
INVITATION TO BID
ALL-HAZARDS RESPONSE BOAT



ITB 20-FIRE-001

RFQ SUBMITTED BY:



METAL SHARK
METALSHARKBOATS.COM

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

ORIGINAL



November 19, 2019

City of League City, Texas
Purchasing Department
300 West Walker
League City, TX 77573

Attn: Purchasing Department
purchasing@leaguecitytx.gov

Dear Purchasing Department,

Metal Shark is pleased to provide the enclosed corporate information, supplying one customized vessel to the City of League City Texas in response to Invitation to Bid Number ITB#20-Fire-001. Metal Shark proposes its 32 Courageous, answering all specification requirements without exceptions unless otherwise noted.

The Metal Shark 32 Courageous meets and exceeds the requirements specified in the tender. The proposed vessel is a proven platform, presently in service with defense and police agencies, including the U.S. Coast Guard, U.S. Navy, and multiple other Law Enforcement and First responder agencies domestically and internationally. Gravois Aluminum Boats, LLC dba Metal Shark, utilizes CAGE Code 4PTF3 and DUNS Number 086008195. Metal Shark, as a company, is a small Business under NAICS Codes 336611 and 336612, maintaining an active registration in SAM.

Metal Shark will complete the vessels and have it ready to ship in 240 days or less from receipt of Purchase Orders. This proposal is valid for 90 days.

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

Warm Regards,

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

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METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

COMPLETED PROPOSAL COVER SHEET



Request for Proposal Cover Sheet

DUE DATE: Tuesday, November 19, 2019 by 2:00 p.m.

OFFEROR FORM – Base

In accordance with the attached instructions, terms, conditions, and Scope of Specifications we submit the following proposal to City of League City.

TOTAL PROPOSED COST

\$____\$467,721.00_____

Total Proposed Costs in Words

All prices are to be F.O.B. Destination. Any freight/delivery charges are to be included.



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

TAB A - QUALIFICATIONS AND EXPERIENCE

5.4.1 Briefly introduce your organization, providing a summary of the administration and staffing of your agency, including multiple offices, if applicable.

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

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



Production Welding in Jeanerette, LA

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

Today, Metal Shark operates three separate manufacturing facilities off the US Gulf Coast. From design, cutting and bending, welding, paint, rigging, and sea trial / testing, the company controls all aspects of production in-house. Metal Shark is a small business under NAICS codes 336611 and 336612.

PROGRAM MANAGEMENT OF YOUR BUILD

Overview

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

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

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

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

Key Personnel

Program Manager – Vice President, Dean Jones

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

Assistant Program Manager – CEO/Owner, Chris Allard

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

Project Manager – Vice President, Jon Gravois

Mr. Gravois, a 15+ year veteran of the Metal Shark family, recently moved into an executive management role with full oversight of the Jeanerette and Franklin, LA production floors and personnel. Mr. Gravois's focus is to assure that each vessel is delivered on time, in good working order, meeting all specifications. Managing production personnel and coordinating scheduling across the manufacturing teams, includes Welding, Rigging and Paint. Mr. Gravois fully managed the delivery of eleven vessels produced over the last two years at Metal Shark's new Franklin

shipyard, in addition to ongoing vessel production totaling over 400 vessels at Metal Shark's Jeanerette Headquarters.

Engineering Manager – Vice President, Gil Romano

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

Quality Assurance Manager – Quality Manager, Tim W Scheib

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

Leveraging This Experience with Capabilities and Skilled Craftsman

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

5.4.2 Describe the experience of your organization in the last thirty-six (36) months in performing services of similar size and scope.

Metal Shark Boats constructs customized vessels ranging in size from 16' to over 300' in length across (3) different shipyards in both aluminum and steel. Metal Shark has been an industry leader in technology and design advancement in the Fire/Rescue boat sector for over 10 years. Metal Shark delivers an average of about 15-20 Fire boats per year ranging in size from 21' – 75' in length.

We invite you to visit the following Video Links highlighting recent deliveries of Fire boats as well as current builds.

Metal Shark Making Significant Gains in Fireboat Market (AIATI Business News)

<https://vimeo.com/372211597>



Metal Shark Building Multiple Fire Rescue Vessels Including 70' Canaveral Fireboat

<https://vimeo.com/371471489>



Metal Shark Building Fire Boats for Miami-Dade Fire Rescue

<https://vimeo.com/330664858>



5.4.3 Give a detailed description of your facility. Photos and other printed material can be used to aid in your description.

Metal Shark Shipyards | Facility Capabilities and Qualifications

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

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

Facilities and Capabilities

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

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

Jeanerette, LA – Production Facility

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

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



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

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

Franklin, LA – Production Facility & Waterfront Shipyard

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

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



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

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

In October 2016, Metal Shark completed the construction of an additional 9,000 ft² (2,743m²) auxiliary fit-out and service Big Top tent and in December 2016, Metal Shark broke ground on even more manufacturing and office space to support the shipyard's explosive growth. The new

80 x 200' (23.4 x 61m) fully enclosed manufacturing building enables all-weather production of vessels up to 170' / 52M and the new shipyard headquarters office now houses 40+ office staff, including facility managers, production supervisors, project managers and in-house engineering staff.

Bayou LA Batre, AL – Production Facility & Waterfront Shipyard

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



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

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

METAL SHARK – DETAILED PROCESSES

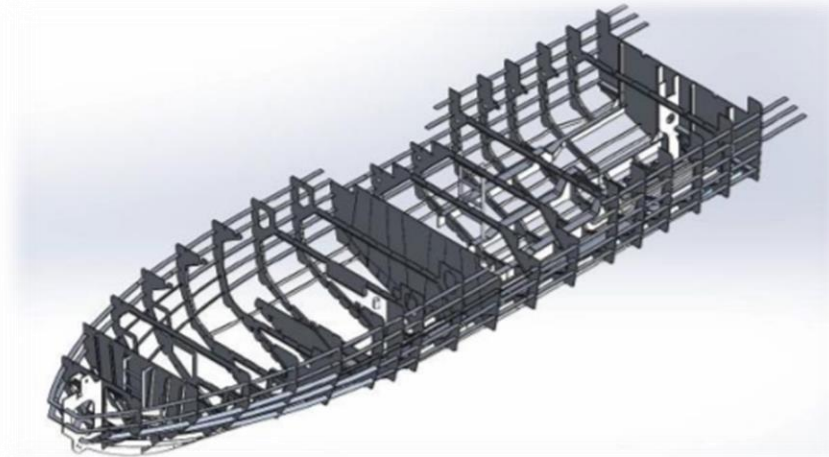
DESIGN

Overview

Metal Shark's team of over 60 in-house naval architects, marine engineers and mechanical engineers oversee every aspect of boat design, from hull to outfitting. Metal Shark uses state-of-the-art design and production methods to ensure these complex vessels are produced efficiently and reliably at reasonable acquisition and ownership costs. Metal Shark takes great pride in its expertise designing and constructing high quality vessels of the greatest complexity.

Standards

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



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

Regardless of the customer, all boats are extensively engineered, 3D modeled and fully designed for manufacturing prior to commencement of construction priding itself in avoiding engineering on the shop floor. Metal Shark's engineers hold bachelor's degrees in Naval Architecture and/or Marine Engineering (most have both degrees) and design to ABS, ISO and ABYC standards.

Software and Tools

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

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

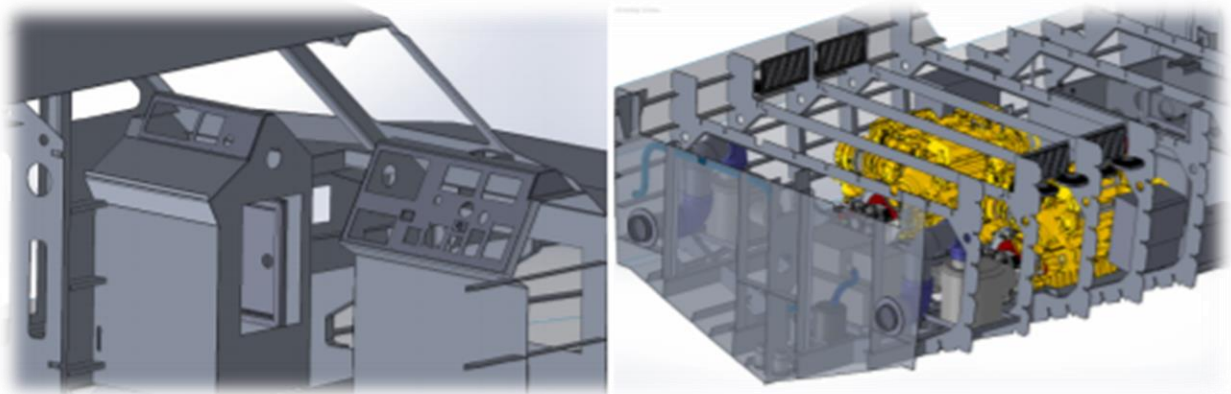
The bill of materials is exported from Solid Works to Metal Shark's configuration management and manufacturing program, Fishbowl(further explained in the next few sections). Change control is managed through Fishbowl as well as manufacturing work orders, purchasing/receiving, vendors, invoicing and parts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

CONSTRUCTION

Standards and Materials

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

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



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

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

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

Construction Methods

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

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

Manufacturing Process

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

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

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

The full-length keel is welded providing the solid backbone necessary for a long service life. The bow sections are double plated to allow repeated beaching and impact with sharp objects. Double plating is completely welded preventing corrosion. The bottom plating and secondary keel guard are completely welded and connected to the deck with full-height stringers and bulkheads. All under-floor members are carried from the inside of the hull to the underside of the deck to maximize strength and durability. All welding is completed in accordance with AWS standards. Welding procedure, testing, and qualification are conducted in accordance with AWS standards.

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

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

Configuration Management

Metal Shark has ample experience with configuration management. Metal Shark uses the aforementioned client-server application called Fishbowl to manage bills of materials, vendors and



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

work orders. Once a bill of material is “locked” in the application by the head engineer, changes must follow established change control procedures with approvals. Once finalized, no changes are permitted to the bill of materials without customer approval. Whether a single or multi-level BOM is used, the detailed BOM records are created by the lead engineer and subsequently locked before production commences. Any change thereafter must be approved; only the lead engineer has access in the system to change the BOM, preventing any on-the-fly additions or changes. Once a work order (WO) is issued in Fishbowl, the BOM is locked and cannot be changed without approval.

QUALITY CONTROL

Metal Shark's Quality Assurance program has been developed in accordance with industry standards including ISO and ABYC. Every boat manufactured has a QA Manual specific to that boat with all tests, inspection requirements, and signature records of completion that travels with the boat through all stages of production. This QA manual provides a detailed outline of the QA process including checkpoints, inspections, tests, criteria, frequency and sampling, responsibility, and documentation. These custom-tailored QA manuals, approximately 50 pages in length, are developed specifically for each platform produced by Metal Shark. Metal Shark will create a QA manual which will include review and testing checklists for each system, component and feature of the vessel, as well as certifications and inspections required by the contract. This book “follows” the vessel through the phases of production, with inspections and signoffs performed by QA personnel who record the results and note corrective actions taken at each checkpoint.

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

- **Materials Inspections.**
Performed upon receiving at Metal Shark's warehouse. Raw materials, parts and components found to be deficient are returned to the vendor and replaced.
- **Cutting/Bending Inspections.**
Inspections of parts cut on CNC router are bent on the CNC press to ensure design conformity and uniformity. Items failing this inspection are discarded and replaced.
- **Welding Inspections.** *(There are 11 welding inspections performed on each vessel)*
 - 1) Stringers;
 - 2) Hull;
 - 3) Hull to Stringer;
 - 4) Transom;
 - 5) Deck;
 - 6) Pilothouse;
 - 8) Outer Hull
 - 9) Fuel Tank;
 - 10) Component Welds
 - 11) Final Inspection
- **Component Welds (hatches, cleats, etc.).** Final Diagrams of the exact vessel constructed are included for visual reference and for specific notation of any deficient welds found. Deficient welds are repaired, with the review/signoff of a welding supervisor required, as well as a re-inspection performed by the QA inspector with signoff to ensure no deficiencies.
- **Pressure Tests.**
Fuel tanks and water tanks are pressure tested for integrity, sealed voids and watertight spaces are pressure tested for water intrusion. Components found to fail, are repaired or replaced.
- **Paint Inspection.**
Vessels are inspected for the overall quality of paint applied; any issues are corrected immediately before the vessel proceeds to rigging.
- **Rigging Inspection.** *(There are 7 rigging checkpoints)*
 - 1) pre-rigging electronics
 - 2) pre-rigging other equipment
 - 3) Fuel system
 - 4) Propulsion & steering
 - 5) Electronics & navigation
 - 6) Other Equipment,
 - 7) Pre-sea trial review. Corrective actions are reviewed by a supervisor and re-inspected by Metal Shark QA personnel.
- **Sea Trial Checklist.**
A complete sea trial checklist is developed to ensure the vessel operates properly and meets all requirements of the original specification and final contract.
- **Certifications.**
Component tests (lifting eyes, gun mounts, tow posts, etc.), including any contracted Professional Engineer certifications or regulatory inspections required are performed on the final vessel.
- **Pre-Delivery Inspection.**
Final inspection before the vessel is shrink wrapped for delivery or customer pick-up; ensures vessel is prepped for transport in accordance with contractual requirements, is clean and all systems are ready for commissioning and use by the customer.

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

TRAINING

Critical to the ability of the crew to be able to safely and efficiently operate and maintain the Metal Shark vessel is their understanding of its maintenance requirements, systems and performance characteristics. Following delivery, Metal Shark will provide two-week comprehensive classroom and underway operational familiarization and in-depth training to include launch and recovery and maintenance procedures. The course is designed to provide an overview of all systems, equipment and operational characteristics to quickly qualify your team to operate and maintain their new craft. This training will include the use of the craft itself, combined with a purposeful underway period to ensure each crewmember has both a technical and hands-on working knowledge of the craft. During the training course, personnel will be instructed regarding vessel operation, performance and optimization. While it is understood all personnel will be capable of basic boat operation this training course will focus on the specific craft, settings and other needed info, to operate the vessel safely and at the highest operational parameters.

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

Metal Shark recommends the following two-week training curriculum for the 32 Courageous:

Familiarization Course Curriculum: 2 Week/ 80 Hour Course

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

Module 1: General Descriptions / Boat Characteristics (Classroom & On boat – 8 Hrs)	3.3 Navigation Systems (Classroom) 3.4 Auxiliary Systems (Classroom) 3.5 Practical Dockside Training - All Systems
1.1 Vessel Reactivation	
1.2 Inspection	
1.3 Inventory	
1.4 Fueling	
1.5 Familiarization Walk Around	
Module 2: Hull and Cabin Overview/ Maintenance (Classroom & On-boat – 8 Hrs)	Module 4: Inspections, Equipment Stowage, Startup /Shut Down Procedure, Trailering/Towing – 8 Hrs
2.1 Class Course Introduction	4.1 Daily Boat Inspections
2.2 Vessel Overview	4.2 Inspection Checklist
2.3 Design	4.3 Equipment Stowage List
2.4 Layout	4.4 Start Up Shutdown Procedures
2.5 Launch Vessel	4.5 Launch & Recovery from Trailer
2.6 Vessel Sea Trial - All Systems(Underway)	4.6 Close Quarter Maneuvering: Getting Underway, Mooring, Man overboard, Coming Alongside
Module 3: Electrical Systems – 8 Hrs	4.7 Towing Procedure
3.1 Electrical Systems (Classroom)	4.8 Anchoring Procedure
3.2 Communication Systems (Classroom)	

Module 5: Week 1 Overview, Operation, and Maintenance (Classroom & On-boat – 8 Hrs)

- 5.1 Practical Underway Review of Week 1
- 5.2 Q&A
- 5.3 Knowledge Assessment

Module 6: Introduction to Maintenance, Propulsion, Operations, Steering & Components – 8 Hrs

- 6.1 Maintenance Introduction
- 6.2 Propulsion Specifications
- 6.3 Theory of Operation
- 6.4 Steering System
- 6.5 Components

Module 7: Shore power Operations & Procedures, Cabin Cooling & Water Systems – 8 Hrs

- 7.1 Shore power Theory of Operations
- 7.2 Shore power Connection Procedure
- 7.3 Cabin Cooling Systems Specification & Operation
- 7.4 Water Systems Specifications & Operation

Module 8: Preventative & Routine Maintenance Procedures – 8 Hrs

- 8.1 Preventative Maintenance: Vessel Exterior/ Interior Components and surfaces, cleaning, greasing, lubrication points.
- 8.2 Maintenance Plan and Schedule: Propulsion and mechanical systems
- 8.3 Recommended lubricants and oil change procedures
- 8.4 Recommended tool list and spare parts

Module 9: Troubleshooting, Basic Engineering, Systems Schematics Overview- 8 Hrs

- 9.1 Troubleshooting Procedures
- 9.2 Basic Engineering Casualty Control Procedures (Underway)
- 9.3 Systems Schematics

Module 10: Module 10: Comprehensive Review – 8 Hrs

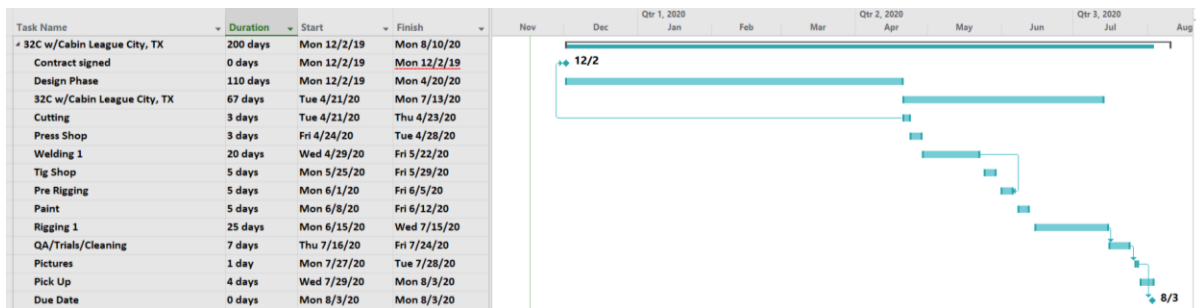
- 10.1 Comprehensive Course Review
- 10.2 Technical Documentation Review
- 10.3 Question & Answer Session
- 10.4 Warranty/ Customer Service Information
- 10.5 Course Completion Award Certificates



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

TAB B - PROJECT METHODOLOGY

5.5.1 Provide an estimated timeline to complete the proposed work Page 14 of 36



Note: Dates are nominally calculated for proposal submission of Gantt chart request. Actual dates are determined at award date and based on receipt of purchase order. Timeframes may shift due to pending production at time of receipt.

5.5.2 Provide Drawings and/or Proof of Concept as well as production of all-hazard boat information

Proof of Concept

Metal Shark is pleased to provide the City of League City Texas, the enclosed technical response to Invitation to Bid Number 20-Fire002; detailing its proven in-service hull, the Metal Shark 32 Courageous. The proposed platform is ideal for multiple mission requirements and will provide the City with a vessel of supreme quality, yielding an extended service life in missions in the Bay Area operating environment.



Metal Shark 36 Courageous

Metal Shark takes great pride in the depth of engineering expertise and demonstrated success designing and constructing high-performance, V-bottom vessels and is pleased to bring that experience to the League City, Bay Area Patrol. The proposed vessel is based on a well performing parent craft hull design, with an exceptional ride. The parent hull is in service across the United States. Metal Shark is proud to provide the following information for the 32 Courageous.

We are pleased to offer an innovative, customized version of this vessel with the outlined specification requirements. Metal Shark strives to configure a boat to meet all requirements while providing significant innovation for your team and its mission.



Metal Shark 36 Courageous



Metal Shark 36 Courageous

The proposed 32 Courageous will be fully capable of operating twenty-four hours a day, seven days a week, in all weather conditions.

Relevant Past Performance and Experience

Since 2011, Metal Shark has commissioned 100+ vessels of similar size, mission, performance, complexity and/or powering to the Courageous platform.

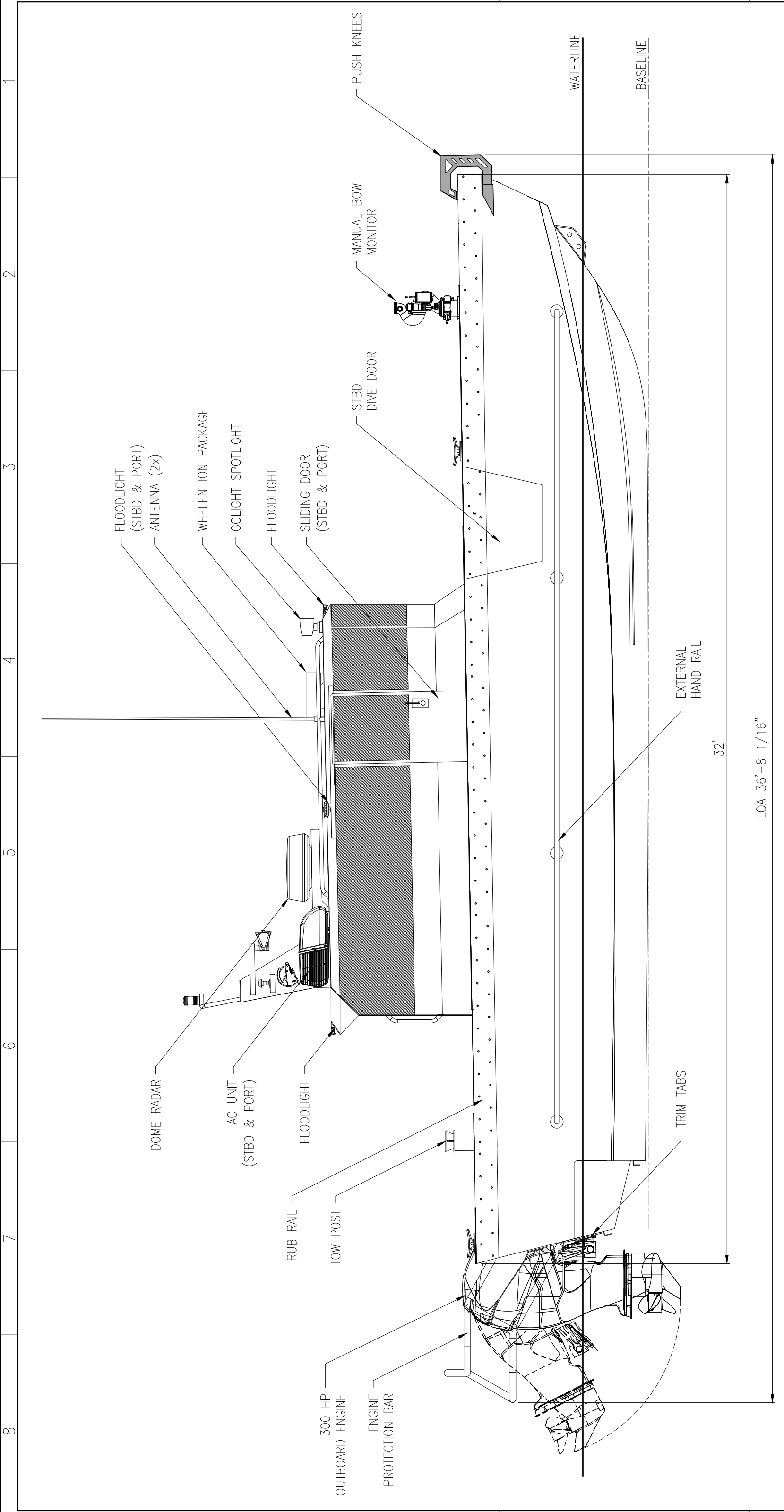


Metal Shark 36 Courageous

SUMMARY OF LIKE CRAFT PRODUCED				
<45' Jeanerette Produced Boats Since August 2011	<45' Jeanerette Produced Boats Currently in Service	Average Time in Service	Number of Boats in Production	Number of Courageous Models built
850+	850+	10 Years	150	37

Note: Current Production and In-Service Vessels in Appendix

See next 3 pages for General Arrangement
(Working Example of your Requests)





METAL SHARK BOATS

6814 E. ADMIRAL DOYLE DRIVE
JEANERETTE, LA 70544

PHONE: (337) 364-0777

32

COURAGEOUS

DESIGNED: M.SMILOVIC16.10.2019

DRAWN: M.SMILOVIC16.10.2019

CHECKED: D.DEBELIC16.10.2019

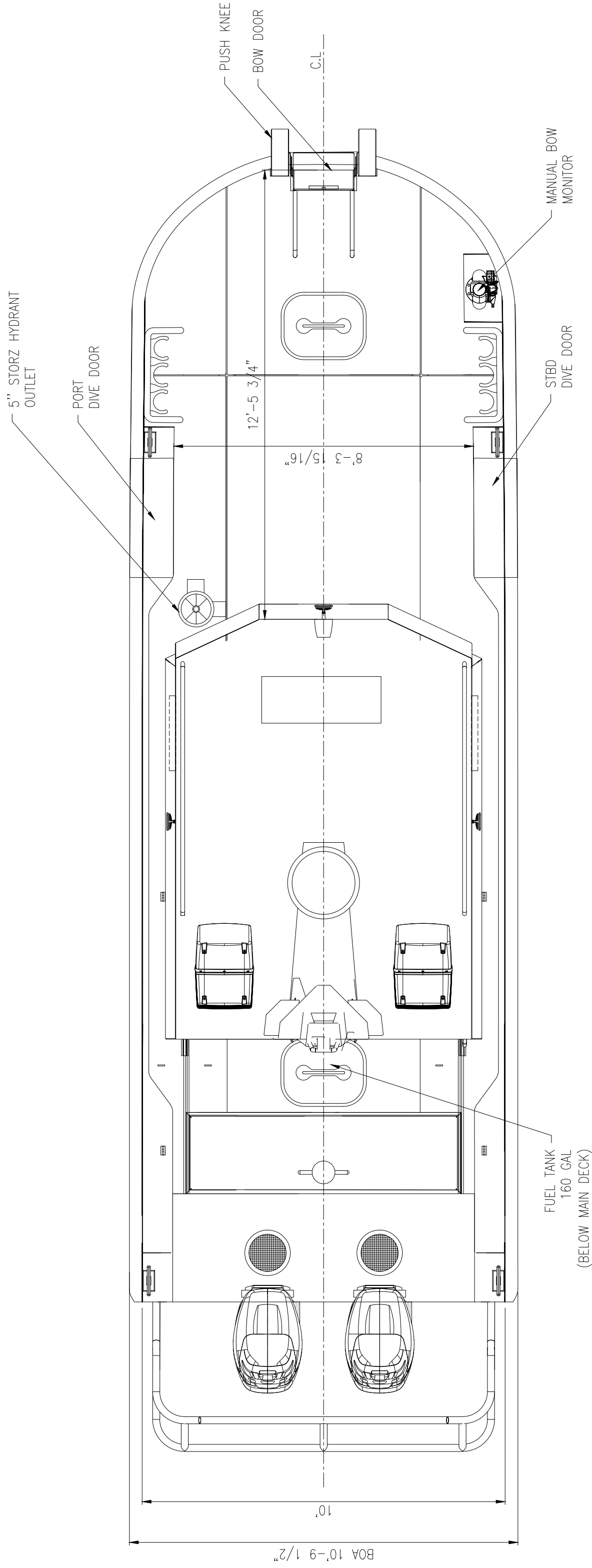
APPROVED:MSB

GENERAL ARRANGEMENT
OUTBOARD PROFILE – STBD


DRAWING NO: 32C-100-001

SCALE: 3/8"=1'-0" SHEET: 01 OF 03 REV: –

IMPORTANT: THIS DOCUMENT, INCLUDING ALL ATTACHMENTS, CONSTITUTE METAL SHARK BOATS RECORDS AND PROPERTY THAT IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED. IT ALSO MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, OR OTHERWISE PROTECTED FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THIS DOCUMENT IS NOT THE INTENDED RECIPIENT OR THE EMPLOYEE AGENT RESPONSIBLE FOR DELIVERING THE TRANSMISSION TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION, COPYING OR USE OF THIS DOCUMENT OR ITS CONTENTS IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS DOCUMENT IN ERROR, PLEASE NOTIFY THE SENDER BY RESPONDING TO THE E-MAIL IT WAS ATTACHED TO AND THEN DELETE IMMEDIATELY.

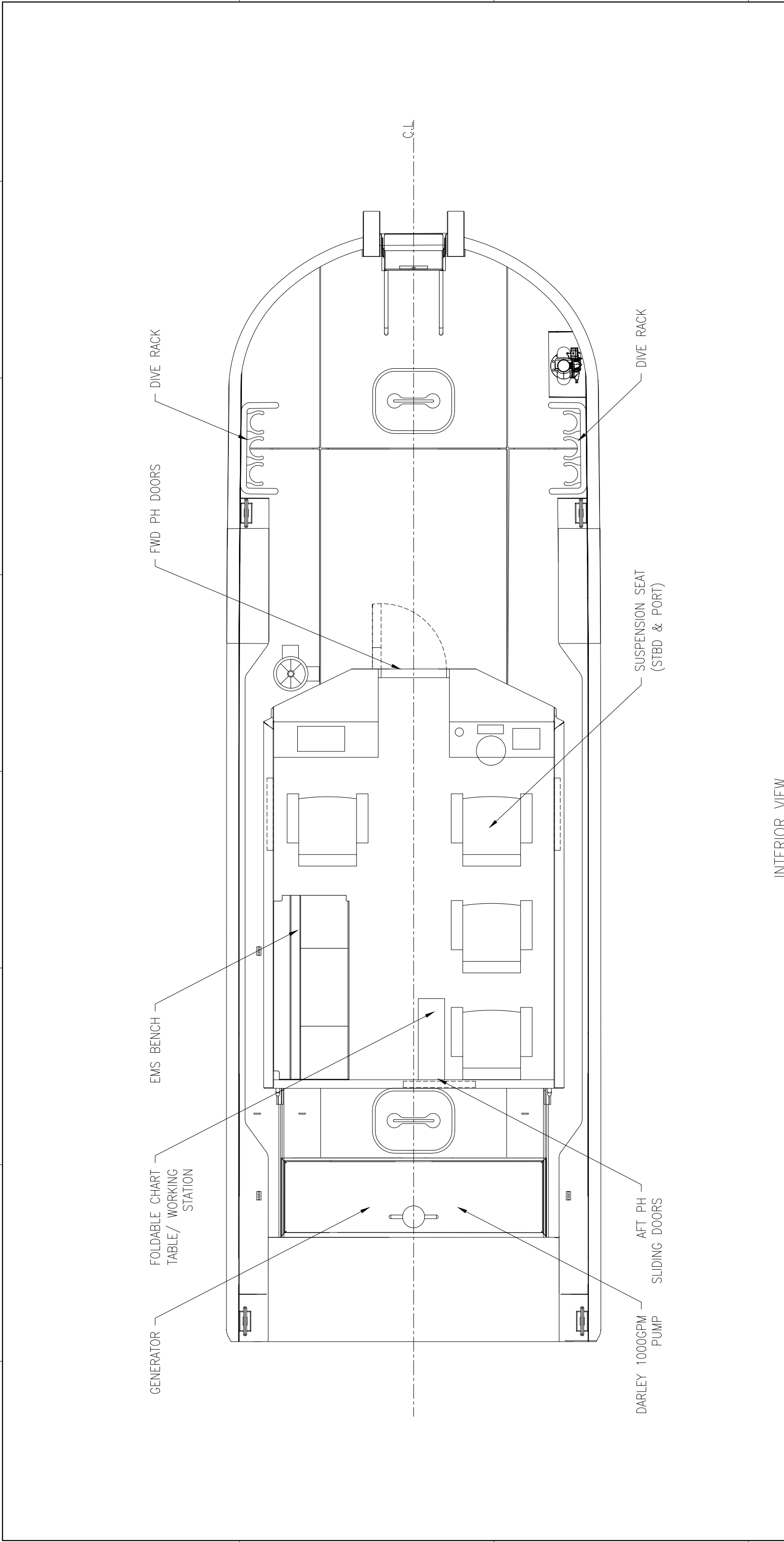


PLAN VIEW




METAL SHARK
METALSHARKBOATS.COM

METAL SHARK BOATS 6814 E. ADMIRAL DOYLE DRIVE JEANERETTE, LA 70544 PHONE: (337) 364-0777	32	COURAGEOUS
GENERAL ARRANGEMENT PLAN VIEW		
DESIGNED: M.SMILOVIC 16.10.2019		
DRAWN: M.SMILOVIC 16.10.2019		
CHECKED: D.DEBELIC 16.10.2019	DRAWING NO: 32C-100-001	
APPROVED:MSB	-----	SCALE: 3/8"=1'-0" SHEET: 02 OF 03 REV: --



INTERIOR VIEW



METAL SHARK BOATS

32

COURAGEOUS

6814 E. ADMIRAL DOYLE DRIVE
JEANERETTE, LA 70544

PHONE: (337) 364-0777

DESIGNED: M.SMILOVIC16.10.2019

DRAWN: M.SMILOVIC16.10.2019

CHECKED: D.DEBELIC16.10.2019

APPROVED:MSB-----

GENERAL ARRANGEMENT
INTERIOR VIEW

DRAWING NO: 32C-100-001

SHEET: 03 OF 03 | REV: -

5.5.3 Provide Product shipment and Deliver Information

Estimated Delivery of Vessel to League City Fire Department: 240 Days or faster from Receipt of Order. Delivery no later than January 2021

5.5.4 Provide any warranty and after shipment maintenance/repair information.

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

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

System	Standard Warranty Offered
Workmanship & Performance	12 months (standard)
Navigation System	2 years
Propulsion System	1 year parts and service
Fuel Tank	15 years – leaks or other defects

Table: Warranty Lengths of Vessel and Major Components

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

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

Warranty Process

Metal Shark has a dedicated warranty team that will enthusiastically attend to all warranty matters as they are presented. Should a warranty issue arise, Metal Shark will provide a summary of the failure with the date and our plan to remedy the failure. Metal Shark will follow up with through phone calls and email and keep all key people up to date with the status of each and every failure. Metal Shark will provide updates to the warranty claim as information becomes available. Metal Shark will ship parts within 24 hours of request.



METAL SHARK

STATEMENT OF WARRANTY

Vendor warranties the new vessels to the original purchaser only. Warranties are as follows:

24 MONTH COMPLETE BOAT WARRANTY

Metal Shark provides a total end-to-end warranty for the vessel, including any components manufactured by Metal Shark and the installation workmanship of any Metal Shark-installed OEM components. Defects of the OEM components are warranted by the individual OEMs and managed on a "pass-through" basis by Metal Shark, subject to the OEMs' stated warranty terms, conditions and exclusions. Please refer to individual OEM statements of warranty for details.

- Term** Twenty Four (24) months from acceptance of vessel by the customer
- Remedy** Metal Shark will repair or replace any affected item and will bear the cost of such remedy entirely. Metal Shark reserves the right to direct the vessel to a local repair facility of their choosing, request the vessel be returned to Metal Shark's manufacturing facility or direct subcontracted personnel to affect repairs. It will be the responsibility of the customer to make the vessel and/or its component problem available at an agreed location or to personnel designated by Metal Shark to remedy the warranty issue.
- Exclusions** Warranty does not cover normal wear and tear or cosmetic damage; failures due to neglect, improper operation or insufficient maintenance are also excluded. Misuse or abuse of systems or alteration of or modifications made to systems, hull, or components without prior authorization shall not be covered.

FIFTEEN YEAR STRUCTURAL WARRANTY

Structural warranty encompasses the structural integrity of hull, deck and console structures that are aluminum. The warranty covers workmanship of fabricated elements.

- Term** Fifteen (15) Years from acceptance of vessel by the customer
- Remedy** Structural repair or replacement shall be done at the discretion of the Builder. It will be the responsibility of the Owner to bring the vessel at his expense to Metal Shark or an agreed-upon facility capable of remedying the warranty issue. No warranty work will be performed without an agreed cost approved by the Builder.
- Exclusions** Staining, corrosion or marring of the surface of the aluminum are not warranted. Deterioration or failure due to abuse, neglect or stress beyond the intended design parameters of the vessel are also not covered.

OEM COMPONENT WARRANTIES

Individual components of the vessel, purchased by the Builder and installed on the vessel, are warranted by the Original Equipment Manufacturers (OEMs) that provide such components. i.e.: engine by engine manufacturer, etc. For the term of the Complete Boat Warranty, warranty claims for such components are managed by Metal Shark with the OEM(s) on behalf of the customer. Thereafter, the customer shall work directly with the OEM to file and resolve any warranty claims.

- Term** Varies by OEM. Metal Shark will supply a list of all OEM warranties whose term exceeds the Complete Boat Warranty.
- Remedy** After the Complete Boat Warranty expires, Metal Shark will not be responsible for remedying any component failures unless such failure is determined to involve faulty original installation or the installation contributed to the failure in any other way. In such cases, it will be the responsibility of the Owner to make the vessel and/or its component problem available at an agreed location to remedy the warranty issue.
- Exclusions** Varies by OEM, see individual OEM Statements of Warranty for details. Metal Shark will not warranty the installation of any component if the failure was caused by misuse or abuse of systems or alteration of or modifications made to systems, hull, or components without prior authorization. Neglect, improper operation or insufficient maintenance are excluded as are normal wear and tear or cosmetic damage.

5.5.5 Work plan shall clearly distinguish the firm's duties and responsibilities and those of the City. Absence of this distinction shall mean the firm is assuming full responsibility for all tasks.

Metal Shark intends to provide a fully designed and constructed solution per the BID requirements and the Technical Responses provided within this proposal. However, Metal Shark also understands that each Department is unique and therefore intends to create a full Design package both informational and of Technical Drawings. The package will be presented to the City for review, comment, and approval to ensure that the vessel meets the intended needs of the City.



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

TAB C- PRICING AND FEES



METAL SHARK

6814 E. Admiral Doyle Drive ♦ Jeanerette, LA 70592 ♦ (337) 364-0777
sales@metalsarkboats.com

PRICING QUOTATION - 32 COURAGEOUS

QUOTED BY:	Dean Jones	QUOTED DATE:	
QUOTED TO:	League City Fire Department	QTY OF BOATS:	1
		Discount:	0%
Name:		Email:	
Title:		(P):	
Address:	League City, TX	(M):	
Boat Delivery (Days ARO): 200 - 240			

PART NUMBER	ITEM DESCRIPTION	QUOTED NOTES	QTY	METHOD	UNIT \$	TOTAL \$
BASE BOAT						
32 COURAGEOUS	Welded Aluminum Center Console Utility Monohull. Length: 32' (9.8m), Beam: 10' (3m), Draft: 24 inches (61		1	PER BOAT	\$98,934	\$98,934
PROPULSION						
YMHA-300	Yamaha 300 HP Outboard Engine ((single/spare))	Any Brand	2	PER BOAT	\$24,570	\$49,141
ENGPRERIG-DIGITAL	ENGINE PRE-RIGGING & INSTALL (PER ENGINE)		2	PER BOAT	\$4,218	\$8,436
RACOR	RACOR FUEL WATER SEPARATOR (EA)		2	PER BOAT	\$101	\$203
PUMP-ST	STEERING PUMP		1	PER BOAT	\$486	\$486
PROP-SS-OB	Stainless Steel Outboard Propeller (Medium)		2	PER BOAT	\$752	\$1,503
DIGITAL-TWIN	DIGITAL GAUGE PACKAGE - TWIN ENGINES		1	PER BOAT	\$1,783	\$1,783
ACCOMMODATIONS						
SEAT-SUSPENSION	MARINE SUSPENSION SEAT		4	PER BOAT	\$996	\$3,983
NOISE REDUCTION	ACCOUSTIC NOISE REDUCTION FOR CABIN		1	PER BOAT	\$1,224	\$1,224
CABIN FLOORING S/M	RUBBER CABIN FLOORING-SMALL/MEDIUM		1	PER BOAT	\$1,266	\$1,266
WIPER	WINDSHIELD WIPERS (PAIR)		2	PER BOAT	\$359	\$718
CABIN-FC	WALK AROUND CABIN		1	PER BOAT	\$80,125	\$80,125
SEATS-BENCH	BENCH SEATING (IN CABIN)		1	PER BOAT	\$1,002	\$1,002
COATINGS & MARKINGS						
BOTPNT-MD	BOTTOM PAINT - MEDIUM		1	PER BOAT	\$3,772	\$3,772
LTR-HULL	VINYL HULL LETTERING (PER SIDE)		2	PER BOAT	\$668	\$1,336
DECK-NOSKID-SM/MD	SAFETY WALK NON SKID (Small/Medium)		1	PER BOAT	\$4,979	\$4,979
HULL-2-VINYL	HULL SLASH - UP TO TWO COLORS - VINYL		1	PER BOAT	\$499	\$499
COMMERCIAL/HEAVY DUTY						
BASIC DIVE LADDER	BASIC 4-RUNG DIVE LADDER AND MOUNT		1	PER BOAT	\$386	\$386
ENGBAR	ENGINE PROTECTION BAR - REMOVABLE		1	PER BOAT	\$1,153	\$1,153
TOW POST - XS	TOW POST - Extra Small		1	PER BOAT	\$1,512	\$1,512
LIFT EYES-4	HEAVY DUTY LIFTING EYES (4)		1	PER BOAT	\$883	\$883
TIE DOWN	TIE DOWN - RECESSED (EA)		4	PER BOAT	\$108	\$431
GRABRAIL-BASIC	BASIC GRABRAIL PACKAGE		1	PER BOAT	\$724	\$724
WASHDOWN RW	WASHDOWN - RAW WATER		1	PER BOAT	\$373	\$373
DIVE DOOR - M/L	ONE PIECE DIVE DOOR - MEDIUM/LARGE		2	PER BOAT	\$3,885	\$7,769
GRABRAIL-HD	GRABRAIL PACKAGE - HEAVY DUTY		2	PER BOAT	\$1,512	\$3,023
BEAPLATE	ALUMINUM BEACHING PLATE		1	PER BOAT	\$1,025	\$1,025
FIRE SUPPRESS-SM	Fire Suppression System - Small		1	PER BOAT	\$1,391	\$1,391
PUSH KNEES	Bow Pusher knees		1	PER BOAT	\$2,892	\$2,892
BOWDOOR-MAN	Bow door - Manual		1	PER BOAT	\$3,893	\$3,893
STRAKES	RUB STRAKES - (1 PER SIDE)		2	PER BOAT	\$718	\$1,435
RUBRAIL	MECHANICALLY FASTENED RUBRAIL		1	PER BOAT	\$3,544	\$3,544
BILGE ALARM	Bilge Alarm		1	PER BOAT	\$433	\$433
DOCUMENTATION						
LABEL KIT 1	LABELING KIT- L1		1	PER BOAT	\$1,424	\$1,424



METAL SHARK

6814 E. Admiral Doyle Drive ♦ Jeanerette, LA 70592 ♦ (337) 364-0777
sales@metalsarkboats.com

PRICING QUOTATION - 32 COURAGEOUS

QUOTED BY:	Dean Jones	QUOTED DATE:	
QUOTED TO:	League City Fire Department	QTY OF BOATS:	1
		Discount:	0%
Name:		Email:	-
Title:		(P):	
Address:	League City, TX	(M):	
Boat Delivery (Days ARO): 200 - 240			

PART NUMBER	ITEM DESCRIPTION	QUOTED NOTES	QTY	METHOD	UNIT \$	TOTAL \$
ELECTRICAL & LIGHTING						
QUADBAT	QUAD BATTERY SYSTEM w/ isolator		1	PER BOAT	\$1,686	\$1,686
OPTIMA BATT	Optima Blue Top Battery		4	PER BOAT	\$242	\$967
DIST PANEL	ELECTRONICS DISTRIBUTION PANEL		1	PER BOAT	\$474	\$474
DIM SWITCH	DIMMER SWITCH PANEL LIGHTS & COMPASS		1	PER BOAT	\$120	\$120
OUTLET-12V	12 VOLT RECEPTACLE (EA)		4	PER BOAT	\$57	\$228
OUTLET-110V	110V GFI receptacle		2	PER BOAT	\$195	\$391
SHORE POWER-UPG	Upgraded Shore Power & Charger w/ cord		1	PER BOAT	\$2,088	\$2,088
GEN-GAS	GENERATOR (GASOLINE)		1	PER BOAT	\$11,198	\$11,198
AC TOP	CABIN TOP AIR CONDITIONING (GENERATOR REQ'D)		2	PER BOAT	\$2,305	\$4,610
LIGHT BAR - 48	48" LED LIGHT BAR		1	PER BOAT	\$4,778	\$4,778
FLOOD LIGHT	LED FLOOD LIGHT		4	PER BOAT	\$230	\$920
SPOT LIGHT-BLK	LIGHT - BLACK REMOTE SPOT		2	PER BOAT	\$507	\$1,013
12V HEATER	12V ADJUSTABLE HEATER		1	PER BOAT	\$1,266	\$1,266
COCKPIT LIGHT-UPGR	LIGHT - COCKPIT (PAIR) - UPGR		1	PER BOAT	\$624	\$624
FAN	CABIN FAN		4	PER BOAT	\$49	\$194
ELECTRONICS & NAVIGATION						
COMPASS	COMPASS, (UPGRADE) DIMMABLE - RITCHIE NAVIGATOR		1	PER BOAT	\$518	\$518
FULL ELECTRONICS PKG	14-16" MFD OR EQUAL, GPS, HEADING SENSOR, SOUNDER, DUAL TRANSDUCERS, RADAR	Raymarine Axiom 9 Package	1	PER BOAT	\$16,610	\$16,610
MFD-L	14-16" OR EQUAL SLAVE MFD	Axiom 9 Slave Display	1	PER BOAT	\$6,152	\$6,152
VHF-ICOM/HOR	VHF RADIO-HORIZON/ICOM OR EQUIVALENT)		1	PER BOAT	\$1,120	\$1,120
LH/SIREN	LOUDHAILER/SIREN - (WHELEN OR EQUIVALENT)		1	PER BOAT	\$1,034	\$1,034
STEREO	AM/FM/CD/MP3 Stereo and Speakers		1	PER BOAT	\$996	\$996
FIRE FIGHTING						
1000GPM	Darley Package - Engine, Pump w/ Sea Chest, Wet Exhaust, Blower, Manual Monitor, (2) handline Outlets, Electric Primer, Remote Contraol Panel Flush Attachement	Darely 1000GPM/GMC4.3L Pacakge	1	PER BOAT	\$68,408	\$68,408
FOAM EDUCTOR L2	Nozzel Eductor Egrade L/XL		1	PER BOAT	\$2,781	\$2,781
HYDRANT OUTLET	5" Storz Hydrant Outlet and valve		1	PER BOAT	\$2,776	\$2,776
HARD PLUMBING	Hard Plumbing Upgrade	Valve Upgrade	1	PER BOAT	\$11,263	\$11,263
MANIFOLD-DUAL	Dual outlet manifold		1	PER BOAT	\$3,309	\$3,309
OUTFITTING & EQUIPMENT						
DIVE TANK HOLDER	Dive Tank Holder - Folding (Each)		4	PER BOAT	\$87	\$350
ENSIGN STAFF	ENSIGN STAFF, REMOVABLE W/SOCKET		1	PER BOAT	\$168	\$168
PACKAGING & DELIVERY						
WRAP-XS/SM	SHRINK WRAP - X-SMALL/SMALL		1	PER BOAT	\$557	\$557
CUSTOMER DELIVERY	DELIVERY TO CUSTOMER LOCATION		1	PER BOAT	\$2,500	\$2,500
CUSTOM PACKAGING	CUSTOM PACKAGING & DELIVERY - SEE NOTES	Custom 15 Year Warranty	1	PER BOAT	\$5,000	\$5,000



METAL SHARK

6814 E. Admiral Doyle Drive ♦ Jeanerette, LA 70592 ♦ (337) 364-0777
sales@metalsarkboats.com

PRICING QUOTATION - 32 COURAGEOUS

QUOTED BY:	Dean Jones	QUOTED DATE:	
QUOTED TO:	League City Fire Department	QTY OF BOATS:	1
		Discount:	0%
Name:		Email:	-
Title:		(P):	
Address:	League City, TX	(M):	
Boat Delivery (Days ARO): 200 - 240			

PART NUMBER	ITEM DESCRIPTION	QUOTED NOTES	QTY	METHOD	UNIT \$	TOTAL \$
TRAILERS & CRADLES						
TRAILER-XL	TRAILER - COMMERCIAL DUTY (EXTRA LARGE)		1	PER BOAT	\$21,091	\$21,091
LADDER	LADDER		1	PER BOAT	\$422	\$422
SPARE TIRE/RIM	SPARE TIRE AND RIM		1	PER BOAT	\$233	\$233
TRANSOM TIE DOWN	TRANSOM TIE DOWN STRAPS		1	PER BOAT	\$195	\$195
TOTAL COST PER BOAT						\$467,721
TOTAL LOT ITEMS FOR ORDER						\$0

Total Order Amount (before tax, if applicable): **\$467,721**

	Per Boat	QTY	Lot Items	Total Order	Avg per Boat
Total Boat + Options:	\$459,664	1	\$0	\$459,664	\$459,664
Spares:	\$0	1	\$0	\$0	\$0
Packaging & Delivery:	\$8,057	1	\$0	\$8,057	\$8,057
Testing & Training:	\$0	1	\$0	\$0	\$0
Total Before Tax:	\$467,721	1	\$0	\$467,721	\$467,721

QUOTED ACCEPTED BY:

Printed Name: _____

Signature: _____

Date Signed: _____

Pricing Valid for 60 days from date quoted or close of bid, whichever is later



5.6.1 The proposal shall provide a breakdown of fees for each phase of the project to include itemization of all costs (i.e., applicable delivery fees, manpower hours etc.)

Proposed pricing for Metal Shark 32 Courageous w/ Walk Around Cabin and all specifications within Sections A - Q of the requirements per the technical response table:

Section		Base Price
A	GENERAL SPECIFICATIONS	\$219,485
B	HULL DESIGN & OUTFITTING	Included in Base Boat
C	WELDING	Included in Base Boat
D	FUEL SYSTEM:	Included in Base Boat
E	TOWING EQUIPMENT	\$2665
F	PILOT HOUSE	Included in Base Boat
G	ELECTRICAL SYSTEM	Sections H, I, and J
H	BATTERIES	\$967
I	120V AC ELECTRICAL	\$18,287
J	12V DC ELECTRICAL	\$5559
K	PROPULSION	\$61,551
L	FIRE PUMP	\$88,537
M	PAINT AND GRAPHICS	\$10,587.00
N	ELECTRONICS	\$25,396
O	EMERGENCY LIGHTING, SIREN, AND WORK LIGHTS	\$7745
P	TRAILER	\$21,942.00
Q	WARRANTY	\$5000

Note: Each item is individually listed in the additional pricing section and the cost is an upgrade from the already included items within Sections A-Q and the Price Quote above. These items can be selected individually based on the Cities' preferences.

5.6.2 The proposal shall include an hourly fee schedule for additional services required for successful completion of this project but not specifically identified in this RFP or optional services that may enhance the City's benefit.

The City is not responsible for expenses incurred in preparing and submitting a proposal. Such costs shall not be included in the proposal.

All fees and costs proposed within this document are included in the quoted prices. No additional services and fees will be incurred unless additional requirements are requested that fall outside of the Scope of this BID.



OFFEROR FORM – Alternates

Alternate Item	Total Price
1. Furuno Solid Sate Doppler Radar Model DRS4D-NXT or equivalent	\$2600.00
2. Multi-function display: Furuno TZTL15F (15.6" display) or equivalent	\$9280.00
3. Furuno Class B AIS FA-50 or equivalent	\$2927.00
4. 2 – Handheld thermal imager FLIR OS 640	\$3420.00
5. FLIR M 324CS Infrared camera	\$14,904.00
6. Minimum of 2 days of onsite training in League City, TX for minimum of 10 personnel	\$2500.00
7. Jack Plates for all propulsion engines	\$5311.00
8. 2 sliding doors on pilot house one next to the captain seat (starboard) and one next to the navigator seat (port)	\$0.00 – This is included Standard on all Metal Shark Walk Around Cabins.
9. Two (2) Raymarine Axiom Pro 12 MFD touchscreen with GPS, Chart plotter, side scan, maps and transducers. Real vision 3D all in one sonar.	\$4336.00
10. One additional electric LED remote spot light installed on pilot house	\$5200.00
11. On the aft of the boat near the starboard dive door, a removeable winch structure to lift a minimum of 300 lbs.	\$507.00
12. Replace two additional suspension seats with seat box on starboard aft of operation padded bench along interior starboard wall of pilot house with storage beneath; sized for stokes litter.	\$2305.00
13. On forward part of cabin, approximately ½ size in height access door, water tight, for personnel to exit cabin onto forward deck space	-\$990 (Credit)
14. 15-year structural warrant on all hull, deck and cabin parts	\$5000.00 (Standard is 10 year)



Gravois Aluminum Boats, LLC dba Metal Shark

Name of Firm/Company

Dean Jones, VP of Sales – LE, Fire/Rescue, & Specialty Projects | Metal Shark

Agent's Name (Please Print)

Agent's Title

6814 E Admiral Doyle Dr Jeanerette, LA 70548

Mailing Address

City

State

Zip

Office: (337) 364-0777 | Cell: (561) 909-9788

Telephone Number

Cell Phone Number

djones@metalsarkboats.com

Email Address

A handwritten signature in blue ink, appearing to be "DJones", written over a horizontal line.

11/15/2019

Authorized Signature

Date

Item #	Minimum Requirements	Y/N	Metal Shark Response
A. GENERAL SPECIFICATIONS:			
1.	Hull Length: 30' minimum and 34' maximum (does not include outboard engines, engine bracket, engine guard, or rub rails)	Y	Metal Shark will meet these requirements exactly as written
2.	Beam: 10 feet minimum (does not include rub rails)	Y	
3.	Overall height not to exceed 13'6" to highest fixed point while on trailer and attached to a tow vehicle.	Y	
4.	Draft should not exceed 24 inches from the keel to the waterline.	Y	
5.	Person and cargo capacity 4,000 lbs.	Y	
6.	Boat weight 15,200 lbs. approx.	Y	
7.	Trailer weight 2,900 lbs. approx.	Y	
8.	Combined boat and trailer weight 18,100 lbs. approx.	Y	
9.	Fire pump rated at 800 - 1000 GPM at 150psi.	Y	Metal Shark will meet this requirement exactly as written. Metal Shark is supplying the GM/Darley 4.3L/1000GPM Pump Package.
10.	All outfitting to be marine grade	Y	Metal Shark will meet this requirement exactly as written
B. HULL DESIGN & OUTFITTING:			
1.	Hull shall be a mono-hull style modified "V" with dead rise to be determined by the builder to meet draft and performance requirements.	Y	Metal Shark will meet this requirement exactly as written
2.	The boat shall have a bow door sized for personnel only (width should accommodate a standard stokes basket approximately 25"). The door shall have the ability to be latched in closed position.	Y	
3.	Two 34" clear opening dive doors, one on the port side and one on the starboard side	Y	
4.	Aluminum hull with rubber rub rail with swimmer's grab rails just above the waterline on port and starboard sides of vessel.	Y	
5.	All decks shall be designed to be self-bailing and provide sufficient water egress.	Y	
6.	Deck shall be the same level forward and aft to include the ability to walk around the pilot house on the deck.	Y	
7.	Sacrificial anodes shall be provided to protect against galvanic corrosion.	Y	

8.	The pump compartment shall be designed to facilitate easy access for pump, engine and mechanical maintenance.	Y	
9.	A 3/4" aluminum double pad eye will be incorporated into the keel.	Y	
10.	1 ½" pipe safety railings are installed 6" above gunnel from dive doors, forward 72". Final hand rail designs will be approved by the customer prior to the start of manufacture.	Y	
11.	Eight (8) 10" welded aluminum cleats.	Y	
12.	Bottom plating .250" 5086	Y	
13.	Side plating .190" 5086	Y	
14.	Deck plating .124" 5086	Y	
15.	Deck structure and component material are aluminum, they consist of 5086 aluminum alloy with thicknesses of .190", .250", and .375", and are fully welded to the hull and all deck height transverse bulkheads and longitudinal girders to contribute to the strength of the hull.	Y	
16.	3" Duramax D shaped rub rail along the full length of the boat at the gunnel height. With 5 diagonal D fenders installed both port and stbd.	Y	
17.	Minimum of 2000GPH automatic bilge pumps. The number of pumps and locations to be determined by the vendor in accordance with applicable design standards and best practices.	Y	
18.	One (1) T-handle drain plug.	Y	
19.	ABYC approved carbon monoxide detector in cab. Gasoline fume detector in the pump engine compartment.	Y	
20.	Recessed deck tie downs and a water wash down system.	Y	
C. WELDING:			
1.	The hull and superstructure are constructed of marine grade aluminum and MIG and TIG welded throughout.	Y	Metal Shark will meet these requirements exactly as written
2.	All water seams are welded 100% on both sides.	Y	
3.	Longitudinal structural members are stitch welded on opposite sides.	Y	
4.	Hull plating and wends shall meet or exceed all applicable ABYC, ABS, or USCG standards	Y	
D. FUEL SYSTEM:			
1.	160-gallon fuel tank minimum. Fuel supply for the fire pump is direct piped to the vessel fuel tank. The tank is made of aluminum. The tank is internally baffled to prevent shifting of the fuel load, and to ensure fuel pickup tube remains submerged in fuel. Shall be NFPA compliant.	Y	Metal Shark will meet this requirement exactly as written
2.	Fuel tank is EPA compliant and meets all venting and overflow safety requirements.	Y	
3.	Withdrawal tubes are stainless steel.	Y	
4.	A WEMA fuel sender is attached to a NMEA fluid level interface to supply data to electronic gauges.	Y	
E. TOWING EQUIPMENT:			

1.	Minimum of 2" double pipe motor guard with tow line guides. The guard shall have an integrated stokes basket rack on top of guard.	Y	Metal Shark will meet these requirements exactly as written
2.	Tow post shall be fitted aft on centerline.	Y	
3.	Push knees shall be provided on the forward bow with Duramax rubber D shaped bumpers.	Y	
4.	Scuba bottle storage will be provided forward. Quantity 4. Bottle storage when not in use will need be on spring hinges or equivalent. Final position of scuba bottle storage to be determined during pre-construction.	Y	

F. PILOT HOUSE

1.	Note: measurements and arrangements are approximate and will be determined by the builder and the department during design prior to the start of manufacture.	Y	Metal Shark will meet these requirements exactly as written
2.	The walk around pilot house 9' long by 8' 1" wide, with an interior clearance height of 76".	Y	
3.	The pilot house is fully enclosed. Component material is all welded construction of 5086 aluminum alloy of 3/16" thickness.	Y	
4.	The pilot house is equipped with two forward leaning windshields. One sliding and one fixed clamped tempered safety glass window on each side and two fixed clamped windows on aft wall of pilot house. One lockable hinged folding door on the aft face of the house.	Y	Metal Shark will meet this requirement exactly as written, see included Arrangement Drawing.
5.	The pilot house will have 4 overhead windows. Two over captain's head and two over passenger head.	Y	Metal Shark will meet these requirements exactly as written
6.	The dash console provides ample room for electronics, throttles, switches, and steering wheel with cable components. Steering wheel to be outfitted with a speed wheel for low speed maneuvers.	Y	
7.	Pilot house will have 2 ventilation/defrost fans to circulate air around windshield and cabin area.	Y	Metal Shark will meet this requirement exactly as written. Metal Shark is including (4) Fans.
8.	110V/220V rooftop unit for heating and A/C.	Y	Metal Shark will meet these
9.	Includes marine fire extinguishers meeting or exceeding USCG or ABYC standards.	Y	

10.	Helm station is starboard, overhead radio rack and final helm and console arrangement will be approved by the customer prior to the start of manufacture.	Y	requirements exactly as written
11.	For proposal purposes, the following grab rails are anticipated. There is a grab rail alongside of the roof gutters on port and starboard sides. Final location and design of grab rails will be approved by the customer prior to the start of manufacture.	Y	
12.	There are 2 overhead grab rails running lengthwise in the pilot house ceiling.	Y	
13.	There is a grab rail near the console at the pump control station.	Y	
14.	There are 2 grab rails on the exterior forward bulkhead of the pilot house.	Y	
15.	There are 2 grab rails on the exterior aft bulkhead of the pilot house.	Y	
16.	Four 12V red/white LED dome lights installed overhead inside of the cabin.	Y	
17.	Suspension Seat and seat box with storage is provided for operator and navigator	Y	
18.	Horn and compass provided.	Y	
19.	Two additional suspension seats with seat box on starboard aft of the operator.	Y	
20.	One padded bench along interior port wall of pilot house with storage beneath; sized for a stokes litter	Y	
21.	Pilot house fitted with manual folding mast for installation of lighting and electronics.	Y	
22.	All pilot house configuration specifications are anticipated. Final design will be approved by the customer prior to the start of manufacture.	Y	
23.	electric, remote LED spotlight installed on pilot house.	Y	
24.	AM/FM radio with a minimum of two speakers in the pilot house	Y	
G. ELECTRICAL SYSTEM:			
1.	The vessel's electrical system is 12VDC and 120VAC 60 Hz.	Y	Metal Shark will meet these requirements exactly as written
2.	All electrical cable is marine grade tinned copper wire and labeled for each circuit.	Y	
3.	Cables are routed in wire ways wherever possible. Cables are protected wherever exposed to potential damage.	Y	
4.	Electrical cables are sized in accordance with the American Boat & Yacht Council recommendations.	Y	
5.	All electrical cables are marked in accordance with the markings in electrical drawings.	Y	
6.	All electrical switches are of marine grade and properly insulated.	Y	
7.	The electrical system is grounded. The hull is not used as part of a galvanic feeding loop.	Y	

8.	Wiring for radios, and all electronics are protected with circuit breakers. Additional circuit breakers are provided for future expansion of the electrical system.	Y	
9.	Electrical compartments are provided in the cabin to house the electrical power, circuit protection and control components. Serviceable components are accessible. Power, circuit protection and	Y	
10.	control components are protected against the following: corrosion, excessive heat, excessive vibration, water spray and EMI and RFI.	Y	
11.	Mounting plates for antenna are on the roof.	Y	
12.	Heavy-duty wiper system.	Y	
13.	Two (2) 12-volt power outlets and two (2) USB charging ports are provided in the dash console.	Y	
14.	All wiring to be labeled at both ends.	Y	
15.	Wiring diagrams and instruction manuals for manufacturer furnished items shall be provided on delivery.	Y	
H. BATTERIES:			
1.	Four marine batteries are installed complete with battery switches.	Y	Metal Shark will meet these requirements exactly as written
2.	Two batteries are installed as the engine starting bank, one is for starting the pump motor and one is a dedicated house battery. A four-position battery distribution panel, located on the console, includes a battery switch for each battery, crossover switches to allow jumping in case of a dead battery, and 3 automatic charging relays that direct the alternator or battery charger to the weaker battery. All battery switches are located on lower panel of console.	Y	
3.	All batteries shall be charged by the engines as well as by shore power.	Y	
4.	All of the batteries are installed in plastic battery trays below a deck hatch outboard of the cabin.	Y	
I. 120V AC ELECTRICAL:			
1.	A 30-amp shore power system installed to supply battery charger.	Y	Metal Shark will meet these requirements exactly as written
2.	Appropriate battery chargers are installed for use with the shore power system above.	Y	
3.	Westerbeke 5 Kw generator (or equivalent) is installed to provide AC power	Y	
J. 12V DC ELECTRICAL:			
1.	Two Blue Seas 6 position distribution panels are installed on the console.	Y	Metal Shark will meet these requirements exactly as written
2.	LED Navigation lights are installed to meet USCG requirements with hinging anchor light mast.	Y	
3.	12V 2000 GPH bilge pumps are installed with automatic float switch.	Y	
4.	Includes 2 Blue Seas 12v/USB charging ports.	Y	
5.	Additional breaker switches to be added for future addition of lighting.	Y	

K. PROPULSION:

1.	A minimum of Twin Four Stroke outboards of 300HP or greater with appropriate shaft size as determined by the builder will be provided. These are complete with a fuel management system, dual key management system, dual key switch panel, power trim and tilt, harnesses. Minimum top speed of 38 knots.	Y	Metal Shark will meet this requirement exactly as written. Metal Shark can provide Yamaha, Suzuki, Mercury, or Evinrude Engines without a price change based on the preferences of the Fire Department.
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L. FIRE PUMP:

1.	The fire pump provided must be gasoline fueled, powered by a dedicated engine and capable of producing 800-1000 GPM at 150psi at the pump.	Y	Metal Shark will meet this requirement exactly as written. Metal Shark is supplying the GM/Darley 4.3L/1000GPM Pump Package.
2.	The pump control station is an FRC Pump Boss 200 Pressure/ RPM controller (or equal).	Y	Metal Shark will meet these requirements exactly as written
3.	FRC dash mounted pressure (psi) and flow (gpm) meter.	Y	
4.	Remote control 6" stainless shut off valve between the sea chest and pump with controls on the main console in the pilot house.	Y	
5.	TFT Inline foam inductor with 6-7 ft pickup tube	Y	
6.	TFT Monitor appropriately sized for fire system on front of boat with interchangeable fog nozzle and smooth bore with stacked tips and stream straightener. Location of monitor to be near the bow door however exact location will be determined during pre-construction.	Y	
7.	Two (2) TFT 2.5 male gated NST discharges one 5" TFT LDH discharge terminated with a 5" Storz connection.	Y	
8.	The pump is configured with through-hull suction into a sea chest with a minimum of 6" intake. The sea chest has a screened inlet, and a valve at the sea chest outlet.	Y	
9.	Monitor to be manually Included	Y	

10.	Fresh water flushing port installed just ahead of sea chest valve.	Y	
11.	Fire suppression system is included in pump engine space.	Y	
M. PAINT AND GRAPHICS:			
1.	Deck area and interior/exterior of pilot house are painted with non-skid texture paint.	Y	Metal Shark will meet these requirements exactly as written
2.	Single reflective red stripe around the exterior hull of vessel near the top of the hull.	Y	
3.	Graphics “League City Public Safety” on pilot house along with League City Fire Department patch and League City Fire Marshal’s Patch. Vector files of patches will be provided to the vendor. All graphics to be reflective.	Y	
4.	Anti-Foulant Paint (hull) is provided.	Y	
N. ELECTRONICS:			
1.	One (1) Raymarine VHF provided.	Y	Metal Shark will meet these requirements exactly as written
2.	Two (2) Raymarine Axiom Pro 9-inch (or larger) MFD touchscreen with GPS, Chart plotter, side scan, maps and transducers. Real vision 3D all in one sonar.	Y	
3.	Raymarine Radar/radome provided.	Y	
4.	Install one Motorola APX 8500 radio. Radio will be provided by agency.	Y	
O. EMERGENCY LIGHTING, SIREN, AND WORK LIGHTS:			
1.	Whelen Ion trio or equivalent emergency lighting shall be provided. Emergency lighting shall be visible from 360 degrees around the vessel. (Red/Blue/White)	Y	Metal Shark will meet these requirements exactly as written
2.	LED Flood / work lights (4). These lights to be mounted on the pilot house and to illuminate the water around the boat. Also, the rear light to illuminate the deck area.	Y	
3.	Courtesy lights for walkway illumination, red in color.	Y	
4.	Siren / loudhailer with control panel shall be provided.	Y	
P. TRAILER:			
1.	A custom aluminum triple axle bunk trailer complete with electric brakes, spare tire, and tongue jack on trailer.	Y	Metal Shark will meet these requirements exactly as written
2.	Galvanized steel wheels and electric disc brakes.	Y	
3.	An adjustable bow stop, and winch stand is provided with a manual 2-speed winch and strap.	Y	
4.	Trailer LED lights are submersible.	Y	
Q. WARRANTY:			
1.	Warranty includes 1 full year limited warranty from bow to stern of vessel.	Y	Metal Shark will meet this requirement exactly as written

2.	10-year structural warranty on all hull, deck and cabin parts (including fuel tank).	Y	Metal Shark will meet this requirement exactly as written
3.	All OEM equipment warranties passed through to customer.	Y	Metal Shark will meet this requirement exactly as written
ALTERNATES: These are optional items not included within the above requirements.			
1.	Furuno Solid Sate Doppler Radar Model DRS4D-NXT or equivalent	Y	Metal Shark will meet this requirement exactly as written if selected to be added to the proposed platform.
2.	Multi-function display: Furuno TZTL15F (15.6" display) or equivalent	Y	
3.	Furuno Class B AIS FA-50 or equivalent	Y	
4.	2 - Handheld thermal imager FLIR OS 640	Y	
5.	FLIR M 324CS Infrared camera	Y	
6.	Minimum of 2 days of onsite training in League City, TX for a minimum of 10 personnel	Y	
7.	Jack Plates for all propulsion engines	Y	
8.	2 sliding doors on pilot house one next to the captain seat(starboard) and one next to navigator seat(port)	Y	
9.	Two (2) Raymarine Axiom Pro 12 MFD touchscreen with GPS, Chart plotter, side scan, maps and transducers. Real vision 3D all in one sonar.	Y	
10.	One additional electric LED remote spot light installed on pilot house	Y	
11.	On the aft of the boat near the starboard dive door, a removeable winch structure to lift a minimum of 300 lbs.	Y	
12.	Replace two additional suspension seats with seat box on starboard aft of operation padded bench along interior starboard wall of pilot house with storage beneath; sized for stokes litter.	Y	
13.	13. On forward part of cabin, approximately ½ size in height access door, water tight, for personnel to exit cabin onto forward deck space.	Y	
14.	15-year structural warrant on all hull, deck and cabin parts	Y	

TAB D- STATEMENT OF QUALIFICATIONS, TO INCLUDE REFERENCES

5.7.1 Provide at least five (5) references for governmental agencies for which you have provided this type of services. Include the name of the agency, contact name, telephone, email address, dates/length of the contract, and a brief summary of the work.

References

Below is a sample list of multiple references covering our vast portfolio of experience with multiple crafts as well as customer types.

Miami-Dade County Fire rescue

(2) 50 Defiant Fire/Rescue (56')

(NFPA Type 3)

Andy Alvarez | Chief Fire Officer

Andy.Alvarez@miamidade.gov

(786) 336-6583

Contract Term: 3/2019 - Current

Description: (2) 55' NFPA Type 3 Water Jet, Fire Rescue Vessels w/ ~8500GPM and Foam Capability. Contract is up to (5) Total Boats.

Virginia Beach Marine Police

(2) 35 Defiant

(1) 33 Relentless

(1) 24 Relentless (NFPA Type 5)

Reggie Padgett | Fleet Administrator

rpadgett@vb.gov.com

(757) 385-1925

Contract Term: 7/2018 – 3/2019

Description: (1) 33' Center Console Police Boat

Miami Beach Fire Department

(1) 28 Courageous Fire/Rescue (NFPA Type 4)

Matt Fisikelli | Division Chief

matthewfisikelli@miamibeachfl.gov

(305) 673-7118

Contract Term: 9/2015 – 5/2016

Description: (1) 28' NFPA, Fire Rescue Vessel w/ ~2000GPM and Foam Capability.

US Navy

Multiple Platforms and Programs

Dan Shimooka | Service Craft and Targets

Daniel.shimooka@navy.mil

(202) 781-5028

Contract Term: Ongoing 2005 - Current

Description: Multiple Programs and Platforms w/ over 500 Delivered

Greater Naples Fire Department

(1) 36 Courageous Fire/Rescue/CBRNE

(NFPA Type 5)

Wayne Martin | Deputy Director

wmartin@gnfire.org

(239) 348-7540

Contract Term: 4/2016 – 3/2017

Description: (1) 36' NFPA, Fire Rescue Vessel w/ ~500GPM and Foam Capability.

US Coast Guard

Multiple Platforms and Programs

Courtney LeBlanc | Senior Case Manager - FMS

Courtney.d.leblanc@uscg.mil

(202) 781-5028

Contract Term: Ongoing 2005 - Current

Description: Multiple Programs and Platforms w/ over 750 Delivered

Puerto Rico Police Department

(3) 36 Fearless

(1) 35 Defiant

Edwin Burgos Ayala | Sergeant

EBurgos3@policia.pr.gov

(787) 300-0034

Contract Term: 3/2016 – 1/2017 and Additional in Production

Description: (3) 36' Stepped Hull Police Vessels, (1) 36' Stepped Hull Police Vessel

Metal Shark Key Customers and Contracts

Metal Shark has all necessary resources, including facility, personnel, suppliers and machinery for ship building, end-to-end. In terms of aluminum boat construction, Metal Shark is one of the most advanced and capable manufacturers in the commercial and government market. With over \$70 million in revenue over the last fiscal year and over 500+ employees, Metal Shark has the experience and knowledge to support the most demanding projects. In the past two years, Metal Shark has delivered 100+ vessels of similar size, mission, performance, complexity and/or powering.

Metal Shark produces vessels for numerous U.S. Government agencies including the Army, Air Force, Navy, Coast Guard, and Army Corps of Engineers. Through Foreign Military Sales (FMS) programs, Metal Shark has built boats for nearly 20 foreign government agencies. In addition, Metal Shark builds vessels for state and local law enforcement agencies, fire departments, pilot associations and port operators, and numerous commercial interests in the U.S. and abroad.

Large government contracts have fueled Metal Shark's product development efforts while allowing the company to leverage increased production efficiencies and economies of scale to improve its competitive edge, benefitting large and small customers alike. Metal Shark's more notable contracts include:

- **USCG Trailable Aids to Navigation Boat (TANB).** Awarded in 2003. Based on Metal Shark's 27' Courageous workboat center console design. 100 boats, \$22 million.
- **USCG Special Purpose Craft – Shallow Water (SPC-SW).** Awarded in 2004. Based on Metal Shark's 23' Relentless collared center console design. 90 boats, \$23 million.
- **US Navy Force Protection Boat – Small (FPB-S).** Awarded in 2007. Based on Metal Shark's 27' Defiant pilothouse design. 54 boats, \$6.2 million.
- **USCG Aids to Navigation (ATON) Skiff.** Awarded in 2009. Metal Shark's 16' Resolute skiff. 60 boats.
- **USCG Training Boat (ABOAT).** 16 boats, \$6 million. Awarded 2010. Customized 38 Defiant design.
- **USCG ATON Medium and ATON Large.** Awarded in 2010. 27 boats based on Metal Shark's Relentless collared center console design and Courageous workboat center console design, respectively.
- **US Navy Force Protection Boat – Small (FPB-S) and Force Protection Boat – Large (FPB-L) Training Boats.** Awarded in 2010. Based on Metal Shark's 27' Defiant and 38' Defiant Pilothouse designs, respectively.
- **USCG Response Boat – Small (RB-S).** Awarded in 2011. 477-boat, \$192 million award based on Metal Shark's 29' Defiant pilothouse design.
- **USCG FMS - Bangladesh Patrol Boat.** Awarded in 2012. 20-boat initial award based on Metal Shark's 38' Defiant pilothouse design.
- **US Navy Force Protection Boat – Medium (FPB-M).** Awarded in 2013. Five year, 80-boat award based on Metal Shark's 32' Defiant pilothouse design.
- **US Navy High Speed Maneuverable Surface Target (HSMST).** Awarded in 2013. Three year, 350-boat award based on Metal Shark's 26 Relentless collared center console design.
- **US Navy OSR BP & UB.** Awarded in 2014. 30 response boats in two configurations of varying sizes.

- **US Navy FMS 11M RIB.** Two contracts awarded in 2014 and 2016. Ten 33' response boats for Kenya.
- **US Navy 7m RHIB.** Awarded in 2015. \$47 million contract based on Metal Shark's 7m RHIB design.
- **USCG FMS – Vietnam Patrol Boats.** Awarded in 2015 for up to (30) 45 Defiant Pilot House patrol boats. First six vessels delivered in Q4 2015/Q1 2016.
- **US Navy FMS NCPV.** \$54 million contract award in 2017 for up to (13) 85' Cutter Class Patrol Vessels.
- **US Navy PB-X.** \$90 million contract award to design and build the Navy's next generation Patrol Boat. Award in 2017 with an initial 11 Vessel Order. To date 38 PB's have been ordered.
- **US Navy High Speed Maneuverable Surface Target Small (HSMSTs).** Awarded in 2019. Five year, 350-boat award based on Metal Shark's 26 Relentless collared center console design.

5.7.2 Include names, telephone numbers and e-mails of person who the City of League City can contact for references regarding the firm's past performance on similar projects.

References

Below is a sample list of multiple references covering our vast portfolio of experience with multiple crafts as well as customer types.

Port of South Louisiana

(1) 75 Endurance Fire/Rescue/CBRNE (NFPA Type 2)

Brian Cox | Director of Operations

bcox@portsl.com

(985) 652-9278

Contract Term: 7/2013 – 7/2014

Description: (1) 75' NFPA, Fire Rescue Vessels w/ ~10,000GPM, Foam Capability and CBRNE.

Aqueos

(1) 90 Endurance

Ted Roche | President/CEO

(337) 714-0033

troche@aqueossubsea.com

Contract Term: 9/2015 – 11/2016

Description: (1) 90' Dive Support and Crew Vessel

FWC

(1) 42 Fearless

(2) 28 Relentless

(2) 25 Courageous

Paul Ouellette | Fleet Director

Paul.ouellette@myfwc.com

(850) 661-2505

Contract Term: 9/2018 – 6/2019

Description: (9) 28' Center Console Police Boats, (2) 26' Center Console Police Boats

Iona McGregor Fire District

(1) 32 Defiant Fire/Rescue (NFPA Type 5)

Marc Mascarelli | Battalion Chief

mascarelli@ionafire.com

(239) 565-7838

Contract Term: 3/2014 – 11/2015

Description: (1) 32' NFPA Fire Rescue Vessel w/ ~500GPM and Foam Capability

Virgin Island Port Authority/St. Thomas

Pilots

(1) 50 Defiant Pilot Boat

(1) 32 Defiant Port Security Boat

Contract Term: 2/2017 – 2/2018

Description: (1) 50' Water Jet Pilot Boat and (1) 32' Police Patrol Boat

Eric Dobson | Captain

sttpilots@gmail.com

(340) 514-9684



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

FINANCIAL STATEMENTS, LAST 12 MONTHS



Metal Shark Boats
Gravois Aluminum Boats, LLC
Income Statement
7/31/2019 YTD

Revenue	\$	58,536,182
Materials	\$	28,142,205
Labor	\$	19,054,044
Other Cost of Goods Sold	\$	3,561,322
Warranty	\$	258,328
<i>Total Cost of Goods Sold</i>	<i>\$</i>	<i>51,015,900</i>
Gross Profit	\$	7,520,282
Selling and General Administrative Expense	\$	3,779,032
Information Technology Expenses	\$	411,011
Marketing	\$	359,952
Other	\$	936,559
<i>Total Expenses</i>	<i>\$</i>	<i>5,486,553</i>
Earnings Before Interest, Depreciation, and Amortization	\$	2,033,729
Depreciation and Amortization	\$	891,200
Interest	\$	1,069,526
Other Income (Expense)	\$	(3,409)
Net Income	\$	69,593



Metal Shark Boats
Gravois Aluminum Boats, LLC
Balance Sheet
7/31/2019

Assets

Current Accounts

Cash	\$ 2,168,104
Accounts Receivable	\$ 15,326,027
Inventory	
Parts Inventory	\$ 9,721,439
Work in Process	\$ 48,719,971
Total Inventory	\$ 58,441,410
Prepaid Expenses	\$ 4,399,546

Total Current Assets	\$ 80,335,087
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Property and Equipment

Buildings	\$ 17,630,359
Machinery & Equipment	\$ 7,855,451
Land	\$ 4,005,111
Intangible Assets	\$ 270,673

Total Property and Equipment	\$ 29,761,594
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Accumulated Depreciation	\$ (5,188,040)
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Total Fixed Assets	\$ 24,573,555
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Goodwill (Net of Amortization)	\$ 356,944
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Subsidiary Investments	\$ 5,097,747
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Total Assets	\$ 110,363,333
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Liabilities

Current Liabilities

Accounts Payable	\$ 15,688,407
Due to Subsidiary	\$ 8,044,426
Client Deposits	\$ 42,947,124
Accrued Payroll and Expenses	\$ 1,911,280
Line of Credit	\$ 15,455,652

Total Current Liabilities	\$ 84,046,889
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Long Term Debt	\$ 12,597,357
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Interest Rate Swap Liability	\$ 274,310
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Total Liabilities	\$ 96,918,556
--------------------------	----------------------

Total Equity	\$ 13,444,776
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Total Liabilities and Equity	\$ 110,363,333
-------------------------------------	-----------------------



TAB E- CONFLICT OF INTEREST QUESTIONNAIRE

5.8.1 Provide a completed copy of the Conflict of Interest Questionnaire (Form CIQ).

CONFLICT OF INTEREST QUESTIONNAIRE

For vendor doing business with local governmental entity

FORM CIQ

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. See Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY

Date Received

1 Name of vendor who has a business relationship with local governmental entity.

2 ☐ Check this box if you are filing an update to a previously filed questionnaire. (The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 Name of local government officer about whom the information is being disclosed.

Name of Officer

4 Describe each employment or other business relationship with the local government officer or a family member of the officer, as described by Section 176.003(a)(2)(A). Also describe any family relationship with the local government officer. Complete subparts A and B for each employment or business relationship described. Attach additional pages to this Form CIQ as necessary.

NONE

A. Is the local government officer or a family member of the officer receiving or likely to receive taxable income, other than investment income, from the vendor?

☐ Yes ☐ No

B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer or a family member of the officer AND the taxable income is not received from the local governmental entity?

☐ Yes ☐ No

5 Describe each employment or business relationship that the vendor named in Section 1 maintains with a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more.

6 ☐ Check this box if the vendor has given the local government officer or a family member of the officer one or more gifts as described in Section 176.003(a)(2)(B), excluding gifts described in Section 176.003(a-1).

7

Signature of vendor doing business with the governmental entity

Date

CONFLICT OF INTEREST QUESTIONNAIRE

For vendor doing business with local governmental entity

A complete copy of Chapter 176 of the Local Government Code may be found at <http://www.statutes.legis.state.tx.us/Docs/LG/htm/LG.176.htm>. For easy reference, below are some of the sections cited on this form.

Local Government Code § 176.001(1-a): "Business relationship" means a connection between two or more parties based on commercial activity of one of the parties. The term does not include a connection based on:

- (A) a transaction that is subject to rate or fee regulation by a federal, state, or local governmental entity or an agency of a federal, state, or local governmental entity;
- (B) a transaction conducted at a price and subject to terms available to the public; or
- (C) a purchase or lease of goods or services from a person that is chartered by a state or federal agency and that is subject to regular examination by, and reporting to, that agency.

Local Government Code § 176.003(a)(2)(A) and (B):

- (a) A local government officer shall file a conflicts disclosure statement with respect to a vendor if:

- (2) the vendor:

(A) has an employment or other business relationship with the local government officer or a family member of the officer that results in the officer or family member receiving taxable income, other than investment income, that exceeds \$2,500 during the 12-month period preceding the date that the officer becomes aware that

(i) a contract between the local governmental entity and vendor has been executed;

or

(ii) the local governmental entity is considering entering into a contract with the vendor;

(B) has given to the local government officer, or a family member of the officer one or more gifts that have an aggregate value of more than \$100 in the 12-month period preceding the date the officer becomes aware that:

(i) a contract between the local governmental entity and vendor has been executed; or

(ii) the local governmental entity is considering entering into a contract with the vendor.

NONE

Local Government Code § 176.006(a) and (a-1)

- (a) A vendor shall file a completed conflict of interest questionnaire if the vendor has a business relationship with a local governmental entity and:

(1) has an employment or other business relationship with a local government officer of that local governmental entity, or a family member of the officer, described by Section 176.003(a)(2)(A);

(2) has given a local government officer of that local governmental entity, or a family member of the officer, one or more gifts with the aggregate value specified by Section 176.003(a)(2)(B), excluding any gift described by Section 176.003(a-1); or

(3) has a family relationship with a local government officer of that local governmental entity.

- (a-1) The completed conflict of interest questionnaire must be filed with the appropriate records administrator not later than the seventh business day after the later of:

- (1) the date that the vendor:

(A) begins discussions or negotiations to enter into a contract with the local governmental entity; or

(B) submits to the local governmental entity an application, response to a request for proposals or bids, correspondence, or another writing related to a potential contract with the local governmental entity; or

- (2) the date the vendor becomes aware:

(A) of an employment or other business relationship with a local government officer, or a family member of the officer, described by Subsection (a);

(B) that the vendor has given one or more gifts described by Subsection (a); or

(C) of a family relationship with a local government officer.



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

TAB F- PROPOSER CERTIFICATION/ADDENDA
ACKNOWLEDGEMENT AND ADDENDA(S), IF APPLICABLE



PROPOSER CERTIFICATION AND ADDENDA ACKNOWLEDGEMENT

By signature affixed, the bidder certifies that neither the bidder nor the firm, corporation, partnership, or institution represented by the bidder, or anyone acting for such firm, corporation, or institution has violated the anti-trust laws of this State, codified in Section 15.01, et seq., Texas Business and Commerce Code, or the Federal antitrust laws, nor communicated directly or indirectly the bid made to any competitor or any other person engaged in such fine of business.

Bidder has examined the specifications and has fully informed themselves as to all terms and conditions. Any discrepancies or omissions from the specifications or other documents have been clarified with City representatives and noted on the bid submitted.


Bidder guarantees product offered will meet or exceed specifications identified in this RFP.

Bidder must initial next to each addendum received in order to verify receipt:

Addendum #1 _____ Addendum #2 _____ Addendum #3 _____
Addendum #4 _____ Addendum #5 _____ Addendum #6 _____

NONE

Bidder Must Fill in and Sign:

NAME OF FIRM/COMPANY: _____ Gravois Aluminum Boats, LLC dba Metal Shark _____
REPRESENTATIVE's NAME: _____ Dean Jones _____
REPRESENTATIVE's TITLE: _____ Vice President of Sales– LE, Fire/Rescue, & Specialty Projects _____
MAILING ADDRESS: _____ 6814 E Admiral Doyle Dr _____
CITY, STATE, ZIP: _____ Jeanerette, LA 70544 _____
PHONE & FAX NUMBERS: _____ 337-364-0777 | 337-364-0337 _____
E-MAIL ADDRESS: _____ djones@metalsharkboats.com _____
AUTHORIZED SIGNATURE: _____  _____
DATE: _____ 11/17/2019 _____



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

HOUSE BILL 89 VERIFICATION DOCUMENT



City of League City
House Bill 89 Verification

I, Nate Geiger (Person name), the undersigned

representative of (Company or Business name)

Gravois Aluminum Boats, LLC dba Metal Shark

(hereafter referred to as company) being an adult over the age of

eighteen (18) years of age, after being duly sworn by the undersigned notary, do hereby depose and verify under oath that the company named-above, under the provisions of Subtitle F, Title 10, Government Code Chapter 2270:

1. Does not boycott Israel currently; and
2. Will not boycott Israel during the term of the contract.

Pursuant to Section 2270.001, Texas Government Code:

1. "Boycott Israel" means refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with Israel, or with a person or entity doing business in Israel or in an Israeli-controlled territory, but does not include an action made for ordinary business purposes; and
2. "Company" means a for-profit sole proprietorship, organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, or any limited liability company, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate of those entities or business associations that exist to make a profit.

11/15/19
DATE


SIGNATURE OF COMPANY REPRESENTATIVE

On this the 15th day of November, 20 19, personally appeared
Nate Geiger, the above-named person, who after by me being
duly sworn, did swear and confirm that the above is true and correct.

NOTARY SEAL




NOTARY SIGNATURE
11/15/2019
Date



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

PUBLIC INFORMATION ACT FORM

(Not applicable)



METAL SHARK 32 COURAGEOUS
CITY OF LEAGUE CITY TEXAS
ALL HAZARDS RESPONSE BOAT
ITB#20-Fire001

TEXAS PUBLIC INFORMATION ACT



Texas Public Information Act

Steps to Assert that Information is Confidential or Proprietary

All proposals, data, and information submitted to the City of League City are subject to release under the Texas Public Information Act ("Act") unless exempt from release under the Act. You are not encouraged to submit data and/or information that you consider to be confidential or proprietary unless it is absolutely required to understand and evaluate your submission.

On each page where confidential or proprietary information appears, you must label the confidential or proprietary information. Do not label every page of your submission as confidential as there are pages (such as the certification forms and bid sheet with pricing) that are not confidential. It is recommended that each page that contains either confidential or proprietary information be printed on colored paper (such as yellow or pink paper). At a minimum, the pages where the confidential information appears should be labeled and the information you consider confidential or proprietary clearly marked.

Failure to label the actual pages on which information considered confidential appears will be considered as a waiver of confidential or proprietary rights in the information.

In the event a request for public information is filed with the City which involves your submission, you will be notified by the City of the request so that you have an opportunity to present your reasons for claims of confidentiality to the Texas Attorney General.

In signing this form, I acknowledge that I have read the above and further state (Please check one):

- ☐ The proposal/bid submitted to the City **contains NO confidential information** and may be released to the public if required under the Texas Public Information Act.
- ☒ The proposal/bid submitted **contains confidential information** which is labeled and which may be found on the following pages: 70-71
and any information contained on page number not listed above may be released to the public if required under the Texas Public Information Act.

Vendor/Proposer Submitting: Gravois Aluminum Boats, LLC dba Metal Shark

Signature:  Date: 11/19/2019

Print Name: Dean Jones Print Title: VP of Sales – LE, Fire/Rescue, & Specialty Projects

APPENDIX

Additional Sample Materials and Information Metal Shark finds relevant to this Invitation to Bid

Bid Bond

Evidence of Insurance

Metal Shark Courageous Brief

Previous Project Sample

Online Information Links

AIA[®] Document A310[™] – 2010

Bid Bond

CONTRACTOR:

(Name, legal status and address)
Gravois Aluminum Boats, LLC
dba Metal Shark
160 Boro Lane
Franklin, LA 70538

SURETY:

(Name, legal status and principal place
of business)
Atlantic Specialty Insurance Company
605 Highway 169, St. 800
Plymouth, MN 55441

OWNER:

(Name, legal status and address)
City of League, City Purchasing Department
300 West Walker
League City, TX 77573

BOND AMOUNT: 5% Five percent of attached bid and alternates

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

PROJECT:



(Name, location or address, and Project number, if any)
ITB #20-Fire-002 All-Hardards Response Boat
Construction of 32' Boat with Walk Around Cabin

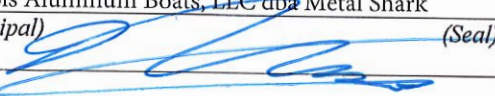
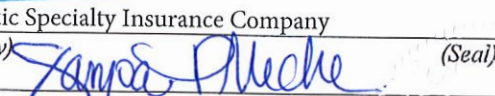
The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 22nd day of October, 2019


(Witness)

(Witness)

Gravois Aluminum Boats, LLC dba Metal Shark
(Principal)  (Seal)
(Title)
Atlantic Specialty Insurance Company
(Surety)  (Seal)
(Title) Samoa P. Meche, 1734287 Attorney in Fact

CAUTION: You should sign an original AIA Contract Document, on which this text appears in RED. An original assures that changes will not be obscured.

Init.

AIA Document A310[™] – 2010. Copyright © 1963, 1970 and 2010 by The American Institute of Architects. All rights reserved. **WARNING: This AIA[®] Document is protected by U.S. Copyright Law and International Treaties. Unauthorized reproduction or distribution of this AIA[®] Document, or any portion of it, may result in severe civil and criminal penalties, and will be prosecuted to the maximum extent possible under the law.** Purchasers are permitted to reproduce ten (10) copies of this document when completed. To report copyright violations of AIA Contract Documents, e-mail The American Institute of Architects' legal counsel, copyright@aia.org.

001110

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that ATLANTIC SPECIALTY INSURANCE COMPANY, a New York corporation with its principal office in Plymouth, Minnesota, does hereby constitute and appoint: **David P. Daniel, R.E. Pool, Linda B. McCall, Samoa P. Meche, Anastasia A. Groschen**, each individually if there be more than one named, its true and lawful Attorney-in-Fact, to make, execute, seal and deliver, for and on its behalf as surety, any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof; provided that no bond or undertaking executed under this authority shall exceed in amount the sum of: **sixty million dollars (\$60,000,000)** and the execution of such bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof in pursuance of these presents, shall be as binding upon said Company as if they had been fully signed by an authorized officer of the Company and sealed with the Company seal. This Power of Attorney is made and executed by authority of the following resolutions adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the President, any Senior Vice President or Vice-President (each an "Authorized Officer") may execute for and in behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and affix the seal of the Company thereto; and that the Authorized Officer may appoint and authorize an Attorney-in-Fact to execute on behalf of the Company any and all such instruments and to affix the Company seal thereto; and that the Authorized Officer may at any time remove any such Attorney-in-Fact and revoke all power and authority given to any such Attorney-in-Fact.

Resolved: That the Attorney-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed and sealed by an Authorized Officer and, further, the Attorney-in-Fact is hereby authorized to verify any affidavit required to be attached to bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under the authority of the following Resolution adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the signature of an Authorized Officer, the signature of the Secretary or the Assistant Secretary, and the Company seal may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing an Attorney-in-Fact for purposes only of executing and sealing any bond, undertaking, recognizance or other written obligation in the nature thereof, and any such signature and seal where so used, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, ATLANTIC SPECIALTY INSURANCE COMPANY has caused these presents to be signed by an Authorized Officer and the seal of the Company to be affixed this twenty-ninth day of April, 2019.

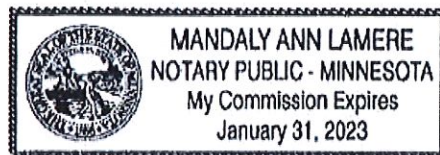
STATE OF MINNESOTA
HENNEPIN COUNTY



By

Paul J. Brehm, Senior Vice President

On this twenty-ninth day of April, 2019, before me personally came Paul J. Brehm, Senior Vice President of ATLANTIC SPECIALTY INSURANCE COMPANY, to me personally known to be the individual and officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, that he is the said officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the seal of said Company and that the said seal and the signature as such officer was duly affixed and subscribed to the said instrument by the authority and at the direction of the Company.



Notary Public

I, the undersigned, Secretary of ATLANTIC SPECIALTY INSURANCE COMPANY, a New York Corporation, do hereby certify that the foregoing power of attorney is in full force and has not been revoked, and the resolutions set forth above are now in force.

Signed and sealed. Dated 22nd day of October, 2019.



Christopher V. Jerry, Secretary

This Power of Attorney expires
January 31, 2023



CERTIFICATE OF MARINE / ENERGY INSURANCE

DATE (MM/DD/YYYY)
5/29/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Arthur J. Gallagher Risk Management Services, Inc. 111 Veterans Boulevard, Suite 1130 Metairie LA 70005	CONTACT NAME: Lindsey Alloway PHONE (A/C, No, Ext): 504-888-1100 FAX (A/C, No): 504-888-1299 E-MAIL ADDRESS: Lindsey_Alloway@ajg.com PRODUCER CUSTOMER ID #:														
INSURED Gravois Aluminum Boats, LLC dba Metal Shark 6814 E. Admiral Doyle Drive Jeanerette LA 70544	<table border="1"> <thead> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : AGCS Marine Insurance Company</td> <td>22837</td> </tr> <tr> <td>INSURER B : Houston Specialty Insurance Company</td> <td>12936</td> </tr> <tr> <td>INSURER C : SEE ATTACHED</td> <td>35408</td> </tr> <tr> <td>INSURER D : Stonington Insurance Company</td> <td>10340</td> </tr> <tr> <td>INSURER E : American Longshore Mutual Association LTD</td> <td></td> </tr> <tr> <td>INSURER F : Manufacturers Alliance Insurance Company</td> <td>36897</td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : AGCS Marine Insurance Company	22837	INSURER B : Houston Specialty Insurance Company	12936	INSURER C : SEE ATTACHED	35408	INSURER D : Stonington Insurance Company	10340	INSURER E : American Longshore Mutual Association LTD		INSURER F : Manufacturers Alliance Insurance Company	36897
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COVERAGES

CERTIFICATE NUMBER: 1407371284


REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	HULL AND MACHINERY			GMG-NO-0918299	11/6/2018	11/6/2019	<input checked="" type="checkbox"/> PER SCHEDULE ON FILE	
	<input type="checkbox"/> COLLISION LIABILITY						<input checked="" type="checkbox"/> INSURED VALUE	\$
	<input type="checkbox"/> TOWERS LIABILITY						COLLISION (Ea occurrence)	\$
							TOWERS (Ea occurrence)	\$
								\$
A	PROTECTION AND INDEMNITY			GMG-NO-0918299	11/6/2018	11/6/2019	<input checked="" type="checkbox"/> PER CLUB RULES	
	<input checked="" type="checkbox"/> CREW LIABILITY <input type="checkbox"/> JONES ACT						<input checked="" type="checkbox"/> EA OCCURRENCE PER VESSEL, CSL	\$ 1,000,000
	<input checked="" type="checkbox"/> COLLISION LIABILITY						COLLISION (Ea occ), CSL	\$
	<input checked="" type="checkbox"/> TOWERS LIABILITY						TOWERS (Ea occ), CSL	\$
	<input checked="" type="checkbox"/> REMOVAL OF WRECK						REMOVAL OF WRECK (Ea occurrence)	\$
	<input checked="" type="checkbox"/> IN REM							\$
								\$
								\$
C	POLLUTION LIABILITY			V-15071-18	11/6/2018	11/6/2019	EA OCCURRENCE	\$ 5,000,000
	<input checked="" type="checkbox"/> OPA 90							\$
	<input checked="" type="checkbox"/> CERCLA							\$
	<input type="checkbox"/> NON-OPA / NON-CERCLA							\$
								\$
	MARITIME EMPLOYERS LIABILITY	N / A					ANY ONE PERSON	\$
	<input type="checkbox"/> ALTERNATE EMPLOYER						ANY ONE ACCIDENT	\$
	INCLUDES <input type="checkbox"/> CREW <input type="checkbox"/> EMPS							\$
	<input type="checkbox"/> JONES ACT							\$
	<input type="checkbox"/> DEATH ON THE HIGH SEAS							\$
	<input type="checkbox"/> IN REM ENDORSEMENT							\$
								\$
								\$
								\$

CERTIFICATE HOLDER

CANCELLATION

EVIDENCE ONLY ..	<p>SHOULD ANY OF THE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</p> <p>AUTHORIZED REPRESENTATIVE</p> 
---------------------	---

COVERAGES

CERTIFICATE NUMBER: 1407371284

INSR LTR	TYPE OF INSURANCE		ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/>	COMMERCIAL GENERAL LIABILITY			GMG-NO-0918298	11/6/2018	11/6/2019	EACH OCCURRENCE	\$ 1,000,000
		MARINE GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000
		CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						MED EXP (Any one person)	\$ 10,000
	<input checked="" type="checkbox"/>	SRLL						PERSONAL & ADV INJURY	\$ 1,000,000
		GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	\$ 2,000,000
	<input checked="" type="checkbox"/>	POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC						PRODUCTS-COMP / OP AGG	\$ 1,000,000
		OTHER:							\$
B C	<input checked="" type="checkbox"/>	AUTOMOBILE LIABILITY			HSLR18-05815-01 ILR18-01190-01	11/6/2018 11/6/2018	11/6/2019 11/6/2019	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
	<input checked="" type="checkbox"/>	ANY AUTO						BODILY INJURY (Per person)	\$
		OWNED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY						BODILY INJURY (Per accident)	\$
	<input checked="" type="checkbox"/>	HIRED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	\$
F		WORKERS COMPENSATION AND EMPLOYERS LIABILITY		N/A	0775320Y	5/30/2019	5/30/2020	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER	
		ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N						E.L. (Each accident)	\$ 1,000,000
		If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE (Ea employee)	\$ 1,000,000
	<input checked="" type="checkbox"/>	ALTERNATE EMPLOYER						E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
		USL&H ENDORSEMENT							\$
		MARITIME EMPLOYERS LIABILITY							\$
		OCSL ACT							\$
E		U.S. LONGSHORE & HARBOR WORKERS COMPENSATION ACT		N/A	ALMA01541-04	5/30/2019	5/30/2020	<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER	
	<input checked="" type="checkbox"/>	ALTERNATE EMPLOYER						E.L. (Each accident)	\$ 1,000,000
	<input checked="" type="checkbox"/>	MARITIME EMPLOYERS LIABILITY						E.L. DISEASE (Ea employee)	\$ 1,000,000
		OCSL ACT						E.L. DISEASE - ANN AGG	\$ 1,000,000
									\$
		AIRCRAFT LIABILITY						EACH OCCURRENCE	\$
		OWNED AIRCRAFT						AGGREGATE	\$
		NON-OWNED AIRCRAFT							\$
		PASSENGER LIABILITY							\$
									\$
D		UMBRELLA / EXCESS LIAB / BUMBERSHOOT			SL18XS1M12085	11/6/2018	11/6/2019	EACH OCCURRENCE	\$ 10,000,000
	<input checked="" type="checkbox"/>	UMBRELLA <input type="checkbox"/> BUMBERSHOOT						AGGREGATE	\$ 10,000,000
		EXCESS							\$
		CLAIMS MADE <input checked="" type="checkbox"/> OCCUR							\$
		DED <input checked="" type="checkbox"/> RETENTION \$ \$25,000							\$
		ENERGY						CSL, ANY ONE OCCURRENCE (100% interest)	\$
		CONTROL OF WELL / OPERATORS EXTRA EXPENSE						ANY ONE OCCURRENCE (100% interest)	\$
		CARE, CUSTODY AND CONTROL (CCC)							
		OFFSHORE OIL AND GAS PROPERTY						VALUES AS SCHEDULED	\$
		PLATFORMS						VALUES AS SCHEDULED	\$
		PIPELINES							\$
									\$
		ONSHORE OIL AND GAS PROPERTY						VALUES AS SCHEDULED	\$
		OIL & GAS PROPERTY						VALUES AS SCHEDULED	\$
		CONTRACTORS EQUIPMENT							\$
		NAMED WINDSTORM							\$
		CCC <input type="checkbox"/> OFF-SHORE <input type="checkbox"/> ON-SHORE						AGGREGATE	\$

VESSEL(S): AS PER ATTACHED SCHEDULE AS DETAILED IN THE DESCRIPTION OF OPERATIONS

DESCRIPTION OF OPERATIONS / LOCATIONS (ACORD 101, Additional Remarks Schedule, may be attached, if more space is required)



ADDITIONAL REMARKS SCHEDULE

AGENCY Arthur J. Gallagher Risk Management Services, Inc.		NAMED INSURED Gravois Aluminum Boats, LLC dba Metal Shark 6814 E. Admiral Doyle Drive Jeanerette LA 70544	
POLICY NUMBER		EFFECTIVE DATE:	
CARRIER	NAIC CODE		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 31 **FORM TITLE:** CERTIFICATE OF MARINE / ENERGY INSURANCE

Hull & Machinery – Form: Taylor 1953 (Rev. 70), is endorsed to include Land Transportation Risk, Blanket Primary / Non-Contributory Wording, Blanket Additional Assured and Waiver of Subrogation, where required by written contract, subject to policy terms and conditions (included in coverage form), Other Than Owner Clause, In Rem Endorsement, and Automatic Acquisition.

Protection & Indemnity – Form: SP-23, is endorsed to include Crew Liability, Collision and Tower's Liability, Blanket Primary / Non-Contributory Wording, Blanket Additional Assured and Waiver of Subrogation, where required by written contract, subject to policy terms and conditions (included in coverage form), Maritime Employers Liability, In REM Liability Clause, Contractual Liability Extension.

Vessel Pollution: Form: 0116 Vessel Pollution from Safe Harbor Pollution

Carriers: State National Insurance Company, Starr Indemnity & Liability Company, and Berkshire Hathaway Specialty Insurance Company

MARINE GENERAL LIABILITY:

Commercial Marine Liability form (MGL GMG 2012 10 31) is endorsed to include Ship Repairers Legal Liability, In Rem, Sudden & Accidental Pollution, Blanket Additional Insured (included within policy form) and Blanket Waiver of Subrogation, where required by written contract pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

AUTO LIABILITY - Louisiana:

Auto Liability form (CA0001 10/13) is endorsed to include Blanket Additional Insured (AICA0001 03/01) and Waiver of Subrogation (CA0444 10/13) where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions, and exclusions.

AUTO LIABILITY - Alabama:

Auto Liability form (CA0001 10/13) is endorsed to include Blanket Additional Insured (CA 20 48) and Waiver of Subrogation (CA0444 10/13) where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions, and exclusions.

Carrier: Imperium Insurance Company

Workers Compensation - State Act:

State Act Workers Compensation form (WC 00 00 000 C), is endorsed to include Blanket Alternate Employer (WC 0 03 01 A) and Blanket Waiver of Subrogation (WC 00 03 13) where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

Workers Compensation - USL&H:

Longshore and Harbor Workers' Compensation Act form (33 USC 901), where required by written contract, Blanket Alternate Employer (ALMAalt 05/15) and Blanket Waiver of Subrogation (ALMAws 02/02) where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

Maritime Employers Liability:

Maritime Employers Liability form (LSW 675 12/97) endorsed to include Death on the High Seas, Alternate Employer Endorsement, In Rem, Blanket Waiver of Subrogation where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

BUMBERSHOOT LIABILITY:

Bumbershoot Liability form (Burnett Bumbershoot Form – BSHT 05-13) endorsed to include Blanket Additional Insured (included within policy form) and Waiver of Subrogation, where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions, and exclusions. Bumbershoot liability is follow form of the underlying primary policies.

Underlying Schedule to include: Marine General Liability, Auto Liability, Workers Compensation (State Act), Workers Compensation (USL&H), Maritime Employers Liability, Protection & Indemnity and Vessel Pollution.

Bumbershoot Underwriters: Stonington Insurance Company 33.34%, Markel International Corporation Group 33.33%, Navigators Insurance Company 33.33%

Certificate Holder is an Additional Insured as respects above referenced policies where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

Waiver of Subrogation applies to certificate holder, as respects above referenced policies where required by written contract, pursuant to and subject to the policy's terms, definitions, conditions and exclusions.

Foreign Liability: PHF D38293709 006

Carrier: ACE American Insurance Company

Commercial General Liability Limits: \$1,000,000 Each Occurrence | \$5,000,000 General Aggregate | \$2,000,000 Products-Completed Operations Aggregate
 \$1,000,000 Personal Advertising & Injury | \$1,000,000 Damage to Premises Rented to You | \$50,000 Medical Expenses

Employee Benefits Liability Limits: \$1,000,000 Each Claim | \$1,000,000 Annual Aggregate

Contingent Auto Liability Limits: \$1,000,000 Each Accident

Coverage Territory: Worldwide including Brazil

**Liability arising out of "events" and "third party goods" is not excluded



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36 COURAGEOUS





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36 COURAGEOUS



Metal Shark's 36' Courageous, typically a center console platform, is shown here in a custom configuration designed and built specifically for the U.S. Navy. This specialized vessel, called the Underwater Construction Tender (UCT) serves as an example of the extent to which Metal Shark can customize a platform to meet a specific set of requirements.



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36 COURAGEOUS



HULL DESIGN: In conventional trim, the 36 Courageous is a rugged and reliable workboat platform well suited for law enforcement, fire rescue response, towing, hauling, or any other application where a large workspace and ample payload capacity are key considerations. Metal Shark offers Courageous workboat models in sides from 36' down to 21'. Other sizes, configurations, and options not shown are also available. Courageous models feature a deep bow with sharp forward entry and prominent bow flare to assure a smooth, dry ride in a wide range of conditions. Multiple propulsion types are available.



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36 COURAGEOUS



DECK LAYOUT: In a conventional layout, the 36 Courageous receives a center console with integrated aluminum T-top. However, the vessel may be configured with a walk-through pilothouse as shown here. In any configuration, the 36 Courageous boasts a massive cockpit, making it an ideal workboat platform. The vessel may be fully customized to suit an incredibly wide range of mission profiles including fire rescue, water ambulance, law enforcement, and commercial workboat. The vessel may be configured as a landing craft with full width bow door and massive integrated folding bow ramp.



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36 COURAGEOUS



UNDERWATER CONSTRUCTION TENDER: Metal Shark was contracted by the US Navy to build a fleet of Underwater Construction Tenders (UCTs). Based on the proven Courageous platform, the UCT was Metal Shark's winning solution to an incredibly demanding set of mission requirements. The UCT features a forward hydraulic-actuated A-frame and large bow door, with a second hoisting A-frame aft. The vessel features an onboard generator and robust electrical delivery system allowing simultaneous use of both forward and aft A-frames.



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36 COURAGEOUS



For all-weather operation, Metal Shark equipped the UCT with a three-sided helm enclosure which quickly folds down so that the UCT may be transported via C-130 aircraft. Large port and starboard aft cockpit dive doors facilitate water access and retrieval operations, and shock mitigating cockpit floor panels are easily removed to reveal an in-floor Versa-Track modular component system designed to accommodate removable dive tank modules, welding units, or aluminum tool boxes. An aft deck overhang provides maximum deck space while at the same time providing protections for the vessel's twin outboard engines.



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36 COURAGEOUS

Vessel Specifications:

Length, Boat Only: 36' (10.97 m)

Beam: 9' (2.74 m)

All specs vary based on customer requirements.

Typical Standard Equipment:

Heavy Duty Welded Aluminum Hull, Cockpit, and Side Decks

Foam Floatation Below Decks and in Gunnels

Self Bailing Cockpit with 6" Scuppers

Welded Aluminum Console with Integrated Hard Top

Two (2) helm seats

Full Transom Bulkhead

(6) 8" Welded Cleats

Welded Aluminum Bow & Stern Eyes

Baffled Aluminum Fuel Tank

Hydraulic Steering with Stainless Wheel

Navigation Lights

Two 3,700 GPH Bilge Pumps w/ Auto/Manual Control

Garboard Drain Plug

Non-Skid Decks and Gunnels

SPECIAL NOTE:

As a fully custom designer and manufacturer, Metal Shark routinely modifies vessels to meet a customer's specific requirements. Customization may entail anything from altering the physical dimensions and capacities of the vessel to the installation of specialized equipment and accessories. Electronics, seating, paint finish (if desired) and virtually any other aspect of the vessel's features may be determined by the customer.

Any specifications shown here are representative of a common vessel setup and are given for reference only.



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36 COURAGEOUS



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Previous Projects

Metal Shark has much experience delivering marine platforms of large size, wide scope and technical complexity and has all necessary resources, including facility, personnel, suppliers and machinery for ship building, end-to-end. In terms of aluminum boat construction, Metal Shark is one of the most advanced and capable manufacturers in the commercial and government market. With over \$100 million in revenue and 500+ employees, Metal Shark has the experience and knowledge to support the most demanding projects.

In the past five years, Metal Shark has delivered over 200 vessels of the same or similar models, mission, performance, size, complexity and/or powering such as the sample of platforms highlighted below.

NOTE: Metal Shark has multiple classed fire boats between 21' and 42' delivered as well but have not included in the metric below. If additional information is desired, it can be provided on request.

VESSEL	SPECIFICATIONS	DESCRIPTION
(1) 90' Endurance Offshore Catamaran <i>*Pictured Below</i>	LOA: 90' Speed: 35 knots	Dive Support and Fire Suppression Vessel for offshore Oil/Energy Industry
(1) 75' Endurance Offshore Catamaran	LOA: 75' Speed: 30 knots	Dive Support and Fire Suppression Vessel for offshore Oil/Energy Industry
(1) 75' Endurance CBRNE/Fire Response Catamaran <i>*Pictured Below</i>	LOA: 75' Speed: 25 knots GPM: 10,000 @ 150PSI Foam Capacity: 400 Gallons * Capable of 35+ knots depending on engine selection	Harbor and offshore fire & first response, port security, and rescue vessel NFPA Type 2 Rated
*(2) 50' Defiant CBRNE/Fire Response Monohull <i>*Pictured Below</i>	LOA: 50' Speed: 32 knots GPM: 10,000 @ 150PSI Foam Capacity: 200 Gallons * Capable of 45+ knots depending on engine selection	Harbor and offshore fire & first response, port security, and rescue vessel NFPA Type 3 Rated
*(2) 55' Defiant CBRNE/Fire Response Monohull - Refit	LOA: 58' Speed: 32 knots GPM: 10,000 @ 150PSI	Customer requested vessels be lengthened in order to carry a

*Pictured Below	Foam Capacity: 300 Gallons * Capable of 40+ knots depending on engine selection	higher foam capacity and increase payload capability NFPA Type 3 Rated
(36) 45' Defiant Patrol Monohull *Pictured Below	LOA: 48' Speed: 42 knots * Capable of 50 knots depending on engine selection	Law enforcement, security, and first responder/rescue vessel
(1) 50' Defiant Pilot Boat Monohull *Pictured Below	LOA: 52' Speed: 25 knots Propulsion: Single Propeller	Pilot vessel for vessel escort and navigation. Installed systems included full navigation & communications suite, towing equipment and standard commercial outfitting.
(1) 45' Defiant Pilot Boat Monohull	LOA: 48' Speed: 40 knots * Capable of 40+ knots depending on engine selection	Pilot vessel for vessel escort and navigation. Installed systems included full navigation & communications suite, towing equipment and standard commercial outfitting.
(1) 60' Defiant Dive Support Boat Monohull	LOA: 60' Speed: 30+ knots	Dive Support and Fire Suppression Vessel for offshore Oil/Energy Industry USCG SubT Rated
(1) 70' Endurance Supply Boat Monohull	LOA: 70' Speed: 30+ knots	Offshore Materials Delivery Vessel USCG SubT Rated
(7) 85' Endurance Passenger Ferry Catamaran	LOA: 85' Speed: 20+ knots	150 Passenger - Passenger Ferry USCG SubT Rated
(1) 95' Endurance Passenger Ferry Catamaran *Pictured Below	LOA: 95' Speed: 20+ knots	350 Passenger - Passenger Ferry USCG SubK Rated
(4) 85' Endurance Passenger Ferry Catamaran *Pictured Below	LOA: 85' Speed: 25+ knots	150 Passenger - Passenger Ferry USCG SubT Rated

(1) 105' Endurance Passenger Ferry Catamaran <i>*Pictured Below</i>	LOA: 105' Speed: 25+ knots	350 Passenger - Passenger Ferry USCG SubK
(3) 52' Fearless US Navy Security Vessel	LOA: 52' Speed: 60+ knots	US Navy Patrol and Attack Security Vessel

Currently in Production

- (2) 55' Fire Rescue Vessels (Type 3)
- (13) 85' Defiant Patrol Vessels (Pictured Below)
- (1) 43' Defiant Expedition Vessel
- (1) 64' Defiant Pilot Vessel (Pictured Below)
- (1) 64' Army Corps of Engineers Hydrographic Survey Vessel
- (1) 105' Endurance Passenger Ferry
- (1) 158' Endurance Expedition Yacht (Pictured Below)
- (8) 85' Endurance Passenger Ferry (USCG SubT Rated)
- (18) 95' Endurance Passenger Ferry (USCG SubK Rated)
- (100) 43' Defiant US Navy PBX Vessels (Pictured Below)

Pending Order

- (1) 50 Defiant Fire/Rescue Vessel
- (3) 38 Defiant Fire/Rescue Vessel
- (2) 38 Defiant Fire/Rescue/CBRNE Vessel
- (1) 60 Defiant Fire/Rescue/CBRNE Vessel
- (1) 75' Endurance Patrol and First Responder Vessel
- (1) 75' Endurance Patrol and First Responder Vessel
- (1) 50' Defiant Fire Rescue/CBRNE Vessel (NFPA Type 3 Rated)
- (1) 90' Endurance Fire Rescue/CBRNE Vessel (NFPA Type 1 Rated)
- (1) 50' Defiant Transport Vessel (USCG SubT Rated)
- (1) 64' Defiant Hydrographic Survey Vessel
- (1) 48' Endurance Water Taxi and Whale Watch Vessel (USCG SubT Rated)
- (60) 43' Defiant US Navy PBX Vessels
- (1) 75' Defiant Fire Rescue/CBRNE Vessel (NFPA Type 3 Rated)
- (1) 75' Defiant Fire Rescue/CBRNE Vessel (NFPA Type 3 Rated)
- (1) 50' Defiant Fire Rescue/CBRNE Vessel (NFPA Type 3 Rated)
- (1) 60' Defiant Fire Rescue/CBRNE Vessel (NFPA Type 3 Rated)
- (1) 50' Defiant Patrol Vessel
- (1) 105' Defiant Patrol Vessel

Delivered Vessel Sample Photographs

The below photographs are a small sampling of delivered vessel types (Many of these are more than 1 vessel. Some vessels were NFPA 1925 rated, ABS Rated, Lloyds Rated, USCG SubT rated and USCG SubK rated. These vessels show the vast ability of Metal Shark to supply extremely complex craft across multiple Mission Profiles and requirements.

64 Defiant – Brazos River Pilots – Pilot Boat (Delivery Q1 2019)



35 Defiant as Configured for the Virginia Beach Police



34' Navy Force Protection Boat – Medium (FPB-M)



45' Port Security and Response Boats for Vietnam



US Coast Guard Response Boat – Small (RB-S)



43 Defiant - US Navy PBX Demo Variant



45 Defiant – US Coast Guard FMS (Vietnam)



50 Defiant – USVI Pilot Boat



50 Defiant – Port of Plaquemines Fire Boat



55 Defiant – Port of Plaquemines Fire Boat



75 Endurance – Port of South Louisiana Fire Boat



90 Endurance – Aqueos Dive Support and Response Platform



95 Endurance – Hornblower (New York City) Passenger Ferry



85 Endurance – Potomac River Taxi Passenger Ferry



105 Endurance – New Orleans RTA Passenger Ferry



In Production Vessel Sample Renderings
(2) 50 Defiant (56') – Miami-Dade County Fire Rescue



85 Defiant – US Navy - NCPV Variant (Deliveries start Q4 2018)



158' Expedition Yacht – Private Customer (Miami, FL Resident) – (Delivery Q4 2019)



43 Defiant – Full Production PBX Variant (Deliveries Ongoing) – Pictures Not allowed due to Security





ADDITIONAL ONLINE INFORMATION

Metal Shark Website: www.metalsharkboats.com

Metal Shark Intro Video: <https://vimeo.com/193322922>

Metal Shark Overview Video: <https://vimeo.com/147855131>

Metal Shark General Video Page: <https://vimeo.com/metalshark>