	Chart table	MCM standard aft of helms seat	1		
	Hull Side Strakes	5 ea. side - Channel lengths diagonal	10		
	Pike Pole holders		2		-
	Tow post in aft steps		1		-
	Tow reel - possibly in seat bench with fairlead for line		1		-
	QA & Safety hours		1		
Propulsion				$	544,247.00
	Cummins 6.7 with marine gears @ 480HP per side	intermittent rating port engine including tariff	1		
	Cummins 6.7 with marine gears @ 480 HP per side	Intermittent rating installation certified	1		
	Engine mounts	Independent resilient mounts included	4		
	Shafts	Spicer 1610	2		
	Shafts for pumps	Darley Vibradamp	1		
	Ham Jet	Hamilton Jets 322	2		
	Fluids	Misc.	1		
	Machining & safety hours	Machining costs, flanges	1		
	Exhaust Port riser	Included Cummins supply	2		
	QA& Safety hours		1		
Systems				$	198,289.00
Bilge System	Bilge pumps	Min 2000 GPH	4		
	Installation hardware	Misc. hose, clamps	1		
	Wiring and switches	Visual indicator, controller for 4 compartments	1		
Alarms	Anti Corrosion Meter w/ data logger/reference cell, shows if anodic protection	ABYC Requirement, Data logger will ID time of high stray current event, can be downloaded to computer	1		
	ABYC requirement	Exhaust temp alarm to prevent fire and notify bridge if internation in cooling water	2		
	Engine room high temp is in addition to Fire suppression	Visual and Audible	1		
	Alam CO	Carbon Monoxide	1		
Fuel System	Tanks	2 x 150 USG fuel tanks (for Cummins 6.7L)	2		
	System install	fuel fill vent, fittings hose, gauge, cross con.	2		
	Racor fuel filters	Racor cartridge filters singles	2		
	Anti-spill	Splash stop and vent protector	2		
	Remote shut off	cables to steering station	2		
Engine Controls		Single station throttle bucket binnacle control heads	2		
		Transmission electric switch	2		
Steering System	Installation	Steering supplied by HJ	-		
		Edson Destroyer wheel	1		
Fire System	Installation	Darley 2000 GPM Bronze pump	1		
	Cannot use pressure governors with HJ AVX	Discharge pressure gauge - Credit one pressure gauge (total of one required)	1		-
	Piping	ACR Pressure governor included in pump quote	1		
		Remove Pressure governor keep pressure relief Valve			-
		Pressure/thermal relief valve included with pump	1		
		Sea chests, Misc. piping & valves	1		
		Darley primer included in pump quote - Remove Primer (not required with flooded pump)	-		-
		Victaulic fittings	8		
		Valves Misc. sizes	1		
	Monitor - bow remote	TFT Monsoon	1		
	Monitor - aft side deck	TFT 1250 Monsson Manual monitors	2		
	Aft large diameter discharge	National thread Hydrant outlet of 4.5"NH	2		
Seawater system	Filters	Groco Vertical simplex system	2		
	Seawater	Seawater system for engines hose, clamps etc.	1		
Exhaust System	Muffler	Centeck water lift mufflers for main engines	2		
	Transom plate and check valves	Elbows, flaps clamps and hose	2		

Heat defrost system	Hydronic with defrost	Heatercraft 40,000 BTU multiple port plus ducting	1		
	Cabin defrost Fans	Cabin defrost Fans	2		
Fire suppression	FM200 with pull cables to fire off system and fuel shut off cables by the helm	Fireboy fully engineered system	1		
	Fire Extinguishers	1X 15ib dry chem, 1 X20 lb CO	1		
QA & Safety Hours			1		
FITOUT					$ 118,920.23
Surface Coating	Exterior Paint	Sandblast prep, underwater portion	1		
	Interior Paint	Sandblast prep, painted consoles, chart table, seat boxes	1		
	Markings	Deleted	-		
	Anti fouling	International paints	1		
	Deck	Sandblasted zero maintenance Non-skid or light grey painted non-skid for cool dec	1		
Interior	Equipment installation	General	1		
	Windows all framed in anodized aluminum,	Black anodizing or aluminum, tinting as per customer requirement	1		
	Upgrade to Exalto wipers with adjustable spring tension on wiper arms		3		-
	Overhead spotter framed windows	Spotter windows give views forward and up and side and up. Also line up for s side	5		
	Doors aft hinged over sized and 2 side sliders	AJR aft door, dogged, insulated, stainless lockset, side sliders 28". Sliding doors :	3		
	Wet gear hanger	By removing stbd seat cushion wet gear drains into bilge thro storage seat	1		
	Seats changed to I3MM suspension	Seats Inc Mechanical adjustable suspension seats with armrests	3		
	Upgrade seats from I3MM to Mariner II seats (6" suspension instead of 3")		1		-
	Cushions EMS berth and forward cuddy berths	Bench seats in main cabin and V-Berth	6		
	insulation	Includes main cabin and cuddy	1		
	Cladding choice of colors	includes main cabin and cuddy	1		
	Engine room bulkhead insulated	Deleted	-		
		Reinstate engine room bulkhead sound insulation	1		-
	Rubber sound matting	NoTraxs anti fatigue matting in both cabins	1		
	Steps to Cuddy	Non-skid	1		
	Center rail at access to cuddy		1		-
Exterior	D-rubber	4.5" rubber in feet through bolted, includes dive platform	100		
	D-rubber	Vertical D-rubber on bow	8		
	Hull anodes	10 lb alum anodes, extended anode mass	4		
	Life lines P&S and Stem	1 Fwd port, 2 mid P&S, 1 stem	4		
	Mast hardware	Pulleys and cleats for flag halyards	1		
	QA& Safety hours		1		
Electrical					$ 142,965.00
Electrical System					
DC systems	Wire and cable	ABYC & USCG spec'd wire/cable	1		
	Electrical labeling & schematic	ABYC labeling at all terminal ends schematic fully detailed for remote repairs	1		
	Fully bonded electrical system	Abyc requires a bonded system to a common grounding post	1		
	D/C panel	4 spares - backlit and indicator lights	3		
	Battery boxes	Boxes with brackets	7		
	Batt selector switch	Bluesea 3 way switch	3		
	Battery isolators	Perfect switch	4		
	D/C outlets with USB	Console, EMS bench, Cuddy	4		
	Upgrade from USB-A to USB-C		4		-
	Batteries Engine start (increase quantity from 2 to 4 - no charge)	900 CCA batteries AGM	4		-
	Batteries House	Deep cycle Trojan	3		
	Battery charger	Newmar 3 bank 40 amp battery charger	1		
AC systems	ELCI - ABYC required	ELCI/ GFCI shock protection equipment	1		
	Inverter for phone computer charging	300 watt	1		
	A/C panel	6-8 breaker panel w/ 2 spares, volt. AMP meter, Lock out switch	1		
	ASC outlets	GF outlets	4		
	Shore power	Outlets and chords 30 amp 50' cord	1		
	Transformers (Not in Outboard version)	ABYC requirement Victron 30 amp no block heaters	1		

Lights	Dimmer	St Mack	1		
	Chart light	St Mack	1		
	Deck lighting D/C	LED Superbright floods lights	3		
	Courtesy lights by dive platform	Courtesy bright	6		
	Navigation lights	Hella LED navigation lights	3		
	Dive lights TBD Q&A	Deleted	-		
	Searchlight	Stryker	1		
	Interior lights	Cabin & Cuddy, red/white recessed	6		
	RAM Lights	Deleted	-		
	Engine room lights	LED Strip lights	2		
	Emergency lights	Whelen Mini Liberty	1		
	Chart light	Chart light	1		
	Horn	Electric horn West - credit electric horn, integrate horn with siren.	1		-
	Wipers	Imira wipers, self parking w/2 gallon washer	3		
Electronics	Compass	Ritchie 4”	1		
	Siren and speakers	Whelen PA300	1		
	VHF radios 2 of customer supplied	Customer supplied	2		
	Department emergency radios	Customer supplied	2		
	Radio antennas	Customer supplied	4		
	EPIRB	ACR	1		
	Antenna	GPS	1		
	Raymarine	Axiom Pro 12" screen	2		
	Raymarine	Axiom Pro 10" screen - Credit 10" screen - add second 12" screen	-		-
	Raymarine	4KW dome	1		
	Raymarine	AIS	1		
	Raymarine	Misc. ethernet cabling	1		
	Airmar transducer w/CHIRP sidescan	Thru hull transducer, GTS1M-THP	1		
	FLIR	FLIR M-332 Camera	1		
Miscellaneous				$	29,601.00
Miscellaneous Items					
	Customer Inspections	Travel to customer's account			
	Manuals service and parts	2 copies	2		
	Boat Manuals electronic	Deleted	-		
	Design	As-Built drawings electrical/mechanical schematics	1		
	Miscellaneous fasteners	ALL 318 stainless only	1		
	Testing & Trials	Fuel	1		
	Tank testing	As per ABYC Requirements	1		
	Life ring	30" w/ line, light, whistle, decal	1		
	Re-commissioning vessel	2 Days onsite commissioning only	1		
	Final Finishing clean up	Prep for shipping	1		
	QA		1		

Subtotal	$ 1,336,333.14
Freight to San Rafael	$ 21,475.00
Total price - Above configuration	$ 1,357,808.14
Sales tax @ 9.25%	$ 123,610.82
Total price including CA sales tax. (no tax on freight)	$ 1,481,418.96

Terms

20%	Deposit at contract signing
20%	Receipt of cut parts and commencent of construction
30%	Completion of metalwork
20%	Receipt of engines
5%	Completion of sea trials
5%	At Final Acceptance in San Raphael

MetalCraft Marine

INCORPORATED



☐ **Preliminary Acceptance** ☐ **Final Acceptance**

This document acknowledges that the boat bearing hull # _____ has been received and accepted in good order, and that the vessel owner(s) now take responsibility for proper operation and maintenance of this vessel.

_____, _____, _____

Print name Signature Date

On behalf of:

_____

(Organization)

Notes if any;

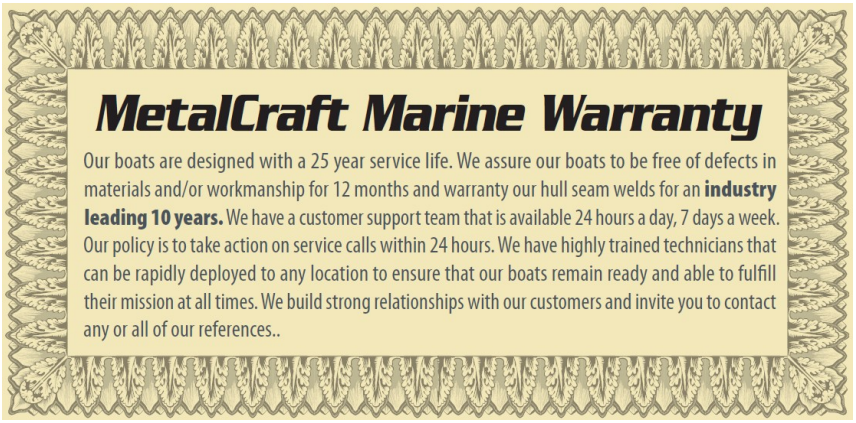
R0.1 2018-03-05

MetalCraft Marine
INCORPORATED



METALCRAFT MARINE WARRANTY

MetalCraft Marine Inc. (MCM) guarantees that the craft sold to the Buyer shall at the time of delivery, be free from defects in materials and/or workmanship. Such guarantees by the contract and MCM shall be in force for a **twelve (12) month** period from the date of acceptance. MCM warrants its hull assembly and welds for a **ten (10) year** period from the date of acceptance.



MCM makes no guarantee with respect to accessories or equipment manufactured by others, but hereby extends the manufacturer's guarantee, if any, to the Buyer. The propulsion system components carry a separate guarantee by their individual manufacturer's which transfer to the Buyer. These individual guarantees are included in the Buyer's manual's package. MCM assumes no liability for defects found with this equipment. Any malfunction within the propulsion system should be reported to the original equipment manufacturer (OEM) directly or to its local dealer or representative. The manual's package will include phone or fax numbers for contacts.

The Buyer will notify MCM of any defects that are discovered within the warranty period. The Buyer shall report the defect on the warranty claim form found in the manual. Whenever practicable, the Buyer shall, in addition to giving MCM notice of any defect, afford MCM an opportunity to examine the defect or provide evidence of the defect to MCM. Within a reasonable time after such notice MCM shall expeditiously proceed to correct the defect.

Should it not be possible or expeditious for the Buyer to return the defective part to MCM, MCM will authorize a local service center or the customer to carry out the necessary repairs, or send MCM employees to the craft's location at MCM's option. MCM's liability for a repair in the field shall not exceed the cost of repair had the work been conducted at MCM's building facility. The warranty period for the replaced or corrected supply shall remain in effect for one year.

MCM shall have no liability for defects caused by abuse, negligence, or collision occurring, non-approved operations in ice after transfer of title from MCM, or with respect to parts that have been altered or repaired by anyone other than MCM or its nominee.

For immediate service call the numbers listed below:

MetalCraft Marine Inc., North America toll free: **1-800-410-8464**

MetalCraft Marine
INCORPORATED



WARRANTY CLAIM FORM

(1) Vessel Type and HIN	(1A) Warranty Item Number	(1B) Warranty Claim Date
(2) BRIEF DESCRIPTION OF WARRANTY claim (include part number identification and equipment manufacturer's name if possible, date of failure, boat location, name of point of contact with telephone and FAX numbers and e-mail address, and all necessary documentations i.e., pictures)		
(3) ACTION TAKEN TO DATE		
(4) RECOMMENDED FURTHER ACTION		
(5) SIGNATURE (PROJECT MANAGER)	**(5A) SIGNATURE (WARRANTY ENGINEER)**	
(6) DISTRIBUTION: CCC, WMI, PWGSC.		

TERMS AND CONDITIONS

1. PURCHASE ORDER AS A CONTRACT
This Agreement, if issued as the result of a request for quotation offer, bid invitation or other form of offer, is an acceptance of the Seller/Contractor's offer and constitutes the contract between the City and Seller/Contractor. This Agreement, if issued as the result of a sealed bid with public opening or of a formal request for proposal, is a formal contract which incorporates the bid specifications. In this case, the terms, conditions, and provisions of the bid specifications take precedence over conflicting terms and conditions shown on this document.

TERMS FOR PURCHASE OF GOODS

2. TITLE AND RISK OF LOSS
The Seller assumes all risks in connection with the goods ordered herein until delivery is made to the City as specified, and the City has noted its acceptance. The goods being acquired under this Agreement are subject to inspection and testing by the City at the place of destination. If any goods are found at any time to be defective or nonconforming, the City, in addition to all other rights, shall have the right to reject and return them in whole or in part at the Seller's expense and to receive full credit for them, or to require their replacement without additional cost to the City.
3. ACCEPTANCE
Any additional or different terms or conditions which may appear in any communication from Seller are hereby expressly objected to and shall not be effective or binding unless specifically agreed to in writing by the City, and no such additional or different terms and conditions in any printed form of Seller shall become part of this Agreement despite the City's acceptance of goods or services unless such acceptance specifically recognizes and assents to their inclusion. Any objection by the Seller to the terms and conditions hereof shall be ineffective unless the City is advised in writing thereof within ten (10) days of the date of this Agreement.
4. SHIPPING INSTRUCTIONS
   A. All goods are to be shipped freight prepaid, F.O.B. Destination unless otherwise stated. Where the City has so authorized in writing on the face of this Agreement, goods may be shipped F.O.B. shipping point, but Seller shall prepay all shipping charges, route the goods by the cheapest common carrier, or the carrier specified and list said charges as a separate item on the Seller's invoice. Each invoice for shipping charges shall be accompanied by the original or a copy of the bill indicating that such charges have been paid. The City will not accept C.O.D. shipments. Seller shall not insure the goods for the City's account during shipment except upon the City's express written request.
   B. Applicable shipping charges have either been included in the totals or are itemized separately on the face of the agreement.
5. SPECIAL CHARGES
Seller shall be responsible for the payment of all charges for handling, packaging, wrapping, bags, containers, and related matters unless the City has assumed an express, written obligation for same on the face of this Agreement.
6. IDENTIFICATION
All invoices, packages, shipping notices, instruction manuals, and other written documents affecting this Agreement shall contain an appropriate, identifying reference to this Agreement. Packing lists shall be enclosed in or attached firmly to the shipping package. In the case of multiple container shipments, the Packing slip shall be placed in the lead package.
7. DELIVERY
Delivery shall be made within the time(s) specified on the face of this Agreement. Seller will not be held liable for failure to make timely delivery because of strikes, conscription of property, governmental regulations, acts of God, or any other causes beyond Seller's control, provided an extension of time for delivery is obtained from the City as soon as practicable after Seller is aware that delivery is or may be late.

TERMS FOR PUBLIC WORKS CONTRACTS (< $25,000)

8. PUBLIC WORKS
The provisions of paragraphs 8 through 15 apply to public works contracts paid for in whole or in part out of public funds. Public works includes construction, alteration, demolition, installation, or repair work and can include preconstruction and post-construction activities. For a full definition of public works refer to Labor Code section 1720.
9. TIME FOR COMPLETION
Contractor will fully complete the work within the timeframe specified on the face of this Agreement from the date the City authorizes Contractor to proceed with the work.
10. CONTRACT PRICE AND PAYMENT
   A. The contract price is the full and complete compensation for Contractor's timely performance and completion of the work in accordance with this Agreement and includes all of Contractor's direct and indirect costs to perform the work, including all labor, materials, supplies, equipment, taxes, insurance, bonds and all overhead costs.
   B. Contractor must submit an invoice on the first day of each month for the work performed during the preceding month and/or upon completion, itemizing labor, materials, equipment and any incidental costs incurred. Contractor warrants that title to all work, materials and equipment incorporated into the Work will pass to City free of any claims, liens, or encumbrances upon payment to Contractor.
11. STANDARD OF CARE
All work must be provided in a manner that meets or exceeds the standard of care applicable to the same type of work in the City of San Rafael. Contractor must promptly correct, at Contractor's sole expense, any work that the City determines is deficient or defective.
12. PERMITS AND LICENSES
Contractor, at its sole expense, must obtain and maintain during the term of this Agreement, all appropriate permits, certificates and licenses including, but not limited to, the required California contractor's license and a City business license.
13. INSURANCE
Contractor, at its sole expense, must maintain during the term of this Agreement, the following insurance:
   A. Commercial General Liability ("CGL") insurance issued on an occurrence basis, with limits of at least $1,000,000 per occurrence and $2,000,000 general aggregate.
   B. Commercial automotive liability coverage for owned, non-owned and hired vehicles with coverage of at least $1,000,000 combined single limit per accident for bodily injury, death, or property damage.
   C. Workers' compensation coverage required by applicable law and employer's liability insurance with limits of no less than $1,000,000 per accident for bodily injury or disease.
   D. Contractor waives any right of subrogation that an insurer may have against the City. The City shall be named as an additional insured under the general liability and automobile liability policies. Such insurance shall be primary and non-contributory. No insurance held or owned by the City may be called upon to contribute to a loss. Contractor shall submit proof of insurance acceptable to the City prior to the City authorizing the work.
14. LABOR CODE COMPLIANCE
Unless the contract price is $1,000 or less, this Agreement is subject to all applicable requirements of Chapter 1 of Part 7 of Division 2 of the Labor Code, beginning at section 1720, and the related regulations, including but not limited to requirements pertaining to wages, working hours and workers' compensation insurance. Contractor must also post all job site notices required by laws or regulations pursuant to Labor Code section 1771.4.
   A. *Prevailing Wages.* Each worker performing work under this Agreement covered under Labor Code section 1720 or 1720.9, must be paid at a rate not less than the prevailing wage as defined in sections 1771 and 1774 of the Labor Code. The prevailing wage rates are on file with the City Public Works office and are available online at http://www.dir.ca.gov/DLSR. Pursuant to Labor Code section 1775, Contractor and any subcontractor will forfeit to City as a penalty up to $200 for each calendar day, or portion of a day, for each worker paid less than the applicable prevailing wage rate, in addition to paying each worker the difference between the applicable wage rate and the amount actually paid.
   B. *Working Day.* Pursuant to Labor Code section 1810, eight hours of labor consists of a legal day's work. Pursuant to Labor Code section 1813, Contractor will forfeit to City as a penalty the sum of $25 for each day during which a worker employed by Contractor or any subcontractor is required or permitted to work more than 8 hours during any one calendar day, or more than 40 hours per calendar week, unless such workers are paid overtime wages under Labor Code section 1815. All Work must be carried out during regular City working days and hours unless otherwise authorized in writing by City.

C. *Payroll Records.* Contractor and its subcontractors must maintain certified payroll records in compliance with Labor Code sections 1776 and 1812, and all implementing regulations promulgated by the Department of Industrial Relations. For each payroll record, Contractor and its subcontractors must certify under penalty of perjury that the information in the record is true and correct, and that it has complied with the requirements of Labor Code sections 1771, 1811, and 1815.

D. *Workers' Compensation Certification.* Under Labor Code section 1861, by accepting this Agreement, Contractor certifies as follows: "I am aware of the provisions of Labor Code section 3700 which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the Work on this Contract."

15. WARRANTY

Contractor guarantees and warrants the work and the materials used or provided for a period of one year, beginning upon City's acceptance of the work. During this warranty period, upon notice from the City of any defect in the work or the materials, Contractor must, at its sole expense, promptly repair or replace the defective work or materials, including repair or replacement of any other work or materials that is or are displaced or damaged during the warranty work, excepting any damage resulting from ordinary wear and tear.

GENERAL PROVISIONS

16. BREACH AND CANCELLATION OF AGREEMENT

A. In the event the Seller/Contractor fails or refuses to deliver or provide the supplies, materials, equipment, or services within the time(s) specified herein, or fails or refuses to comply with any requirement of the terms and conditions of this Agreement, the City may serve notice in writing upon Seller/Contractor of its intention to purchase said supplies, materials, or equipment, or obtain said services from another source. Such notice shall contain the reasons for the City's intention to purchase from another source. Unless Seller/Contractor makes complete delivery and/or complies with all other terms and conditions of this Agreement within ten (10) days of serving of such notice, the City may make said purchase from another source.

B. If said purchase is made at a price higher than the bid price, the Seller/Contractor shall be liable to the City for an amount not to exceed the difference between the actual purchase price and the price bid by Seller/Contractor. Payment shall be made to the City upon demand, and if any payments are owing to the Seller/Contractor by the City, such payments will be withheld and set off in an amount not to exceed the claim of the City against the Seller/Contractor.

C. In the event any term or condition of this Agreement is violated as indicated in Paragraph (A) above, and Seller/Contractor fails or refuses to comply after notice is given by the City, the City shall have the additional right, without further notice, to cancel this Agreement. If said cancellation is made, Seller/Contractor will be declared to be an irresponsible vendor, in which case no contract shall be awarded to them by the City for a period of at least one year from date of cancellation of the Agreement. Only after Seller/Contractor submits evidence satisfactory to the City to substantiate Seller/Contractor's ability to deliver materials, provide services, and otherwise comply with City specifications and bid provisions will said Seller/Contractor be deemed eligible.

17. NOTICE

A written notice shall be deemed served upon sealing said notice in a postage paid envelope addressed to the other party to this Agreement and depositing the same with the United States Post Office. For purposes of this Agreement, all notices shall be addressed as follows: Administrative Services Director, City of San Rafael, 1400 Fifth Avenue, San Rafael, CA 94901. For purposes of this Agreement, all notices to Seller/Contractor shall be addressed as indicated on the face of this Agreement.

18. ROYALTIES AND PATENTS

The Seller/Contractor shall be responsible for and shall pay all royalties and patent fees. The Seller/Contractor shall defend all suits and claims for infringement of any patent rights and shall defend, indemnify and hold City harmless from loss on account thereof.

19. TAXES

A. Applicable sales and use taxes are either included in the totals of each item or are shown as separate items on the face of this Agreement.

B. The City is exempt from payments of Federal Excise taxes. Exemption certificates will be furnished upon request.

20. LIENS, CLAIMS AND ENCUMBRANCES

Seller/Contractor warrants and represents that all goods will, when delivered hereunder, be free and clear of all liens, claims, or encumbrances of any kind.

21. ASSIGNMENT

Seller/Contractor shall not assign this contract, or the right to payment due hereunder, without City's prior written consent.

22. INDEMNIFICATION

Seller/Contractor agrees to release, indemnify, hold harmless and defend City, its officers, agents, employees and volunteers from and against any and all claims, demands, liability, lawsuits or other actions for damage or injury to persons or property arising out of the Seller/Contractor' s operations under this Agreement, or the performance of this Agreement by Seller/Contractor or its officers, employees, partners, directors or agents.

23. CONFORMITY WITH LAW AND SAFETY

A. Seller/Contractor shall observe and comply with all applicable laws, ordinances, codes, and regulations of governmental agencies, including federal, state, municipal, and local governing bodies, having jurisdiction over the performance of this Agreement including all provisions of the Occupational Safety and Health Act of 1979 and all amendments thereto, and all applicable federal, state, municipal, and local safety regulations. Performance by Seller/Contractor must be in accordance with these ordinances, codes, and regulations. Seller/Contractor shall release, defend, indemnify and hold City harmless from any and all liability, fines, penalties, and consequences resulting from any non-compliance or violations of such laws, ordinances, codes, or regulations.

B. If a death, serious personal injury, or substantial property damage occurs in connection with the performance of this Agreement, Seller/Contractor shall immediately notify the City by telephone. If any accident occurs in connection with the performance of this Agreement, Seller/Contractor shall promptly submit to City a written report, in such form as may be required by City. This report must include the following information: (1) the name and address of the injured or deceased person(s); (2) the name and address of Seller/Contractor's subcontractor, if any; (3) the name and address of Seller/Contractor's liability insurance carrier; and (4) a detailed description of the accident, including whether any of City's equipment, tools, or material were involved.

24. NON-DISCRIMINATION

Seller/Contractor hereby agrees not to discriminate against any employee or applicant for employment because of race, color, religion, ancestry, national origin, age, sex, pregnancy, marital status, disability, or sexual orientation.

25. ATTORNEY FEES

If any action at law or inequity is brought to enforce or interpret any of the provisions of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees and costs of suit, in addition to any other relief to which it may be entitled. Said fees may be fixed by the court in the same action, or in a separate action brought for that purpose.

26. GOVERNING LAW

This Agreement shall be governed by the laws of The State of California.

27. AMENDMENTS

The terms and conditions of this Agreement shall not be altered or otherwise modified except by a duly executed written amendment to this agreement.

28. ENTIRE AGREEMENT

A. The terms and conditions of this Agreement, including City's bid specifications and vendor's invoice, and any other documents expressly incorporated by reference herein represent the entire Agreement between the parties hereto with respect to the subject matter hereof, and this Agreement shall supersede any and all other prior agreements regarding the subject matter between City and Seller/Contractor, either oral or written. No other agreement, statement, or promise relating to the subject matter of this Agreement shall be valid or binding except upon a duly executed written amendment to this Agreement.

B. Should any conflicts arise between the terms and conditions of this Agreement and the terms and conditions of documents expressly incorporated herein, including vendor's invoice, the terms and conditions of this Agreement and City's bid specifications shall control.

Signed: _____

Title: _____

REQUEST FOR PROPOSALS (RFP)

FIRE VESSEL REV 11/25/25

City of San Rafael
Fire Department
1375 5th Ave, San Rafael, CA 94901

ALL INQUIRIES REGARDING THIS RFP SHALL BE DIRECTED TO:
Jason Hatfield, Battalion Chief
Phone: (415) 485-3368
jason.hatfield@cityofsanrafael.org

KEY RFP DATES

Issued:	**November 5, 2025**
Submit Questions By:	~~**November 24, 2025**~~**; 10:00 am**
	December 5, 2025; 10:00 am
Proposals Due By:	~~**November 28, 2025**~~**; 10:00 am**
	December 10, 2025; 10:00 am
~~**Tentative Interview/Demonstration:**~~	~~**December 3-5, 2025**~~
Award of Agreement:	~~**December 2025**~~
	January 2026
Tentative Delivery Date:	**No Later than Q2 2027**

(All Times Listed are Pacific Time Zone)

FIRE VESSEL

TABLE OF CONTENTS

I. Introduction 1
II. Scope of Services 1
III. Instruction to Proposers 14
IV. Proposal Package Instructions 16
V. Evaluation and Selection 17
VI. Equal Opportunity Program Requirements 20
VII. Grant Requirements 23
VIII. Indemnify, Defend, Hold Harmless 23
IX. Protests 24

ATTACHMENTS:

Attachment A – Statement of Company Information 25
Attachment B – Fee Schedule 29
Attachment C – Proposal Questionnaire Form 30

EXHIBIT:

Exhibit A – Grant Agreement ..... Posted on BidExpress

I. INTRODUCTION

A. City and Fire Department Background

1. Located in Marin County, the City of San Rafael is the oldest and largest city in Marin County, with a rich cultural heritage and a diverse population of over 60,000 residents. San Rafael serves as the county seat and is a hub for commerce, culture, and community services. The city is characterized by its distinctive neighborhoods, historic downtown, and beautiful natural surroundings.

2. The San Rafael Fire Department is an all-risk fire department providing service (24/7) to the City of San Rafael, Marinwood, and adjacent waterfronts/shipping lanes. The department is considered a first-tier agency in the Area Maritime Security Plan (AMSP) and is responsible for life safety, property, and environment preservation. Through coordinated efforts with the Local, State, and Federal partners, the San Rafael Fire Department Marine Division provides fire suppression, Emergency Medical Services (EMS), Hazmat mitigation, public education, and disaster response services.

3. Additional information about the City can be found by visiting its web site at www.cityofsanrafael.org

II. SPECIFICATIONS

I. GENERAL

A. A qualified representative shall provide training to the San Rafael Fire Department in the operation, care, and maintenance of the vessel and supplied equipment.
B. All design changes shall be documented in writing and be approved by the San Rafael Fire Department prior to any new work-taking place.

II. WORKMANSHIP and STANDARDS

A. All work is to be done to high-quality marine construction standards. All welding will be in accordance with welding procedures approved by the American Bureau of Shipping, Rules for Building, and Classing High Speed Aluminum Vessels. If the hull construction shall be welded, all welds continuous inside and outside all seams. All weld spatter, soot, and construction scars will be removed or faired. All sharp edges and corners are dressed to prevent hazards to personnel and equipment. The vessel shall be constructed of quality marine grade materials.

III. CONSTRUCTION REQUIREMENTS

A. GENERAL

1. The builder shall provide engineering services, for such time as may be necessary for the technical supervision of the assembly, testing and certification of the vessel. All cost for inspection, testing, plan review, and approval shall be at the Builder's expense.
2. The vessel shall be constructed in accordance with and comply with all applicable United States Coast Guard Rules and Regulations, Code of Federal Regulations 46, American Boating and Yachting Council, NFPA, National Marine Manufacturing Association and American Bureau of Shipping Welding standards. The most stringent standard and or code shall be selected and be used in constructing the vessel.
3. The vessel shall meet or exceed requirements for all NFPA Class IV Fire Vessels
4. The vessel shall meet or exceed all applicable federal, state, regional, and local emission standards and environmental related regulatory requirements.
5. All parts of the vessel shall be constructed of materials appropriate for the environment in which the vessel will operate.
6. Whenever possible, the manufacturer will isolate metals wherever possible to mitigate galvanic corrosion, including but not limited to bonding wires with sacrificial anodes. No hull grounding.
7. There shall be a fully insulated cabin floor to quiet sea noise and maintain cabin temperature.
8. The vessel shall be designed so that the various systems and parts are readily accessible for inspection, adjustment, maintenance, lubrication and repair. Placement of equipment whenever possible shall allow for its removal from the vessel without having to disturb permanently installed structural members, or equipment shall be situated to allow for in-place overhaul and repair.
9. Vessel shall have a field of vision from the helm suitable for safe navigation in all operating conditions and compliant with ABYC visibility standards.
10. Vessel shall be equipped with a wheelhouse and fore cabin. Cabin shall be enclosed and engineered for at least three - person crew to allow for the largest deck space possible. All doors to cabin shall be weather tight.
11. The San Rafael Fire Department shall approve all drawings before commencement of Construction/Production schedule. Drawings shall include details of dash, cabin, and deck layout.
12. Vessel design shall maximize storage in all areas and include storage under/on decks, and in cabin
13. The quoted fire / rescue boat must be in current production. Standard recreational production boats, prototype or used fireboats will not be considered.
14. The fire / rescue boat shall have a minimum capacity rating of twelve persons and a minimum load capacity of 4000 lbs.

B. DRAFT REQUIREMENTS and HULL CONFIGURATION

1. Vessel hull material must be marine grade materials. Aluminum, fiberglass, and other commercial grade marine hull materials will be considered.
2. Internal bilge metal may be coated with corrosive resistant material such as a quartz nanocoating to prevent pitting / corrosion.
3. The fireboat draft will preferably not exceed 36" in depth (ideal draft is 22"-36") have a beam 10 – 15' max and a length of 36' – 46' max.
4. The vessel shall be extremely stable so that list is minimized during asymmetrical static loading. The vessel shall meet NFPA Class 'A' heeling requirements.
5. Appropriate push knees; will be incorporated into the bow design and not adversely impact visibility or appreciably affect performance. The push knee bow design shall also incorporate an anchor locker with a safe secure method of securing the anchor. The locker shall also have proper drainage.
6. The hull should have sufficient angle of deadrise to effectively navigate through wake and waves under Small Craft Advisory conditions.
7. Vessel bilges should have appropriate passageways for liquid to reach desired bilge pump. A recessed pocket for the bilge pump to collect liquid when docked is desired.

C. PILOTHOUSE

1. The pilothouse will be fully enclosed and fitted out with fixed windows, sliding windows, and a door leading out to the rear deck that can be closed protecting the crew from outside elements. All windows shall be constructed of safety glass. The pilothouse will be outfitted with a control console forward and to the starboard side. All vessel controls, gauges, etc. are installed in the control console within immediate reach of the helmsman. The cabin has good overhead clearance of 6'6" minimum. Control systems may include "joystick" style controls for maneuverability and ease of use – highly desirable. (Hamilton AVX Joystick system or similar.). Station lock or GPS anchoring while fighting fires and is also highly desirable.
2. Cabin windows shall provide 360-degree unobstructed visibility from the helm with the cabin door open or closed. All windows and cabin doors shall be weather tight, and lockable. Rear cabin door shall have an integral stainless lockset for vessel security. Windows shall provide UV protection. Rear View cameras to increase visibility is also desirable.
3. The pilot house should have a small, raised lip along the edge to prevent water from coming to the windows.
4. Cabin windshield shall be forward slanted for better visibility and glare reduction. Should include marine grade auto park windshield wipers.
5. Cabin and/or forward berth shall be constructed and sound insulated to provide adequate insulating of cabin spaces.
6. Cabin shall have rubber stress matting or ergonomic floor throughout.
7. Vessel's cabin area shall have seat/storage spaces to port & starboard to seat four persons or be capable of accommodating backboards, there shall be an open storage area for loose light stowage of personal gear etc.

8. Helm seats shall have a minimum of 20 inches in width. The helm seat shall be an adjustable suspension type seat (Bostrom or equal) with fore and aft sliders provided. Armrests shall be operable. Fabric shall be heavy-duty and easily cleanable.
9. Interior overhead white/red courtesy lights along with 1 red map light will be installed at every station. Overhead lights should also be installed anywhere personnel could be working/walking/standing/sitting.
10. Cabin dashboard shall have sufficient space to mount an MDC/Computer screen and keyboard with watertight space for any computer infrastructure.
11. EPIRB mounted on top of pilot house
12. The vessel shall have adequate storage for vessel and fire gear to include items such as boat hook, pike pole, bolt cutters, fire axe, Halligan tool, and other assorted tools.
13. Ventilated storage for 200' of 2 ½ inch of hose, 285 feet of 1 ¾ hose, (including 2 high rise packs), and fire accessories
14. Ventilated storage for 100' tow line, bridle, snap hook, and chain line
15. Storage to accommodate first aid kits, AED, and protective gloves.
16. Provisions for a small trash can or incorporated into construction
17. 4 Scott SCBA mounts, 2 spare SCBA mounts.
18. 10 Type 2 life vests and storage for vests when not utilized
19. Location for American flag on mast that doesn't snag or obstruct any equipment or cameras.
20. A boat identification plate shall be attached to the boat. This engraved plate shall contain required information such as the boat size, model, serial #, load capacity, max persons and manufactures information.

D. WORK DECK and EQUIPMENT

1. Deck area will have a non-skid safety surface, along with any grab handles. The rear deck will have a large work area to facilitate dive operations, fire / medical operations and rescue operations.
2. There shall be welded cleats evenly spaced around the perimeter of the vessel.
3. Aluminum railings (preferably removable), minimum 1-1/2" will be used on the vessel for safety. A high gunwale would be accepted. The railing/gunwale will extend from the bow, to aft of the foredeck. Digital copy of removable railing drawings shall be provided to the City for future replacement.
4. There will be a removable dive ladder mounted and hinged on swim step with swim platform for dive use and survivor retrieval. The ladder shall float.

5. Adequate storage with ready access to stokes litter and rescue board.
6. A hinged watertight hatch, (Freeman or equal), shall be provided to access the anchor locker. The anchor locker shall store the anchor, chain and rode. An anchor bracket in the locker will secure the anchor. Shall have proper drainage or liquid collection spot to ease drying/cleaning.
7. There shall be a hinged watertight hatch, (Freeman or equal), on the aft deck to provide quick access to the engine room. There shall be a large weather tight engine hatch that permits easy access for removal of engines, fire pump, drive system, and general servicing with rain gutters draining overboard. The hatch shall be supported with gas shocks or a lockable foot operated mechanical latch.
8. Hatches shall be provided with a positive locking device to prevent movement during rough conditions. Hatches shall be clear opening, for better access.
9. Vessel shall be equipped with a “Tow package” (king post / Sampson post) and 150’ tow rope.
10. Fender rack for 2 fenders appropriate for vessel size and construction.
11. Holder for life ring with line appropriate for vessel size and construction.
12. Swim step shall be built or constructed in a way to help prevent damage to our dock or vessel.
13. The vessel shall be equipped for commissioning and compliance with applicable USCG and NFPA shall be included. These equipment items shall include throwable life ring, anchor with line, fenders, dock lines, boat hooks/pike poles, air horn, flare kit, and a first aid kit.

E. ELECTRICAL

1. Wiring shall be installed as per ABYC and United States Coast Guard sub chapter T part 183 Rules as a minimum. The builder shall provide an electrical schematic in the manual package. The schematic shall be a one-line diagram, follow the electrical runs as installed in the vessel, and match the labeling of the wiring runs. Wiring runs shall be concealed behind cabin walls, decorative cable trays, or loom. All hull contact points or penetrations shall be loomed or fitted with grommets, anti-chafe or bulkhead fittings to prevent damage to conductors that could lead to hull corrosion and be liquid tight. Exposed wiring will not be accepted. All conductors will be sized according to their load and length, with respect to ABYC allowable voltage drop. In machinery space all connectors smaller than 10 AWG shall be of the heat shrink type to minimize the risk of corrosion. All connectors larger than 10 AWG shall be covered with

heat shrink. Deutsch connectors to be utilized everywhere a crimp or connection is happening when possible. All connectors are to be of the crimp on type, wire nuts and splices will not be accepted. 12-volt DC and 120-volt AC electrical system.

2. Batteries; Maintenance free Deep cycle. Three (3) separate systems: one (1) for house and one (1) per engine for starting for a total of three (3) systems. Isolated with selector switches to pair the systems.
3. Independent port and starboard C-9 Control Panels.
4. 12-volt dual USB accessory plugs at every seating & working area.
5. Two (2) alternators with minimum 150-amp capacity for starting system maintenance.
6. Service loops on all equipment cable.
7. Marine grade commercial distribution breaker panel with thermal magnetic over/short surge protection breakers including shielded switch covers.
8. Shore power via 120-volt AC system with 50-foot portable cable includes isolating transformer. The current dock is equipped with 30-amp service.
9. Thermally controlled engine block heaters that are energized via shore power receptacle.
10. 120-volt AC 15-amp marine GFI duplex outlets. Located at every sitting/work area including engine room.
11. Pure sine-wave inverter installed in a dry area, not in engine room.
12. All electrical equipment shall be arranged so it cannot be damaged by bilge water, if within 12" of the bilge, connections shall be watertight or contained in NMEA boxes.

F. DC SYSTEMS

1. DC Electrical breaker panels shall have sufficient and properly sized breakers for all circuits. Breaker panels shall provide four additional breakers as spares for future additions to the vessel. All breaker panels shall be backlit and have indicating lights for each breaker, with the following as a minimum:
   a) Engine compartment,
   b) Deck lights;
   c) VHF radio;
   d) 12V outlets;
   e) Electronics; and
   f) Fire Pump.
2. A breaker shall control all DC house power; an over current protection device with the required AIC rating shall protect the entire circuit.
3. All electrical knobs/switches/controls must have fixed labeling and/or have procedure where it is needed
4. Recessed lighting shall be provided for safety on the swim platform.
5. Underwater lighting along the perimeter of the vessel for increased safety, dive operations, and night operations.
6. The front windshields shall have a quality marine grade wiper system with the auto park feature. A motorized windshield washer system shall be provided with intermittent / momentary setting.

7. The cabin will be outfitted with air circulation fans sufficient to provide reliable and timely windshield defrosting capability. An engine mounted Air Conditioning compressor is desirable.
8. Cabin heat shall have adequate air movement and adjustable diffuser outlets to keep windshields clear when defroster is needed. The heater shall be its own stand-alone unit and not operate off the engine coolant.
9. The vessel shall have 12-volt dual USB-C accessory plugs at every seating & working station.
10. There shall be a radar arch and hinged mast installed on the aft part of the cabin roof. The following items must be able to be mounted on the mast or arch: radar dome or array, siren speaker, emergency lights, restricted in maneuverability lights, spotlight, required navigational lights, work lights, and two halyards. The mast shall be capable of being lowered by a single person and permit the boat to operate at full speed in the down position safely. The mast height shall be tall enough to provide mandatory spacing between lighting. The arch shall be capable of accommodating an open array radar antenna. The mast shall not exceed 17' 5" from the water line when upright.
11. Batteries shall be stored in secure, properly vented, corrosion-resistant battery boxes.
12. Battery boxes shall be fully accessible. Batteries shall be arranged in 3 banks, at least one for port engine, at least one for starboard engine, and at least one for house. Batteries shall be sized accordingly for their respective loads. The builder shall provide a load analysis to verify battery sufficiency. The propulsion engine alternators will be connected to the charging system using battery isolators, allowing each source (alternator or charger) to charge each battery bank, and protecting battery banks from cross draining. House batteries shall power all required equipment for 2-4 hours without shore power or alternator charging.
13. Starting system shall be designed with an appropriate marine battery interconnect switch to allow for cross starting of each engine from port, starboard or house battery banks. The configuration shall be so you can pair just 2 or all 3 systems. 2-way switches will control power to the starter circuits. All switches shall be mounted in an accessible area.

G. AC SYSTEMS

1. AC Electrical breaker panels shall have sufficient and properly sized breakers for all circuits, and contain an amp meter and voltmeter. Breaker panels shall provide two additional breakers as spares for future additions to the vessel. Shore power ground shall run through a galvanic isolator to aid in the prevention of corrosion. Each AC accessory shall be breakered separately. All breaker panels shall be backlit and have indicating lights for each breaker.
2. Vessel will have an AC battery charger to maintain battery level while dockside and plugged into shore power.
3. Cabin space shall be equipped with 120-volt AC 15-amp marine GFI duplex outlets. Located at every sitting/work area including engine room.

H. ELECTRONICS and NAVIGATION EQUIPMENT

The following marine electronic equipment shall be supplied and installed by the builder:

1. Fully integrated navigation system.
2. All components NMEA standard compatible.
3. Searchlight must have 340-degree capability without obstruction. Otherwise a second will need to be added.
4. Radar open array capable of a minimum 30 nm, depth finder, chart plotter, fishfinder, chirp sonar, downscan imaging, sidescan, map, AutoPilot, Encrypted AIS, heading sensor, Minimum 12" displays.
5. The AIS system and chart plotter will share information.
6. Marine grade loud hailer with speaker and horn.
7. Thermal Camera (FLIR or similar) system is highly desirable, or provisions for Thermal Camera (make model to be determined later). Permanent mounted camera must have 300-degree capability without obstruction of view.
8. Displays and engine instrumentation to be interfaced to create redundancy if a monitor/display were to fail. The system must also be user-friendly.
9. All electronics and instrumentation are to be properly interfaced for both safety and redundancy. Including but not limited to radar, AIS, FLIR, cameras, instrumentation, etc.
10. Marine radios, three
11. 4" floating compass
12. LED emergency light bar or similar emergency lights with flashing red light, CA Harbors and Navigation Code compliant with controller
13. Whelan siren and speaker (or similar marine grade system)
14. Vessel shall be provided with a dimmer to control gauge and compass brightness during night operation.
15. Must have a minimum of 4 displays including engine instrumentation, radar/plotter, and thermal camera
16. The operator and crewperson will have their own radar/plotter display that are accessible by multiple officer heights.
17. Navigation lighting will be determined by USCG regulations for vessels of this size and service and marine grade. Approved lights will be arranged to display the correct light signals for free running, anchoring and restricted maneuverability, dive ops, and towing.

I. BILGE PUMPS

1. The vessel will be equipped with a minimum of three independent bilge pumps located in separate compartments of the hull. The submersible pumps will have a minimum capacity of 2000 GPH each as rated by the manufacturer. Each pump will have a float switch and will be controlled by a toggle switch in the pilothouse. These switches will allow for automatic or manual activation of the pumps.

J. ALARM SYSTEMS

1. The vessel will be equipped with a high water alarm, propulsion alarm, exhaust temperature, raw water intake flow, and high temperature fire detection sensor

installed in the machinery space. Alarms will activate visual and audible warning devices at the control station in the event of a dangerous condition.

K. PAINT, MARKINGS, and PREPARATION
1. All exterior/interior colors will be determined at a later date.
2. Paint system shall be marine epoxy primers with polyurethane topcoats above the waterline and shall provide corrosion resistance from stray electrical current. The entire hull shall be sandblasted and prepared in accordance with the paint manufacture's specifications. Topcoats shall be free of runs and have a high gloss finish. Final paint dry film thickness shall be provided in accordance with paint manufacturer's instructions.
3. The hull will be coated with epoxy-coated primers and an Anti-fouling paint will be used on the hull below the waterline, jets or drives shall also be coated. Paint used on the hull shall be a non-copper based hull paint.
4. Two coats bottom paint over at least three coats underwater primer or as dictated by the manufacturer.
5. The San Rafael Fire Department shall provide all identifying decal artwork for the vessel and installed by the vendor.
6. Gunwale above the waterline for aluminum hulls does not need to be painted.
7. Vessel name/# shall be visible from forward, aft, and sides.
8. The name/number shall also be visible from thermal camera that will be activated by the navigation light switch is a highly desirable quality.

L. FIRE MAIN SYSTEM and DISCHARGE OUTLETS
1. The fire main shall be made of copper nickel or stainless steel. (The agency will be open to other proven materials.) The main shall be constructed in pieces utilizing Victaulic flanges in a way to make replacement and Maintenance simplified.
2. Must be able to drain all water in the fire piping system from 1 location on the exterior of the vessel. The water must not drain into the bilge of the vessel.

M. FIRE-FIGHTING CAPABILITY
1. The vessel shall meet or exceed requirements for NFPA Type IV (4) Fire vessels:
   a) Minimum of one fire pump that does not disable drive operations for either engine
   b) The fireboat will be able to pump at a minimum, 2000 gallons per minute at NFPA required pressures, 150 PSI. (Higher GPM is an objective).
   c) Water will be delivered from a minimum of three locations on the boat.
   d) On station fuel capacity of 6 hours
2. All fire monitors will be operated electronically from inside the cabin. The firefighting control center shall provide complete control of the fire pump and associated automated equipment. The control center shall provide maximum visual observation of fire fighting operations, while maintaining protection from

smoke, heat, and weather. Piping shall not obstruct the vision of the operator or crew at anytime. Piping shall not be external to or exposed in the cabin.

3. Pump monitoring shall be provided and be adequate for the proper and safe operation of the pump. This shall include pump controls and discharge pressure gauge. All controls and gauges shall be mounted at the fire-fighting console to port of the helm station.
4. The pump shall have a minimum of two 2-½”-3” discharges shall be mounted on port & starboard gunwales on the aft deck. The 3” discharge piping shall be 3”-inch pipe with the main roof monitor supplied by 4” pipe. The vessel shall have a 4” discharge for shore water supply.
5. The main monitors shall be a remote control with electric nozzle and electric valve.
6. Elbows / corners in header pipes must be reinforced
7. Handheld thermal camera (TIC) with charging station, TIC must be capable of taking and storing photos

N. VESSEL FIRE SUPPRESSION SYSTEM (preferred)

1. A built-in fire suppression system may be provided. (Clean Agent). There should also be at least 1 Amerex 15 lb. dry chemical fire extinguisher and 1 Amerex 20 lb CO_2 fire extinguisher is located on the boat as manual backup fire suppression.

O. HYDRANT OUTLETS

1. The vessel shall have a 4” discharge for shore water supply.

P. FIRE-FIGHTING PUMPING SYSTEM

1. Power for the pump(s) will be supplied by a separate pump engine (preferred). If necessary, pump power may be supplied by the propulsion engines if this can be done without preventing use of the engine for maneuvering using a system such as a Hamiliton Jetfighter system or similar.
2. The marine engine's horsepower must be able to drive a fire pump to deliver a minimum of 2000 GPM. Higher GPM is desired if possible. The pumping system shall meet NFPA 1925 requirements with the exception of fire main sizing as 1925 requirements far exceeds the monitor clear openings and hull space requirements.
3. All components shall have design pressure ratings greater than the maximum pump discharge pressure.
4. The suction arrangement for the pump shall include at least one sea chest with a screened inlet, a valved outlet, and cleanout access from the working deck or engine room.
5. Open area of the screen shall be at least twice the cross-sectional area of the suction pipe.

6. Piping shall be supported from the vessel structure to carry the load of the water-filled pipe plus a minimum of 50% overload supplied at the point of support.
7. Bracing shall be provided to resist nozzle reaction of discharge devices.
8. Drains shall be provided to all portions of the discharge and distribution piping.
9. Vessel shall have a means of flushing the piping system with fresh water.
10. All piping shall be hydrostatically tested at 200 PSI for not less than one hour.
11. All pump controls and gauges shall be mounted at helm. Master discharge gauge, Vacuum gauge, pressure gauge, etc.

Q. PROPULSION DRIVE SYSTEM

1. The drive system may consist of jet drives, outboard engines, or inboard engines with a shaft/propeller. Jet drives are preferred.
2. The vessel shall be powered by multiple commercial – grade engines, (tier 3 marine diesel or better, or other environmentally compliant gasoline engines) and will be driving two water jets, outboards, or shaft/propellers.
   a) If water jets, drive will use impellers matched to the engine and pump ratings and RPMs.
   b) There shall be a reversing marine gear suitable for the engine and jet/propeller size installed in the driveline.
   c) The builder shall provide and install engines and related accessories as per engine manufacturer's specifications for installation.
   d) Vessels with a diesel engine shall be built to accommodate Tier 4 engines.
   e) Steering system shall comply with ABYC P-18, Steering systems for Outboard, Inboards, Stern drive and Water jet-drive Boats. The builder shall meet steering manufacture's specifications for installation and operation.
   f) Tier 3 and Tier 4 Marine Diesel engines must have a diesel particulate filter (DPF)
3. Engines rated closest to continuous duty are desirable.
4. All oil on the vessel must be connected to a reverse oil changing system for ease of maintenance.
5. Jet drives shall be larger diameter appropriate for the size/type of vessel selected to address marine obstacles such as kelp.
6. The vessel will have a continuous cruise speed of no less than 35 Knots. This shall be reached with the vessel crewed with two members of the Department and fire-fighting equipment.
7. Extra set of OEM ignition keys
8. All ladders and steps into engine room shall utilize quick disconnects to remove for maintenance/repairs.

R. AUXILIARY SYSTEMS

1. Fuel System
   a) Fuel tanks should be aluminum and properly sized at a minimum of 150 gallons.
   b) These tanks will be built and hydrostatically tested to the Safety Standards for Small Craft specifications. Fuel tanks will be suitably baffled, fitted with

electric level gauges and isolated from the hull structure by neoprene or rubber padding. They will be strapped and supported by a support system. Racor fuel filters shall be installed for each engine with fuel shut off(s) at helm station. Racors shall have gauge installed on t handles.

c) Engine room shall be separated from the fuel tanks by a watertight bulkhead.

d) Engine room bulkhead and hatches are acoustically and thermally insulated where possible.

2. Heating

   a) Heating / defrosting capable of defrosting the window and heating the cabin for comfort.

3. Lighting

   a) (LED) Navigation lights; Restricted in Maneuvering lights, Towing lights, search light (w/remote) *swim step dive lights, starboard / port and aft facing flood lights. Takedown. Courtesy and step lights through the interior and exterior of the vessel.

   b) All lights on the vessel shall be LED

   c) Excessive engine/fuel room lighting for Maintenance or repair in the dark

   d) Rechargeable flashlight and holder mounted in pilot house

S. ENVIRONMENTAL / OPERATIONAL REQUIREMENTS:

1. The vessel shall be able to operate in a rated sea state of 4-6 with a hull designed to minimize hull slamming.
2. The vessel shall be able to operate without excessive wear and maintain warranty / maintenance standards under a work tempo of 2000 engine hours per year.
3. The vessel shall be able to operate in areas where kelp and other marine objects are present and be able to be easily cleared from propellers / jets.
4. The vessel will be able to operate in a saltwater environment without the expectation of out-of-water storage.
5. Bilge Clean filter system for all discharged bilge pump water
6. Manufacturer approved food grade oil, grease, and lubricants

T. DESIRED WARRANTIES

1. Hull and deck: minimum 10 years on hull material, welds, and seams.
2. Engine: standard manufacturer’s warranty.
3. Pump: standard manufacturer’s warranty.
4. Propulsion Standard manufacturer’s warranty.
5. Equipment: standard one-year manufacturer’s warranty.

U. TRIALS & INSPECTIONS

1. The builder shall include the cost for lodging and meals for one (1) inspection visit for 3 people prior to final delivery. The fireboat must successfully complete the trials listed below at the builder's facility:

   a) Maneuverability in various sea conditions.

   b) Acceleration and deceleration maximum thrust.

c) Fire pump capabilities including master stream shape, GPM output, and effect on the boat while monitor is flowing maximum capacity of pump.

d) Testing of all equipment on vessel. The successful proposer shall make repairs, corrections, or re-designs, as appropriate, at no additional cost, if the boat fails the tests during sea trials.

2. These trials shall be at the builder's expense at its facility at a time mutually agreed upon.
3. Any deficiencies noted during the sea trials shall be corrected by the builder prior to delivery of the vessel. In the event that a materials deficiency is found during the sea trials, a second sea trial may be requested by prior to delivery and acceptance.

V. DELIVERY & TRAINING

1. Delivery of the vessel will be expected within 14 months of the award of the contract, including travel time to the San Rafael's marine docking area.

W. MANUALS

1. Proposer shall provide two copies of the vessels service/parts manuals for the vessel as supplied to the builder by the equipment's manufacturer. The manuals will contain a recommended spare parts listing. Systems covered shall be navigation, main propulsion, pumps, electrical, lubrication, fire-fighting systems, Must also provide hard copies of parts manuals for all equipment installed.
2. Detailed wiring & antenna schematic shall be provided. The schematic shall state the color and unique identification number. Along with the exact route that it is run and depicts any connections or splitting.
3. The proposer shall supply a detailed monthly, quarterly, and annual safety inspection check list.
4. Proposer shall provide a Maintenance plan for when items are recommended to be replaced or overhauled.
5. The proposer shall provide a cost life analysis of the vessel based on age and approximate use of 1000 hours per year. The vessel will be kept in the water and not dry docked its entire life.
6. Proposer shall provide a word or excel document with every brand, name, part # and/or serial number used on the vessel.

III. INSTRUCTIONS TO PROPOSERS

A. The City is accepting electronic bid submissions. Proposals must be received no later than 10:00 AM, local time, on October 10, 2025 Submit proposal

electronically via Bid Express:
https://www.bidexpress.com/businesses/39341/home

B. It is the Consultant's responsibility to ensure that the Proposal is received on time. BidExpress prevents proposals from being submitted after the deadline. The City will only respond to questions in writing from Consultants. All questions regarding this RFP must be made in writing by October 20, 2025 at 10:00 AM via Bid Express. The City cannot respond to verbal questions submitted by telephone or in person. All addenda will be posted on Bid Express. By submitting a Proposal, the proposer affirms that they are aware of any addenda and have prepared their Proposal accordingly. No allowances will be made for a proposer's failure to inform themselves of addenda content. A link to the addenda may be accessed at the following web address: https://www.bidexpress.com/businesses/39341/home

C. Examination of Proposal Documents. By submitting a proposal, the Proposer represents that it has thoroughly examined and become familiar with the goods to be provided under this RFP, and that it is capable of providing required goods to achieve City's objectives.

D. Required Proposal Documents

1. The proposal must contain the following items placed in the order listed:

   a. Attachment A, Statement of Company Information
   b. Attachment B, Fee Schedule
   c. Attachment C, Proposal Questionnaire Form

2. The City will conduct a preliminary review of the proposals to determine if the above items are included as required in the RFP. If a proposal does not include all items fully completed, the proposal may be considered not responsive.

E. Agreement Type

1. Terms and Conditions

An example of the Terms and Conditions to be executed with the successful Proposer can be found here: https://www.bidexpress.com/businesses/39341/home. The cover letter must state that the sample Terms and Conditions is acceptable as-is. Please do not submit a Proposal and subsequently request changes to the Terms and Conditions. By submitting a proposal, the Proposer is accepting all the terms and conditions included in the sample, including stated insurance coverage and limitations.

F. Rights of City

1. This RFP does not commit the City to enter into an Agreement, nor does it obligate the City to pay for any costs incurred in preparation and submission of proposals or in anticipation of an Agreement. City may investigate the qualifications of any Proposer under consideration, require confirmation of information furnished by the Proposer, and require additional evidence or qualifications to perform the Services described in this RFP.

2. City reserves the right to:

   a. Reject any or all proposals.
   b. Issue subsequent Requests for Proposals.
   c. Postpone opening for its own convenience.
   d. Remedy technical errors in the Request for Proposals process.
   e. Approve or disapprove the use of Proposer's Sub- Service Providers.
   f. Negotiate with any, all, or none of the Proposers.
   g. Solicit best and final offers from all or some of the Proposers.
   h. Award an Agreement to one or more Proposers.
   i. Accept other than the lowest offer.
   j. Waive informalities and irregularities in proposals.

G. Collusion. By submitting a proposal, each Proposer represents and warrants that its proposal is genuine and not a sham or collusive or made in the interest of or on behalf of any person not named therein; that the Proposer has not directly or indirectly induced or solicited any other person to submit a sham proposal, or any other person to refrain from submitting a proposal; and that the Proposer has not, in any manner, sought collusion to secure any improper advantage over any other person submitting a proposal.

H. Withdrawal of Proposals. A Proposer may withdraw their proposal before the expiration of the time for submission of proposals by going to the Bid Express and removing their submission.

IV. PROPOSAL PACKAGE INSTRUCTIONS

A. Format & Content

1. Proposers shall include the required items stated in Section III Instructions to Proposers, Paragraph D, Required Proposal Documents.

2. The proposal documents shall be submitted in Portable Document Format (PDF) format. **THE PROPOSAL DOCUMENTS SHALL BE ONE DOCUMENT ONLY.**

3. The nature and form of response are at the discretion of those responding, but shall include the information listed below.

V. EVALUATION AND SELECTION

A. Evaluation Criteria/Matrix. The following criteria and matrix shall be used to evaluate proposals:

1. Compliance with the Specifications and Waterside Operational Environment (in and around San Rafael coastal waters)
   a. Ability to fulfill the mission on the San Pablo Bay and near coastal waters effectively
   b. Operational tempo, 24/7 response patrol, minimal downtime for maintenance and repairs
   c. Suitability for the environment / Area of Responsibility (AOR)
   d. Size of vessel and dock space. Expectation is no larger than a 46 foot vessel (length overall)

2. Manufacturer's Capability to Perform:
   a. Ability to keep within timelines. Expectation of vessel delivery is within 14 months of execution of an agreement.
   b. History (3 references, past history of vessel production with other entities)
   c. Ability to provide support post delivery
   d. Manufacturer's experience with public safety (Fire, Police) Expectation is having worked with 3 other public agencies
   e. Vessel design is established and has track record of performance

3. Personnel & Maintenance
   a. Number of people to operate / crew the vessel (minimum 2 individuals)
   b. Necessary training to be provided for operational proficiency
   c. Specialized maintenance training to Fire Dept staff (inclusive)
   d. Specialized maintenance equipment needed to calibrate/maintain/etc. is included with vessel
   e. Software/hardware is included to enhance vessel maintenance and performance and is user friendly

4. Procurement & Replacement Schedule
   a. Vessel performance / lifespan of vessel - Expectation is a minimum of 20 years
   b. Life cycle cost of vessel is essential for City planning and budget forecasting

5. Fair and Reasonable Cost, Proposal's price within budget
   a. Reasonableness of equipment costs submitted and the competitiveness of these costs when compared with other submitted proposals

B. Evaluation Procedure

1. A Selection Review Panel, generally made up of City staff, will review the proposals and establish a list of finalists based on pre-established review criteria. The names of the Selection Review Panel members are not revealed prior to the interviews. The Selection Review Panel may interview the finalists. If interviews are conducted, the Proposer should allow approximately 1 hour for the oral interview and a question and answer session. The Proposer may be requested to lead a 10-12 minute presentation before the Selection Review Panel.

2. The Selection Review Panel will evaluate the proposals. The rating and evaluation forms prepared by Panel members will not be revealed. The scores in the evaluation matrix shown below **DO NOT** indicate a "winning score" and the highest score is not guaranteed selection. The final decision is at the discretion of the City and is based on the scores, reference checks, negotiated pricing, and further analysis of the proposals including any risks associated with selecting any proposal.

Evaluation Criteria	Weight	Firm A		Firm B		Firm C	
		Score	Total	Score	Total	Score	Total
Compliance with the Specifications and Waterside Operational Environment	35%						
Manufacturers Capability to Perform	25%						
Fair and Reasonable Cost	20%						
Procurement and Replacement Schedule	5%						
Maintenance	15%						
Grand Total	100%						

E. Award. When the Selection Review Panel has completed its work, the City may negotiate for the extent of services to be rendered and the method of compensation. Because City may award without conducting negotiations, the proposal submitted shall contain the Proposer's most favorable terms and conditions.

VI. GRANT REQUIREMENTS

A. The new vessel is a project funded through the Department of Homeland Security, Port Security Grant Programs Directorate for Fiscal Year 2024.

B. Proposer shall comply with all applicable requirements of Grant Agreement No. EMW-2024-PU-05293, posted on BidExpress and on file in the Office of the City Clerk, and all Federal laws, executive orders, regulations and policies governing this program.

VII. INDEMNIFY, DEFEND, HOLD HARMLESS. Proposer will indemnify the City as stated in the Terms and Conditions, Section 22. Seller/Contractor agrees to release, indemnify, hold harmless and defend City, its officers agents, employees and volunteers from and against any and all claims, demands, liability, lawsuits or other actions for damage or injury to persons or property arising out of the Seller/Contractor' s operations under this Agreement, or the performance of this Agreement by Seller/Contractor or its officers, employees, partners, directors or agent.

VIII. PROTESTS

A. Prior to the closing date for submittal of proposals, Proposer may submit to City protests regarding the procurement process, or alleged improprieties in specifications or alleged restrictive specifications. Such protests shall be filed no later than 10 working days prior to the scheduled closing date. If necessary, the closing date of the solicitation may be extended pending a resolution of the protest. Protests dealing with alleged improprieties in the procurement or the procurement process that can only be apparent after the closing date for receipt of proposals shall be filed within five (5) working days of issuance of the Notice of Recommended Award. Protests shall contain a statement of the grounds for protests and supporting documentation. Protestor will be notified of City's final decision prior to issuance of Award.

B. A Proposer may discuss the procurement documents with City. Such discussions, however, do not relieve Proposers from the responsibility of submitting written protests as required.

C. Requests and protests shall be addressed to: City of San Rafael Fire Department, Attn: Jason Hatfield, Battalion Chief, 1400 5th Ave, San Rafael, CA 94901