CITY OF CHICAGO  
DEPARTMENT OF PROCUREMENT SERVICES  
ROOM 403, CITY HALL, 121 N. LA SALLE ST  

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT

COMPLETE THIS SECTION IF NEW CONTRACT  
For contract(s) in this request, answer applicable questions in each of the 4 major subject areas below in accordance with the Instructions for Preparation of Non-Competitive Procurement Form on the reverse side.  
Request that negotiations be conducted only with Safe Boats International (Name of Person or Firm) for the product and/or services described herein.  
This is a request for ☐ (One-Time Contractor Requisition #, copy attached) or ☐ Term Agreement or ☐ Delegate Agency (Check one). If Delegate Agency, this request is for “blanket approval” of all contracts within the ______ (Attach List) Pre-Assigned Specification No. ______ 
Pre-Assigned Contract No. ______ 

COMPLETE THIS SECTION IF AMENDMENT OR MODIFICATION TO CONTRACT  
Describe in detail the change in terms of dollars, time period, scope of services, etc., its relationship to the original contract and the specific reasons for the change. Indicate both the original and the adjusted contract amount and/or expiration date with this change, as applicable. Attach copy of all supporting documents. Request approval for a contract amendment or modification to the following: 

Contract #: 12228  
Specification #: 29136  
Med. #: ______ (Attach List, if multiple)  

Company or Agency Name: Safe Boats International  
Contract or Program Description: Purchase of Police Surveillance Boat  

Molly Longanecker  
212-745-5599  
Signatory  
CPD  
05-JULY-07  

Originate Name  
Telephone  
Department  
Date  

Indicate SEE ATTACHED in each box below if additional space needed:  

☐ PROCUREMENT HISTORY Please see attached  

☐ ESTIMATED COST Please see attached  

☐ SCHEDULE REQUIREMENTS Please see attached  

☐ EXCLUSIVE OR UNIQUE CAPABILITY Please see attached  

☐ OTHER  

APPROVED BY:  
DEPARTMENT HEAD OR DESIGNEE  
07-JULY-07  
BOARD CHAIRMAN  
DATE
CHIAGO POLICE DEPARTMENT

MODIFICATION TO CURRENT AGREEMENT WITH SAFE BOATS INTERNATIONAL

CPD REQUESTING TO EXERCISE OPTION TO PURCHASE ONE ADDITIONAL VESSEL

UPDATED PROCUREMENT HISTORY

The City of Chicago was originally awarded a $300,000 Port Security grant from the U.S. Transportation Security Administration in February 2004 with which to purchase a vessel that would assist the city in creating a maritime security environment that could effectively differentiate between benign and threatening activities and conduct interdiction and interception efforts. The funds that were recently granted are estimated at $1.9. CPD has purchased one vessel off of the Safe Boat contract, PO# 12228. With the approval of the Chief Procurement Officer, CPD would like to exercise “9.9 Funding” on page 11, “The City, at its option depending upon funding availability, reserves the right to purchase 1 additional Boat within 1 year after the date of contract award all in accordance with the terms and conditions of this Agreement and for the negotiated price mutually agreed upon by the City and Contractor.”

UPDATED ESTIMATED COST

The total estimated cost for the vessel and equipment is $337,024.60. This project is fully funded by the Transportation Security Administration; the Port Security Grant Program requires no local match. Additional info is on original that was submitted on the first purchase of vessel.
OFFICE OF EMERGENCY MANAGEMENT AND COMMUNICATIONS

JUSTIFICATION FOR NON-COMPETITIVE PROCUREMENT

CHICAGO POLICE DEPARTMENT
SAFE BOATS, INTERNATIONAL SURVEILLANCE WATERCRAFT

PROCUREMENT HISTORY
The City of Chicago was awarded a $300,000 Port Security grant from the U.S. Transportation Security Administration in February 2004 with which to purchase a vessel that would assist the city in creating a maritime security environment that could effectively differentiate between benign and threatening activities and conduct interdiction and interception efforts. The funds granted, however, were significantly less than the City requested and consequently the project had to be revised. Fortunately, the Transportation Security Administration has granted the City special permission to proceed with the purchase of the vessel and equipment, with an understanding that the project will proceed expeditiously. The Office of Emergency Management, in conjunction with the Chicago Police Department Marine Unit, has spent over one year analyzing its requirements for a vessel capable of gathering intelligence, conducting surveillance and reconnaissance of vessels, cargo and people that operate in the maritime domain, and responding effectively to mitigate an incident should it occur. A vessel manufactured by SAFE Boats International, LLC meets both the performance requirements articulated above and the financial constraints imposed by grant funding available for this project. This is a one-time sole source procurement request to purchase the identified vessel.

ESTIMATED COST
The total estimated cost for the vessel and equipment is $294,354. The project is fully funded by the Transportation Security Administration; the Port Security Grant Program requires no local match. The proposed vessel is currently listed on the United States General Services Administration Marine Craft and Equipment Schedule. In order to be included in that program, the manufacturer must disclose that they have substantial commercial sales and that the price offered through GSA is discounted to be equal to or better than the prices available to the best commercial customer. SAFE Boats International has agreed to offer the vessel and equipment to the City of Chicago at the GSA discounted price. Please see attached drawing and detailed vessel and equipment cost breakdown.

SCHEDULE REQUIREMENTS
The finalized Grant Agreement between the City of Chicago and the Transportation Security Administration stipulates that the budget period extends one year from the effective date of the award. The effective date of the award is February 25, 2004, but permission has been given to extend the period with the expectation that the
project will proceed expeditiously. SAFE Boats International currently manufactures a 31' full cabin boat that along with the proposed surveillance and tactical equipment will help detect and mitigate threats for the Port of Chicago. The company has a demonstration unit in stock and has stipulated that the vessel could be outfitted according to City of Chicago specifications and available within 180 days from the date of purchase, whereas the time to acquire a vessel not currently available would take nine months to one year, not inclusive of the time required for competitive bid, review, and award. Granting sole source procurement will preclude the loss of grant funds due to failure to expend in a timely manner.

**UNIQUE CAPABILITIES**

The specific vessel sought by the Office of Emergency Management and Communications is the primary small boat utilized by the USCG nationwide. Because SAFE Boats International is the exclusive patent holder of several patents, all of which pertain to foam stabilized watercraft, no other manufacturer can legally produce a foam stabilized watercraft with the following properties:

1. Mechanical and chemical attachment systems;
2. Full buoyancy flotation collars which enable the boat to remain afloat with no additional flotation in the event of a catastrophic hull breach;
3. Collar size and dimensions provide the ultimate in stabilization and displacement when the watercraft executes a tight turn or when it is loaded heavy;
4. SAFE Boats also provides a full sided hull, unlike many other manufacturers.

The vessel is designed to perform safely and effectively in the worst weather conditions, and will move the city toward 12-month surveillance capability. The surveillance equipment is designed to enhance safety and security by improving ability to detect, observe and identify all types of activity and objects in total darkness, daylight, or mixed light settings. The Chicago Police Department currently does not have a boat with these capabilities and has determined that his vessel will enhance its ability to secure the Jardine Water and south Water Filtration Plants, Navy Pier and river, bridge and building assets.
customer similar services at a price materially lower or a discount materially greater than the applicable fees charged to City hereunder, then such fees shall simultaneously be lowered by Contractor to the extent necessary to match such lower price or greater discount (or, to the extent such fees have already been paid, Contractor must promptly refund to City the difference between the fees already paid and the lower price for the time period during which such lower price has been in effect). Contractor must notify City of the occurrence of such a lower price or greater discount as described in this Section within thirty (30) days after Contractor's offering or providing such lower price or greater discount to another such customer.

(b) **Similar Services.** The circumstances to be considered in determining what constitutes "similar services" for purposes of the immediately preceding sentence are the specific combination of services required by the customer, the time period during which services are provided, and the overall revenue stream generated by the customer, taking into account the term of the underlying agreement.

9.10 **Funding.** Funding for this Agreement is from Fund Number 003-0764-0581010-0140-220140-03B126 and is subject to availability of funds therein. Payments under this Agreement must not exceed **$289,223.73** without a written amendment in accordance with Section 17.1.

The City, at its option depending upon funding availability, reserves the right to purchase 1 additional Boat within 1 year after the date of contract award all in accordance with the terms and conditions of this Agreement and for the same pricing in Exhibit 2. This additional purchase option is subject to approval of the Chief Procurement Officer and execution of a written amendment to this Agreement.

9.11 **Non-Appropriation.** If no funds or insufficient funds are appropriated and budgeted in any fiscal period of the City for payments to be made under this Agreement, then the City will notify Contractor in writing of that occurrence, and this Agreement will terminate on the earlier of the last day of the fiscal period for which sufficient appropriation was made or whenever the funds appropriated for payment under this Agreement are exhausted. Payments for Services completed to the date of notification will be made to Contractor except that no payments will be made or due to Contractor under this Agreement beyond those amounts appropriated and budgeted to fund payments under this Agreement.

**X. DISPUTES**

10.1 **Dispute Resolution.** Contractor must and the City may bring any dispute arising under this Agreement that is not resolved by the parties to the Chief Procurement Officer for decision based upon the written submissions of the parties. The parties agree that any such dispute resolution shall be conducted in accordance with the "Regulations of the Department of Procurement Services for Resolution of Disputes between Contractors and the City of Chicago." (A copy of the "Regulations of the Department of Procurement Services for Resolution of Disputes between Contractors and the City of Chicago" is available in City Hall, 121 N. LaSalle Street, Room 301, Bid and Bond Room, Chicago, Illinois 60602.) The Chief Procurement Officer will issue a written decision and send it to the Contractor by mail. The decision of the Chief Procurement Officer is final and binding. The sole and exclusive remedy to challenge the
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**Additional Information**

- Warranty information and documentation needed for warranty.” (See floor plan)

**Equipment**

- **Included**: all standard equipment provided. Additional equipment may apply for other customer purchases.

**Optional**

- T-shaped Leash Grips
- GPS with Mapping Source
- Additional Outboard Motors
- Additional Forward Controls
- Additional Rear Controls
- Additional Power Trim
- Additional Battery Box
- Additional Navigation System
- Upgraded Self-Steering Windshield Wiper with Washer System
- Power Seats and Flip-Up Console Lights
- Additional Safety Features

**Warranty**

- 3-Year Limited Warranty

**Contact Information**

- Fast Boats, God's Country & Safety, Inc.
- 8801 Dallas, WA 98361
- (360) 677-4149
- (360) 677-4189
- www.safeboatinternational.com
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**Customer Notes:**

- Please sign below & attach this note to your purchase order when submitting.
- All items are delivered FOB Portland, WA 98087.
- Total does not exceed $360.62, which includes all items and shipping.

**Additional Information:**

- Invoice number: 2007070001
- Customer name: John Doe
- Customer address: 123 Main St, Portland, OR 97201
- Contact person: Jane Smith
- Phone: 503-123-4567

**Terms & Conditions:**

- Payment due within 30 days.
- All items shipped FOB Portland, WA 98087.

**Safe Boats International**

- Portland, WA 98087
- Tel: 1-800-123-4567

*Note: This invoice is for informational purposes only and does not represent an actual transaction.*
The ThermoVision Voyager is a powerful multi-sensor thermal imaging system for maritime navigation and security.

The system uses two thermal imagers; one with a wide field of view for navigating and situational awareness, and another longer range imager for hazard detection. Both cameras provide clear imagery regardless of lighting conditions. A long range daylight/lowlight camera can be used for identification of approaching vessels or onshore activity when lighting conditions permit. All three cameras are enclosed in a sealed pan and tilt enclosure that can provide 360 degree visibility. The system uses active stabilization to provide steady imagery even in rough seas.

Unlike radar systems that require adjustments and training to use, the Voyager is simple to operate. If you can watch TV, you can use the Voyager. The system provides crisp imagery that appears as black and white video. With FLIR thermal imagers, you can usually see more scene detail than you can with your eyes during daylight. Thermal imagers sense small differences in temperature, so warmer objects appear white, and cooler objects appear dark. You can clearly see outcroppings of land, buoys, markers, and other boats at range. Simply put, you can navigate with confidence in total darkness. Voyager will support up to 4 control stations onboard and the video can be displayed on virtually any multi function display or video monitor.
Detector type
Focal Plane Array (FPA), Uncooled microbolometer 320 x 240 pixels
Spectral range
7.5 to 13 µm
Field of view camera 1
20° (H) x 15° (V) with 35 mm lens
Field of view camera 2
5° (H) x 3.75° (V) with 150 mm lens
Thermal sensitivity
65mK max
Image frequency
30 Hz (RS170A), 25 Hz (CCIR) or 7.5Hz (RS170A)
Focus
Automatic or Manual
Electronic zoom
20° to 2° HFOV (Foveal presentation)
Image processing
Digital Detail Enhancement (DDE)

Built-in digital video
FCDBX980S 26x High Telephoto Zoom Color Block Camera (NTSC)
Lines of resolution
Approx. 680,000 pixels (NTSC)
Standard lens performance
26x Zoom, f=3.5mm (wide) to 91.0 mm (tele), F1.6 to F3.8 (NTSC)
Zoom
Tied to thermal camera

Az Range
Continuous panning, speed tied to zoom
El Range, El velocity
+/- 60°
Slew Rate
20°/sec at 20° HFOV Speed tied to zoom

Stabilization
Type
Gyro stabilized and electronic stabilization

Image Presentation
Video output
RS170A thermal and NTSC visible
Requirements
24 VDC or 24V AC (+/- 10%)
Consumption
<50 W nominal, 130W max, 270W max w/ heaters

Environmental Specification
Operating temperature range
-32°C to +55°C
Storage temperature range
-40°C to 70°C
Automatic Window defrost
When window temperature is below 5°C
Humidity
100% relative humidity salt spray
Sand/dust, vibration, icing
MIL-STD 810
Encapsulation
IP X6

Physical Characteristics
Camera Weight
45 lb (20.4 kg)
Camera Size
15" diameter by 23" height swept volume

RS-422
Voyager Joystick Control Unit (JCU) via RS422

Stabilized pan/tilt head with integrated thermal imagers and DLTV camera
150 feet with breakout box and mating connectors
Operator manual
Voyager Joystick Control Unit

Warranty
2 years
EXHIBIT 1

SCOPE OF SERVICES, BOAT TECHNICAL/FUNCTIONAL SPECIFICATIONS
AND DRAWING

The Contractor shall build, test and deliver FOB, City of Chicago, one 31 foot patrol Boat ("Boat"), complete and ready to use, with all required Equipment installed as listed in Exhibit 2 that meets the technical and functional specifications described herein all in accordance with the terms and conditions of this Agreement. The Services include certification training of City personnel in the operation and maintenance of the Boat in addition to maintenance and technical support for the Warranty Period. The Boat must be delivered to the Chicago Police Department's ("CPD") Marine Unit, at a pre-determined location subsequent to sea trial and approval. Final inspection, testing and Acceptance will be done by the City at City of Chicago facility.

To ensure that the CPD receives a Boat design that has been proven in service, durability and construction, the Contractor must not only meet the following specifications, but must demonstrate a Boat that has identical specifications as contained herein.

The Boat will be in operation year round and therefore must be designed and constructed to withstand conditions associated with a Sea State Five status (winds up to 25 knots and waves up to 8 feet), withstand the rigors of extreme weather and water conditions of the Great Lakes, operate in limited icing conditions, operate within areas of oil and chemical spills and operate in shallow waters where similar size Boats might ground.

The Boat will conduct numerous underway boardings, therefore, the Boat must incorporate a full length fendering system described herein. The Boat must comply with the following specifications:

The Boat must conform to standards that are established by the International Organization of Standards (ISO) and ASTM International.

Length: 31 Feet; O/B Bracket 33.4’ LOA- Inside length 30’ – Transom height/Shaft length 30”
Beam: 10 Feet – Inside beam 84 Inches
Person Capacity: 18
Maximum Horsepower: 600
Dry Weight: 8,900 lbs. (approximately without power)
Maximum Weight: Capacity weight (engines, persons, gear) should be at least 6,230lbs.
Draft: 30 inches (approximately with an average load)

Hull and Deck Design
The hull of the requested Boat must meet the specifications listed below and established by the International Organization of Standardization (ISO).
- The bottom plate must be made of 5/16” 5086 marine aluminum and be constructed of a five (5) stringer system with angled transverse framing on 12 inch centers.
• Low profile dimmable LED deck/walkway lights. The inside and outside lights must be on separate controls.

• Equipped with an overhead fold down electronics bar, doubled keel beaching plate and a fabricated outboard bracket with 20"x10" cast Baywood hatch.

• The deck should be self bailing with a minimum of two (2) four (4) inch deck scuppers and have 3M non skid Safety Walk. All non skid edges must be sealed with 3M edge seal.

• There should be a stepped transom with performance shoe in the bottom plate and six (6) full length, fully welded performance strakes.

• There should be sacrificial zinc anode.

• There should be a minimum of two (2) aft lockers (vented) with fabricated lids. There should be sub-floors for mounting remote engine items.

• All outside locker doors must have fabricated aluminum access doors and must be designed to reduce water intrusion.

• The deck hatches and inspection ports will be bolted or welded in and sealed.

• The entire hull volume below decks and fuel tank will be pressure tested to 33CFR 183.510, in excess of those required by the enhanced pressure test, Table F.2 of ISO 12217-1.

• Cabin and console openings will be of weather tight construction.

• All hatches and lockers will be designed to minimize water intrusion.

• The exterior of the Boat must have six (6) 10-inch cast aluminum weld on cleats.

• The gunwale flanges should be non-skid.

• There should be bow rails, fore and aft tow posts with SS cross pins and a heavy-duty motor cage with a towline guide.

• There should be a tow line spool, with 300 feet of ¼ inch tow line, mounted on the aft face of the radar pod, a fabricated aluminum life ring mount, SS bow and transom lifting eyes and flared high volume scupper valves to keep the aft deck dry whole backing down.

• The Boats noise levels will not exceed 84 decibels when the engines are at full throttle. —

• All installed components and stores will not rattle. At the request of the CPD Representative the Contractor will install support bracing at designated locations. Support bracing will be installed before the final trim pieces are put into place. The support bracing will not be visible to the eye and will be able to hold a weight of five (5) pounds.

• The airtight hull will be required to stay a float without the collar system (fendering system) in place.

• The Boat shall have four (4) roll control dive tanks that will be mounted at a location determined by the Chicago Police Department representative.

• The Boat shall have personnel recovery side plate and collar cutouts on both the port and starboard sides.

• The Boat shall have a pump can storage locker with access.

• The forward cockpit withuddy door will include: bulhead, a minimum of two (2) scupper drains (port and starboard), anchor locker with fabricated door and ammunition storage.

**Engines and Fuel System**

• The Boat shall have two (2) 2006 (1-R, 1-L) 250 XXL and 250CXXL Verado 4-stroke engines with a 30" shaft. The starboard engine will rotate clockwise and the port engine will rotate counter-clockwise. The motor options will include a SBI motor package which includes the motors, rigging kits, stainless steel props.
• The Boat will be equipped with a fuel fill pod with SS fill and vent.
• The Boat will have a 300-gallon fuel tank with a formed bottom, constructed of ¼" 5086 marine grade aluminum. The tank will have no bottom seams and both longitudinal and transverse baffles.
• The tank will be installed with full size Doubler plates on both tank ends so that the tank is isolated from the mounting brackets.
• The fuel tank mounting brackets must be isolated on rubber mounts from the hull structure.
• The Boat will have duel fuel tank pick-ups.
• Each motor will have a Racor water separator with see-thru bowl, priming system & self-venting drain.
• The fuel system will have SS swaged fittings and a WEMA sender that is removable for tank cleaning and inspection.

Collar System (Fendering System)
• The collar system will use a 1.3-pound per cubic foot polypropylene.
• The collar system will be required to provide redundant buoyancy above and beyond the airtight hull of the Boat.
• The collar (fender) will be manufactured from 100 percent foam. There will be no air used in the system.
• The closed cell polypropylene foam will be shaped to the required geometry for the Boat.
• The foam will be placed within a polyurethane membrane collar, blue in color that is reinforced with a woven polyester base cloth. The collar will have white lettering that says CHICAGO POLICE in capital letters, on both the port and starboard sides of the collar. The collar will also have the following capabilities:
  • Base Fabric Type: Woven Polyester
  • Base Fabric Weight: 15 oz. per square yard
  • Finish Coated Weight: 50 oz. per square yard
  • Tongue Tear: 448/495 pounds per foot (ASTM D751)
  • Grab Tensile: 1618/1683 pounds per foot (ASTM D751)
  • Strip Tensile: 1333/990 pounds per square inch (ASTM 571 Procedure B)
  • Adhesion: 43 pounds per inch Dielectric Weld
  • Hydrostatic Resistance: 1000 pounds per inch
  • Low Temperature: Pass at −30 degrees Fahrenheit
  • Abrasion Resistance: 10,000 cycles (ASTM 3389)

Cabin, Dash and V-Berth
• The Boat will be equipped with a full width cabin with a forward V-berth. The cabin and V-berth will be insulated and carpeted and there will be a bow cabin hatch.
• The Boat will have aluminum weather tight full access cabin side slider doors on both the Port and Starboard sides and sliding side aft windows on both the Port and Starboard sides.
• There will be a weather tight hinged aluminum aft door.
• The Boat will have overhead spotter windows with tinted glass. All windows on the Boat will have bolt in safety glass.
• The Boat will have three (3) red/white dome lights. Two (2) lights will be installed in the cabin and one (1) in the V-berth.
• The Boat will have a total of four (4) pneumatic suspension seats, mounted on storage boxes with foot rests. The rear two (2) pneumatic suspension seats will be Glyde ride.
• The Boat will have a full aluminum handrail system inside and out.
• The Boat shall have a forced air diesel heater and defroster with five (5) gallon diesel tank.
• The Boat shall have a forward V-berth locker/bulkhead.
• The Boat shall have two (2) gun locks for a Remington Model 810 shotgun and one (1) gun lock for a Ruger Mini-14 rifle system and one (1) gun lock for an M-14 rifle system. Each lock will be controlled by both an individual key lock and an individual button release system that is hidden at the location designated by the Chicago Police Department representative.

Rigging and Electrical
All wiring shall be of marine grade quality-tinned copper strand type 3. All electrical connections shall be sealed in marine grade shrink tube. Fabricated tie bars will be used to secure all wiring. Additional requirements are listed below:
  • The Boat shall have three (3) marine grade dry cell battery system (Optima Blue Tops) with battery switches, jumper switch, battery boxes, one port starting battery, one starboard battery, one house electronics battery. The house battery shall be able to charge from either ban.
  • The Boat shall have an accessory 12 volt power receptacle.
  • The Boat shall have recessed toggle style marine grade breaker system with fold-out panels for breakers and battery switches. The panel will include twenty (20) percent spare breakers and the switch covers will have back lighting and custom labels.
  • The Boat shall have the appropriate running lights, aft flood and deck lights on both the port and starboard sides.
  • The Boat shall have upgraded self-parking intermittent windshield wipers, with washer system on both the port and starboard windows.
  • The Boat shall have hydraulic steering with a tilt helm and transom rig tubes.
  • The Boat shall have twin overhead air circulation fans and a fire extinguisher with mount.
  • The Boat shall have twin blue LE strobe lights. The lights will be controlled by the siren/light control box that will be provided by the City of Chicago.
  • The Contractor will provide one (1), twelve gauge power wire (red) and one (1) twelve gauge ground wire (yellow) to the location designated by the City of Chicago representative for the siren/light control box. The opposite ends of the wire will be terminated at the designated power source that will provide all emergency lights on their own dedicated circuit. These wires will not be exposed except for the connection end at the designated location, for the siren/light control box. The Contractor will ensure that there is a minimum of twelve inches of both power and ground wire at the designated location.
  • The Contractor will run both power (red) and ground (yellow) wires from the designated location of the siren/light control box to the locations designated by the City of Chicago representative for installation of the LED warning lights that will be provided by the City of Chicago. Each run will consist of one 14 gauge power wire (red) and one 14 gauge ground wire (yellow.) The Contractor will leave a minimum
of twelve inches of both power and ground wire at each end of the designated locations.

- The Contractor will run four (4) blue 14 gauge wires from the siren/light control box to the exterior roof of the cabin. The Contractor will leave a total of twenty-four (24) inches of each wire exposed at each end of the locations for installation.
- The Boat shall come with shore power which will consist of a galvanic isolator, 110 panel, 110 outlet, built in battery charger and twenty-five (25) feet of cord.

**Electronics Equipment**
The Contractor will furnish and install the following electronics equipment for the Boat. Included with the Boat will be all operating equipment that is required including but not limited to the manuals, appropriate antenna, mounting brackets, cables, weather covers and any other operational components. All equipment will be installed at a location determined by the designated City of Chicago representative.

- One (1) Furuno 1934 C/NT Navnet Radar/Plotter with a 10.4 inch LCD display. The unit will have a 48 nautical mile range and a 4 KW Open Array antenna and a video input package.
- One (1) Furuno Chart Card for the Great Lakes region (Lake Michigan)
- One (1) Furuno ARP 11 Autoplotter for Navnet with a Furuno PG1000 Heading Sensor. The unit must be compatible with the Furuno 1933 C/NT system.
- One (1) Furuno BBFF1 Network Sounder.
- One (1) Furuno GP37 DGPS/WAAS Display with antenna. The unit must be compatible with the Furuno 1933 C/NT system.
- One Furuno 520PLD Low Profile through hull transducer.
- Two (2) Furuno 000-117-603 6 Pin Cable (NMEA input/output.) One (1) Furuno BBWGPS WAAS/GPS Receiver Antenna.
- One (1) Furuno FM3000 25W VHF Radio with DSC and Flush Mount Kit FM 3040. The unit will also include a remote second station microphone that will be installed at the location designated by the City of Chicago representative.
- One (1) Furuno LH3000 30 watt loud hailer with external speaker M95435, flush mounts kit LH3020 and siren switch.
- One (1) KVH Brand Azimuth 1000 fluxgate compass.
- One (1) NVTi Day/Night Vision Thermal Imager 3200-C camera System with Display, controller, custom mount all installation material and installation.

**Trailer**
The Contractor will provide a custom 15,000 pound galvanized bunk trailer, twin axle, suitable to carry the total weight load of the provided Boat specified herein. The trailer will have:

- Hydraulic surge brakes, one axle.
- Galvanized spare tire assembly.
- Appropriate trailer/brake light system.
- Trailer jack.
- Loading guide posts
Sea Trial

The Boat with all equipment onboard and a full fuel tank must be launched, water tested and the results verified as follows:

- Documented sea trial report providing measured mile speeds, free board dimensions, dry and wet weights and propeller size.
- Photograph and video tape the Boat in the water during the sea trials and include these along with the owners' manual for both the Boat and all accessories and other appropriate documentation, to include construction blueprints.
- The Chicago Police Department is to have a representative at the sea trial and final approval will rest with the Chicago Police Department representative.
- Final acceptance of the Boat will occur once it is received in the City of Chicago. Upon arrival it will be physically inspected for damage and placed into the water to ensure that it operates in the same manner as the sea trial. Final acceptance will rest with the designated representative from the City of Chicago, Chicago Police Department.