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| TRANSMITTAL MEMORANDUM |
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TO: The Honorable Mayor and City Council

FROM: Karl R. Amylon, City Manager

DATE: May 24, 2021

RE: **Status of the Fire Boat *M/V Harry Newell***

At the City Council meeting of May 20, 2021, Councilmember Flora requested staff prepare an update regarding the status of the fireboat *M/V Harry Newell* and the department's plans for the vessel (see Exhibit A). Councilmember Flora's request was in response to inquiries made by members of the Port & Harbors Advisory Board at its meeting of May 11, 2021 (see Exhibit B).

As indicated in the attached memorandum from Acting Fire Chief Scott Brainard (see Exhibit C), the Fire Department is requesting authorization to surplus the *M/V Harry Newell* and provide for the sale of the vessel by public auction. The rationale for declaring the vessel as surplus is detailed in the Acting Fire Chief's transmittal memorandum and requires no elaboration on the part of my office. I concur with the Assistant Fire Chief's recommendation. Since the value of the vessel is approximately \$175,000, a declaration of surplus requires City Council approval by non-emergency ordinance with an affirmative vote of at least five Councilmembers.

As Acting Chief Brainard notes in his transmittal memorandum, the department has again applied for funding for a replacement response vessel through the Department of Homeland Security Port Security Grant Program. Grant awards are anticipated by July 16, 2021. Acting Chief Brainard's May 24, 2021 email to my office accounts for the difference in cost of replacing the fireboat as programmed in the department's 2023 CIP and the cost of a response vessel for which funding is being sought through the Department of Homeland Security (see Exhibit D).

While the Fire Department has secured a value of the fireboat in its present condition, it does not have a professional assessment of the cost to refurbish the *M/V Harry Newell* and what its remaining useful life may be following such an effort. In researching firms that could undertake the preparation of a Rough Order of Magnitude (ROM) estimate, Acting Chief Brainard has advised my office that the preparation of such an estimate could cost up to \$10,000.

If the City Council so desires, a decision to declare the *M/V Harry Newell* as surplus can be deferred pending a determination of the City's application for funding through the Port Security Grant Program and/or the development of a Rough Order of Magnitude (ROM) estimate to refurbish the vessel. If there is any interest in refurbishing the vessel, I share Acting Chief Brainard's concern that the department will continue to depend on a vessel that is over thirty-five years old and not necessarily best configured to meet the needs of Ketchikan's current waterfront.

Acting Chief Brainard will attend the City Council meeting of June 3, 2021, in order to address any questions and/or concerns that Councilmembers may have.

A motion has been prepared for City Council consideration.

RECOMMENDATION

It is recommended the City Council adopt the motion directing staff to take such action regarding the *M/V Harry Newell* as determined appropriate by the City Council.

Recommended Motion: I move the City Council direct staff to take such action regarding the *M/V Harry Newell* as determined appropriate by the City Council.

FUTURE AGENDA ITEMS

Councilmember Flora gave an update from the Ports & Harbors Advisory Board (PHAB) meeting asking for a report on the status and options on the fireboat Harry Newell that is currently out of the water.

Councilmember Gass questioned who's call it is for the Council to have meetings at Ted Ferry Civic Center (TFCC) or via WebEx.

Vice-Mayor Kiffer stated it is dependent on the levels the EOC sets.

Manager Amylon said that is the practice the Council has been following, depending on the alert level it allows for in-person meetings and because of the level we are at today the recommendations from the EOC has been to not do in-person meetings. He said if Council would like to override that direction they have the authority to do that.

Councilmember Gass stated meetings are more effective when we are meeting in-person and the CDC has made changes to their recommendations regarding gatherings due to the amount of people vaccinated. He said even if we are in a COVID outbreak there is room to space out at the TFCC and would like to meet in-person.

Attorney Seaver stated the Manager has been regulating our facilities in the interest of the public health and welfare and the practice has been to look at the need of the meeting and the number of people and follow the EOC/CDC's recommended guidelines. He said he will be bringing forth an emergency ordinance as far as the Council's procedures so there won't be a gap and a permanent ordinance that will allow the Council to designate another physical location within the City for meetings.

Vice-Mayor Kiffer said the Council does have meetings at other venues.

Attorney Seaver said those were special meetings per the Ketchikan Municipal Code (KMC). He informed this is a policy decision and the Council might want to change it to have that option. He stated per the KMC, regular meetings should be held in the Council Chambers at City Hall.

Councilmember Gass said he would like a future agenda item for Council to determine the future of the EOC operations as it relates to COVID.

Manager Amylon said he will draft a memo and submit it to Councilmember Gass for review. He questioned Attorney Seaver, if the Council would like to meet at the TFCC regardless of any recommendations from the EOC if they are able to do that.

Attorney Seaver stated they cannot do that for regular meetings if we are following the ordinance in the KMC.

Manager Amylon clarified, until we get a new ordinance we should be following the EOC recommended guidelines.

Attorney Seaver stated no, the current emergency ordinance that is set to expire and if we still want that option, gives the City Manager authority to regulate City facilities.

Exhibit B

PORT & HARBORS ADVISORY BOARD MEETING MINUTES DATE: 05/11/2021

CALL TO ORDER:

The Port & Harbors Advisory Board regular meeting was called to order at 7:00 P.M., via WebEx, in Ketchikan, Alaska.

ROLL CALL:

MEMBERS PRESENT:

| | | |
|-------------------------------------|-------------------|------------------|
| <input checked="" type="checkbox"/> | Mr. Eric Lunde | (Chairman) |
| <input checked="" type="checkbox"/> | Mr. Rod Bray | (Vice-Chairman) |
| <input checked="" type="checkbox"/> | Mr. Mark Flora | (Council member) |
| <input checked="" type="checkbox"/> | Mr. Steve Wilsie | |
| <input checked="" type="checkbox"/> | Mr. Andrew Mulder | |
| <input type="checkbox"/> | Mr. Rick Collins | |
| <input checked="" type="checkbox"/> | Mr. Jim Castle | |
| <input type="checkbox"/> | Mr. Tim Walker | |
| <input checked="" type="checkbox"/> | Vacant | |

MEMBERS ABSENT:

Excused

| | | |
|-------------------------------------|-------------------|-------------------------------------|
| <input type="checkbox"/> | Mr. Eric Lunde | <input type="checkbox"/> |
| <input type="checkbox"/> | Mr. Rod Bray | <input type="checkbox"/> |
| <input type="checkbox"/> | Mr. Mark Flora | <input type="checkbox"/> |
| <input type="checkbox"/> | Mr. Steve Wilsie | <input type="checkbox"/> |
| <input type="checkbox"/> | Mr. Andrew Mulder | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Mr. Rick Collins | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | Mr. Jim Castle | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Mr. Tim Walker | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | Vacant | <input type="checkbox"/> |

Harbor Staff Present:

| | |
|-------------------------------------|----------------------|
| <input checked="" type="checkbox"/> | Mr. Mark Hilson |
| <input checked="" type="checkbox"/> | Mr. Dan Berg |
| <input checked="" type="checkbox"/> | Ms. Angel Holbrook |
| <input checked="" type="checkbox"/> | Mr. Hamish Struthers |

MINUTES:

MOTION was made by Mulder to accept the minutes of the regular meeting of the Port and Harbors Advisory Board from April 13th, 2021. **MOTION SECONDED** by Bray.

MOTION PASSED UNANIMOUSLY.

COMMUNICATIONS:

A resignation email from Dan Christensen was laid on the table.

PERSONS TO BE HEARD:

Ken called in to speak to the Board about the sinking of the FV Rainier. Ken stated that he had talked to the owner on the dock, and that he had told him that the bill for raising the FV Rainier was \$17,000 and that he felt that was outrageous. He was upset about the amount the owner of the FV Rainier was billed. Ken states that he has friends coming up on large vessels and wanted to inquire as to if their vessels sink, would they be charged the same amount?

Senior Harbormaster Berg clarified that the vessel sunk do to a heavy snow load, and that because only one harbormaster was on duty he made the decision to call in a professional dive service to raise the vessel. The vessel was attached to city infrastructure and was threatening to damage the dock. Chairman Lunde stated that he felt this was an issue to speak to the Director about.

David Meyer, the owner of the FV Rainier then spoke to the fact that he too felt the bill was way too much money, and that he did not authorize the harbor to call the dive service on his behalf. He states is very upset about the \$15,000 bill. Chairman Lunde also told Mr. Meyer that this was a discussion to have with the Director, and that the Board will add an agenda item for the next meeting to address the procedures for dealing with a sinking vessel. Director Hilson directed Ms. Holbrook to set up a meeting with Mr. Meyer for the following day.

OLD BUSINESS:

1. Future Port Operations—Chairman Lunde

Chairman Lunde reviewed the agenda item and the intended purpose of it. He then stated that he feels that because the Council will address this topic in a future meeting, that the Board should hold off on discussions until after the Council has met, and when they can meet in person.

Director Hilson informed the Board that the City Council has chosen to engage Cruise Line International Association in discussions that will address question four on Chairman Lunde's list of questions to discuss. Director Hilson also noted that because of the sensitive nature of these discussions that the Council will meet in executive session to discussion the future of the port.

Discussion followed. Agenda item tabled until the next meeting of the Board.

NEW BUSINESS:

1. Harry Newell Surplus—Vice Chairman Bray

Vice Chairman Bray stated that he has heard the City is going to surplus the firefighting vessel the Harry Newell. Vice Chairman Bray states that this is a vital asset to the community and wants to know why it is being removed from service.

Director Hilson informed Vice Chairman Bray that the Harry Newell is not a harbor asset nor a public works asset, but an asset of the Fire Department. Director Hilson gave the Board an overview of the issues with the vessel and informed them that the fire department is working on options. Director Hilson also noted a grant opportunity that Assistant Fire Chief Brainard is working on to procure a new fire vessel. He stated he will continue to research the issue and will report back with any more information he can find at the next meeting.

Discussion followed.

Director's Report:

In addition to the information provided in the Director's Report, Director Hilson reported that the Center for Disease Control had released more guidance for the resumption of cruising. He also noted that there are efforts being made trying to get the resumption of cruising in Alaska this season. Director Hilson informed that the regional committee that is working on the resumption of cruising is still meeting, and circulating a draft port agreement for review so that all of the southeast communities can be congruent when cruising resumes and draft comments were submitted.

Vice Chairman Bray inquired about the drive down dock crane being inoperable. Director Hilson updated the Board that after assessing the situation, it was concluded that the safety system on the crane is not in working order, and that the system is out of date and needs to be replaced. The estimated cost is around \$33,000. This project will be presented to the City Council on May 20th, and if approved, staff will begin executing the project with the contractor.

FUTURE AGENDA ITEMS:

1. Discussion of procedures used when a vessel is sinking and options for recovering costs when dealing with sinking vessels—Chairman Lunde

BOARD MEMBER COMMENTS:

Mr. Timothy Walker:

Mr. Eric Lunde: Good meeting, thanks everyone for joining in tonight. I hope we get to meet in person one of these days.

Mr. Rod Bray: I have nothing more to add. Good meeting and glad we got some stuff covered.

Mr. Jim Castle: Good meeting.

Mr. Mark Flora:

Mr. Andrew Mulder: Nice to see everybody.

Mr. Rick Collins:

Mr. Steve Wilsie: Good meeting and good discussion. Looking forward to some answers.

ADJOURNMENT:

MOTION TO ADJOURN was made by Bray at 8:37 p.m. **MOTION SECONDED** by Castle. **MOTION PASSED UNANIMOUSLY.**

Chair/Vice Chair Signature

Date



Exhibit C

KETCHIKAN FIRE DEPARTMENT

Integrity, Professionalism, Respect, Compassion, Teamwork, and Innovation
70 Bawden Street Ketchikan, Alaska 99901
Phone (907) 228-2362 – Fax (907) 225-9613
Acting Chief Scott Brainard
e-mail: scottb@ktn-ak.us

Memorandum

TO: Karl Amylon, City Manager
FROM: Scott Brainard, Acting Fire Chief
DATE: May 17, 2021
SUBJECT: Surplus Fire Apparatus

The Fire Department is requesting authorization to declare the fireboat *Harry Newell* as surplus property in accordance with Section 3.12.070 of the Ketchikan Municipal Code and approval to dispose of the vessel by sale at public auction.

In January of 2020, a marine survey was conducted on the vessel to determine the current value and identify any other issues with the vessel. The report is attached. This report finds that the overall condition of the vessel is "FAIR" with a "fair market value" of \$175,000 and an estimated replacement cost of \$1.0M to \$1.5M.

By report dated September 21, 2020, Chief Hoage advised your office of the status of the *Harry Newell* and the anticipated action to protect the boat from further deterioration. Chief Hoage's report also addressed the current budget and the possibility of seeking grant funding. The replacement for the *Harry Newell* is in the CIP plan for 2023, but the department also realizes the budget has been impacted by the cruise ship industry and this may need to be adjusted. I can report that the department has again applied for a response boat in the 2021 Port Security Grant Program and the Anticipated Funding Selection Date is no later than 07/16/2021.

Just prior to entering the COVID-19 pandemic, the department began having some issues with the fire pumps and began the process of evaluating the condition and feasibility of repairs. During this process two (2) of the three (3) remaining pumps were determined to be completely unserviceable and removed from the vessel. The one (1) remaining pump was marginally serviceable at the time but has now failed along with the transfer case.

Initially, staff investigated options for purchasing new fire pumps of the same specifications as the old. It was determined, however, that due to the age direct replacements are not available. Staff explored the possibility of purchasing different specification pumps to attach to the engines in the same fashion as the existing pumps but found that literature for the existing engines does not support attachment of new pumps in the same fashion due to engine load specifications. Additionally, no pump manufacturer has been willing to provide a quote for pumps due to liability related to the intended use.

Looking at the bigger picture, the fire pumps are not the only mechanical issues with the vessel that was built in 1986 and is now 35 years old. The list of wiring, electronics, charging system and batteries, plumbing for the engines and suppression system, engine controls, engine cooling system, block heaters, steering system, gauges, doors are just part of the list of items that need to be replaced or repaired.

For life safety reasons and preservation, the *Harry Newell* was moved from Thomas Basin to Air Marine Harbor on November 6, 2020. The trip from Thomas Basin to Air Marine was delayed trying to get the port engine running. During the relocation, the starboard engine overheated so it had to be shut it down. It appears the water cooling system has failed on that engine. The port engine would overheat if it was run over 1000 RPM. The drive train between the motors and propellers is also showing signs of mechanical issues and heating up as well.

In researching firms that could provide a Rough Order of Magnitude (ROM) cost for rehabilitation of the vessel, the Fire Department will likely have to compensate a qualified vendor up to \$10,000 to prepare a detailed estimate and schedule for such a project

Financially to address all the repairs and design work would have a significant cost, which would be greater than the current value of the vessel. The cost for an estimate for all the reconditioning and repairs is significant. After investing a significant amount of money into the vessel, the fact is the department would still have a 35 plus year old vessel with new parts but other issues popping up to invest in down the road.

The *Harry Newell* has served us well over the last 35 years. The department's needs in a fireboat have changed as the waterfront of Ketchikan has changed. Looking into the future, Fire Department staff see the mission of the fireboat supporting Port Security, Prevention and Enforcement, Fire, EMS and patient transport along with assisting the needs of ports and harbors.

Sincerely,

Scott Brainard

Acting Fire Chief
City of Ketchikan



KETCHIKAN FIRE DEPARTMENT

Integrity, Professionalism, Respect, Compassion, Teamwork, and Innovation


70 Bawden Street Ketchikan, Alaska 99901

Phone (907) 225-9616 – Fax (907) 225-9613

Fire Chief Abner Hoage

e-mail: abnerh@city.ketchikan.ak.us

Memorandum

TO: Karl Amylon, City Manager
FROM: Abner Hoage, Fire Chief 
DATE: September 21, 2020
SUBJECT: Status of Fireboat Harry Newell

As you are aware the 2015 budget included a project to refurbish the engines on the Fireboat Harry Newell in hopes of extending the life of the vessel by 5 to 10 year. Each year since then the Fire Department has applied under the Port Security Grant Program (PSGP) for funding to purchase a new Marine Emergency Response Vessel to replace the Harry Newell with a multiuse vessel capable of supporting multidisciplinary needs related to the port and harbors including Safety & Security, Hazardous Materials, Fire, and EMS but have so far not been successful in obtaining a grant.

When planning the project in 2015 it was identified that there was a potential for future needed work on the fire pumps and that the period of useful life for the Harry Newell could be impacted by changes in condition of the same (see attached agenda statement). Just prior to entering the COVID-19 pandemic we began having some issues with the fire pumps and began the process of evaluating the condition and feasibility of repairs. During this process two (2) of the three (3) remaining pumps were determined to be completely unserviceable and removed from the vessel. The one (1) remain pump was marginally serviceable but hanging on by a thread.

Initially we investigated options for purchasing new fire pumps of the same specifications as the old, however we found due to the age direct replacements are not available. We explored the possibility of purchasing different specification pumps to attach to the engines in the same fashion as the existing pumps but found that literature for the existing engines does not support attachment of new pumps in the same fashion due to engine load specifications and no pump manufacturer has been willing to provide a quote for pumps due to liability related to the intended use.

We had a marine survey done on the vessel to determine the current value and identify any other issues with the vessel, the report is attached. This report finds that overall, the condition of the vessel is “FAIR” with a “fair market value” of \$175,000 and an estimated replacement cost of \$1M to \$1.5M.

Based on the condition and valuation of the vessel it is my recommendation and intent that we remove the Harry Newell from service and surplus it. Unless directed otherwise I intend to have the vessel hauled out and stored to reduce the chance of any further deterioration prior to being sold and to eliminate a false sense of security in the community that KFD has a fireboat in service and ready to respond.

With the current budget and potential lack of a cruise ship season I expect that we do not have funding for replacement in the upcoming budget. The current CIP calls for replacement of the fireboat in 2022, in the meantime staff will continue to seek out grant opportunities which may allow us to replace the fireboat earlier including applying for a PSGP grant.

TRUE NORTH MARINE SURVEYORS
MARINE SURVEYORS AND CONSULTANTS

45' Fire-Fighting Vessel

M/V Harry Newell



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

(251) 504-0143
tnmarinesurveyors@gmail.com



Report of Marine Survey

Of The Vessel

M/V Harry Newell

45' Fire-Fighting Vessel

Conducted by
Matt Peebles

MARINE SURVEYOR

PREPARED EXCLUSIVELY FOR:
Scott Brainard

January 13, 2020

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Scott Brainard, the attending surveyor did attend onboard the 45' Fire-Fighting Vessel, M/V Harry Newell beginning on December 9, 2019 at 10:00am, where she lay afloat at the Federal Dock at Thomas Basin, where an inspection of the vessel and her systems was performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was not performed and no opinion can be given on their condition. A sea trial was not performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC power was used to check operation of the systems specified in this report only. ***Electronic equipment was checked for power up only.***

No reference or information should be construed to indicate any of the following: ***Evaluation of the internal condition of the engines and the propulsion system's operating capacity.***

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

Parties Present at survey include Matt Peebles (Surveyor) And Warren Lee.

NOTE: It is recommend and understood that the engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Note: NFPA® 1925 Standard on Marine Fire-Fighting Vessels was referenced as it applies to the subject vessel.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 120919FBFD
SURVEY PREPARED FOR: Ketchikan Fire Dept

NAME OF VESSEL: Harry Newell
TYPE OF SURVEY: CONDITION AND VALUE
OVERALL VESSEL RATING: FAIR
ESTIMATED MARKET VALUE: ** \$175,000.00
ESTIMATED REPLACEMENT COST: ** \$1,500,000.00
BUILDER: Workboats Northwest
YEAR BUILT: 1986
HULL IDENTIFICATION NUMBER (HIN): WHN000271K58
HAILING PORT: Ketchikan, AK.
OFFICIAL NUMBER: 695330
OWNER: Fire Protection Services, City of Ketchikan
OWNER'S ADDRESS: 334 Front Street
Ketchikan AK. 99901
PLACE OF SURVEY: Federal Dock at Thomas Basin
DATE/TIME OF SURVEY: December 09, 2019
HULL MATERIAL: Aluminum. Alloy Not Known.
HULL TYPE: MODIFIED-V PLANING
LENGTH: * 45.0'
BREDTH: * 12.0'
DEPTH: * 5.9'
GROSS TONS: * 21
NET TONS: * 17
PROPULSION SYSTEM: Twin Detroit Diesel 6-71 Inboard engines
FUEL TYPE: DIESEL
FUEL CAPACITY: Reported 350 Gallons
AC POWER: 120 V/SHORE
DC POWER: 12 VOLT
INTENDED USE: Fighting fires on the waters of Southeast Alaska
WORKING AREA: Within a 50 mile radius of Ketchikan's City Float.

Asterisks * in this General Information section refers to the source of such information as follows:

* Per USCG Documentation

**Refer to Summary and Valuation Section

II. GENERAL INFORMATION

DEFINITION OF TERMS

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of survey:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

* **HULL: [A1]** Welded aluminum plate construction. 1/4" Bottom and 1/8" hull sides.

STEM: Sharply raked welded aluminum stem with push bars appears solid and well constructed.

TRANSOM: Square welded aluminum transom with attached swim platform with boarding ladder mounted centerline.

BULKHEADS: Four (4) 1/4" aluminum bulkheads.

FRAMES: Welded aluminum 1/4" x 2" x 5 1/2" formed angle frames on 27" to 30" centers.

STRINGERS: 1/4" aluminum 2" x 2" angled longitudinals on 15" centers.

* **BILGE/LIMBER HOLES: [A2]** Bilges are generally clean and limber holes are of adequate size and clear. Engine room bilge was found to have a oil/water mixture in the center compartment.

DECKS: Welded aluminum 1/8" decks with nonskid.

BULWARKS: Aluminum hull extensions measure 14 1/2" forward and 25 1/2" Aft .

GUARDS: 2" x 2" aluminum guards upper and lower topsides and a 3" x 3" UHMW rubrail.

NOTE: Severe pitting was sighted in bottom plate, frames and forward bulkhead aluminum in midships hold centerline below main cabin. Pits were not measured. It is recommended that the pitting be inspected and the bottom plates, bulkhead and frames be renewed as necessary.



Bottom Plate Pitting



Midships Forward Bulkhead Pitting



Frame Corrosion



Midships Frame Pitting

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE

DESCRIPTION: Aluminum constructed cabin with a two panel forward windshield. Sliding doors port and starboard provide access and ventilation while the cabins aft bulkhead houses fixed windows to port and starboard. Aft the cabin is a raised engine room hatch.

SUPERSTRUCTURE HOUSE TO DECK JOINT: Welded.

DECK FITTINGS

RAILINGS: Welded aluminum rails run port and starboard the length of the vessel.
Forward railings are 14 1/2" and aft are 4".

GRAB RAILS: Welded aluminum grab rails are located at strategic locations throughout the vessel.

CLEATS: Eight (8) welded aluminum 10" inch cleats. Four each port and starboard.

SAMSON POSTS: One (1) 12" Samson post forward on bow and one (1) 3" Samson post centerline aft.

SCUPPERS/FREEING PORTS: Cockpit has scuppers at port and starboard aft corners and 12" freeing ports along side decks.
All were clear and serviceable.

HATCHES: One (1) aluminum and Lexan 22' x 22" in forward cabin deck area.
One (1) hydraulic engine room hatch midships.
One (1) 20" aluminum lazarette hatch centerline aft.

LADDER: A tubular aluminum 29" dive ladder is mounted to the swim step centerline aft.

ADDITIONAL EQUIPMENT AND ACCESSORIES

* **LIGHTS:** [C1] Foredeck and cockpit lights provide additional lighting.

FENDERS: Four (4) fenders with lines.

DOCK LINES: Dock lines appear adequate and serviceable.

WIPERS: AM Windshield wipers for both forward panes. Operable.

WINDSHIELD DEFROST: Windshield is defrosted from vents port and starboard from forward Red Dot Heater.

FIRE FIGHTING EQUIPMENT

PUMP DRIVES: Engine driven MARCO hydraulic pump drives.

Model #: DP28-3-11-1.16U-SK SK

Serial #s:

Port: 1353

Starboard: 1352

Port is operable. Starboard is disconnected.

Mechanical lever/cable controls located at main helm.

PUMPS: American Pump located to port. All other pumps have been removed from service. Not Tested.

Model #: CSD-1250

Serial #: A14903

Ratio: 1.59:1

GPM: 1250.

Note: Pumps should be tested monthly to ensure serviceability.

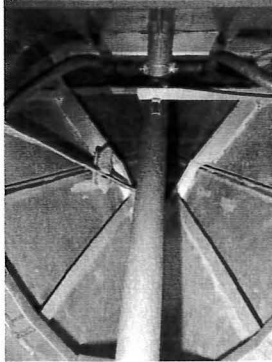
III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

FIRE FIGHTING EQUIPMENT(*continued*)

PRIMING PUMP: Jabsco 12v priming pump.
Model #: 36680-2000
GPM: 6.0

- * **WATERWAYS:** [B1] 4 1/2" aluminum schedule 40 pipe runs the length of the vessel and provides water to all monitors. Internal condition is unknown. Forward waterway connection to starboard bow thruster pipe was found to have a roughly 1/8" x 1/4" hole. (See Photos)



Forward Waterway



Starboard Bow Thruster Pin Hole

FRESH WATER FLUSHING SYSTEM: Fresh water flushing system is comprised of a hose leading to an aluminum manifold midships that directs fresh water to the pumps and waterways and is then pumped overboard to starboard.

Discharge Pump: Jabsco Water Puppy
Model : 18660-0121

Note: Waterways should be flushed with fresh water after every use in salt water (NFPA 1925 6.2.14)

MONITORS: One (1) 2000 gpm 3" Akron Stream Master bow monitor with combination nozzle reported new in 2003.

Model #: 3570.

Serial #: M14233802

One (1) Adjustable rotating Elkhart 3" monitor centerline midships.

Two (2) Aft deck manual Elkhart 2 1/2" monitors with Akron 3488 discharge pipes and smoothbore nozzles necked down to 1 3/8" are located to port and starboard.

DISCHARGES: Two (2) 2 1/2" Akron discharges forward to port and starboard. Port discharge is not in service.

One (1) 5" centerline midships.

Two (2) 2 1/2" centerline midships.

FIRE HOSES: Fourteen (14) hoses stored in forward cabin to starboard.

WYES: One (1) Akron leader line wye 2 1/2" inlet to Two (2) 1 1/2" outlets.

MANIFOLDS: One (1) Angus Five way manifold.

COMBINATION NOZZLES: Two (2) Elkhart 1 1/2" combination nozzles.

Model #: 3020

FOAM SYSTEM: Task Force Tips Pro Pak portable foam system unit.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

FIRE FIGHTING EQUIPMENT(*continued*)

- * **OPTICAL WARNING LIGHTS:** [B2] Red and Blue optical warning lights. Blue is operable. Red is Inoperable.

DECK HORN: NewMar Deck Horn mounted beneath radar arch. Not Tested.
Model #: PA-40/30.

INTERIOR

DESCRIPTION: Entry is from the port or starboard side decks through sliding doors. The main saloon features a full width bench aft with engine room access center, forward is the helm to starboard and electronics on a console to port. moving forward and down a step center is a cabin that stores the fire fighting equipment and safety gear. forward is an access to the forward waterway and bow thruster.

DECKS: 1/8" aluminum decks in wheelhouse and plywood decks forward.

CEILINGS: Wood paneling.

- * **OVERHEAD:** [C2] White vinyl overhead with wood strip trim.

VENTILATION: Ventilation is provided by large sliding windows port and starboard.

HEAT: Red Dot heater forward to port.

PROPULSION

MAIN ENGINES

MAKE/MODEL: Twin 1984 Detroit Diesel 6-71TI Inboard engines. Reported rebuilt 2015.

INDICATED HOURS: Actual hours after rebuild: Port: 122.5 Starboard: 118.4
Hours indicated on meters at helm: Port: 1567.0 Starboard: 1559.6

THROTTLE CONTROLS: Morse mechanical lever/cable type at main helm.

ENGINE ALARMS: Low oil pressure alarm and coolant over heat warning both visual and audible at helm station.

EMERGENCY SHUT DOWN: Mechanical fuel and air shut off controls for both engines. Located on cabins aft bulkhead to port and starboard. Properly labeled.

VENTILATION: Natural, flow ventilation provided by louvered vents in engine room cover aft. Appears adequate.

- * **EXHAUST SYSTEM:** [A3, A4, A5] Raw water cooled with 8" flexible hose exiting through transom port and starboard. Hose to pipe connections were found to be single clamped. Hoses were in poor condition and in need of replacement.

INSULATION: Aluminized foam rubber sound deadening insulation on bulkhead between engine room and main cabin.

COOLING SYSTEM: Closed fresh water reservoir with heat exchanger and raw water cooled exhausts.

OIL FILTERS: Engine mounted Napa oil filter.
Model #: 1970.
Date on filter indicates it was last changed 5/30/2018.

TRANSMISSIONS: Twin Disc 509 Marine Transmissions,
Ratio 2.0:1.
Serial #s:
Port: 5W 0848
Starboard: Not Sighted.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

PROPELLER SHAFT: 2 1/4" stainless steel. Good condition where sighted.

PACKING GLAND: Port and starboard shaft seals appeared serviceable.

ENGINE MOUNTS: Main engines are thru bolted to an aluminum stringer system.

Engine bed stringers measure 4 1/2" x 10" inboard and 4 1/2" x 7" outboard.

OVERALL CONDITION: Engines were clean and appeared to be well maintained. A detailed log was available documenting all vessel operations and maintenance.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Diesel

TANKS/CAPACITY/MATERIAL: Two (2) 175 Gallon aluminum tanks located port and starboard aft beneath cockpit decks. Limited access prevents full inspection.

FUEL FILL/HOSE LOCATION(S): Port and starboard decks beneath gunwales. Not marked for fuel, appears serviceable where sighted.

VENT LOCATION: Port and starboard decks beneath gunwales

FUEL LINES: Appears serviceable and approved where sighted.

Note: Marine fuel lines are generally considered to have at most ten years of service expectancy. If the fuel lines are nearing 10 years of age they should be renewed.

* **SHUT-OFF VALVE: [B3]** Ball valves at filters. Valve handle was found to be broken and not able to operate the valve.

FUEL FILTERS: Remote mounted Racor filter/water separator type model #: 1000FG and engine mount spin on/off type.

FUEL GAUGE: Hart Systems Inc. Tank Tender fuel gauge at main helm.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (DC SYSTEM)

* **VOLTAGE/BATTERIES: [A6, B4]** One bank of Two (2) 12v 8D Interstate Marine batteries provide engine cranking and house power. Batteries were secured, in trays with no protection on hot terminals.

MAIN BATTERY SWITCHES/LOCATION: Cole Hershey rotary type battery switch is mounted on the cabins aft bulkhead. Appeared serviceable.

PANEL/CIRCUIT PROTECTION: Over-current Protection: Circuit breakers. Location: Port forward main cabin. Access: Serviceable.

TYPE CONNECTORS: Round Lugs, Captive type, where sighted. Appear serviceable.

* **ROUTING/SUPPORT: [B5]** Wires were well routed and supported where sighted.

CHARGING SYSTEM: Alternators on main diesel engines.

Newmar battery charger located to starboard in forward cabin. Operable.

Model: ABC 12-25.

Serial #: 2960.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (AC SYSTEM)

SHORE POWER INLET: One (1) Furion 30 amp/125v to port and One (1) Marinc 30 amp / 125v to starboard.

MAIN BREAKER: One (1) in the main electrical panel.

BRANCH BREAKERS: Four (4) Branch breakers.

CONNECTORS/ROUTING/SUPPORT: Captive lug type connectors. Wiring well supported and routed. Appears serviceable where sighted.

* **OUTLETS: [A7]** Various A.C. outlets available throughout the vessel appear adequate and conveniently located. Tested ok with Ideal Suretester for proper wiring and polarity. No GFCI outlets sighted.

POLARITY: Checked: At A.C. outlets, polarity normal.

* **GALVANIC ISOLATOR: [C3]** None Sighted. Highly recommended to reduce accelerated zinc loss.

HEAT

HEATING SYSTEMS

TYPE/MANUFACTURE: Red Dot 12vdc heater mounted in forward cabin to port.

Model #: R-5040-0

BTUs: 48,000/hr @ 100F.

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE: Hydraulic, by Wagner, where sighted appeared serviceable.

LINES AND FITTINGS: Copper tubing, Appears Serviceable.

RAM/CYLINDER: Wagner Cylinder, Well mounted.

Model #: N40-190 700 0006

Serial #: 10124

* **BOW THRUSTER: [C4]** A bow thruster is tied into the vessels waterway system.
Mechanical lever/cable controls at main helm.
Not in service.

RUDDER FOLLOW-UP: Wagner Rudder Follow-Up located centerline in lazarette.

Model #: 201 510-065

Serial #: 3726.

* **RUDDER INDICATOR: [C5]** Wagner Rudder Indicator at main helm was found to be Not Operable.
Model #: 150.

HYDRAULIC SYSTEM

HYDRAULICS

TYPE/LOCATION: Engine mounted Eaton hydraulic pumps power cylinders port and starboard that lift and lower the engine room hatch.

TANK: A 10 gallon steel hydraulic fluid tank is mounted to the engine room hatch.

III. SYSTEMS

HYDRAULIC SYSTEM

HYDRAULICS(*continued*)

- * **HOSES/FITTINGS: [B6]** Hoses and fittings appeared mostly serviceable where sighted.
Hydraulic fluid was found to be leaking from main manifold and cylinders port and starboard.

GROUND TACKLE

GROUND TACKLE

- * **ANCHORS/LINE: [B7, B8]** One (1) estimated 22lb Sea Dog Seahook anchor with 3/8" chain and 100' 1/2" nylon line stored in forward cabin. Appears serviceable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS

ELECTRONICS:

| Item | Make | Model | Serial # | Powered up |
|-------------------|-------------|----------|-------------|------------|
| RADAR DISPLAY | Furuno | RDP-139 | 4309-2580 | Yes |
| VHF FM TRANCEIVER | Kenwood | TK-7150 | 70900021 | Yes |
| VHF | Icom | IC-M604 | 2109389 | Yes |
| COMPASS | Ritchie | HF-72 | 385 | NA |
| RADAR ANT. | Furuno | RSB-0070 | R122-0891 | Yes |
| SOUNDER | Furuno | FCV-620 | 8062-1357 | Yes |
| COMM SYSTEM | David Clark | U3815 | Not Sighted | No |

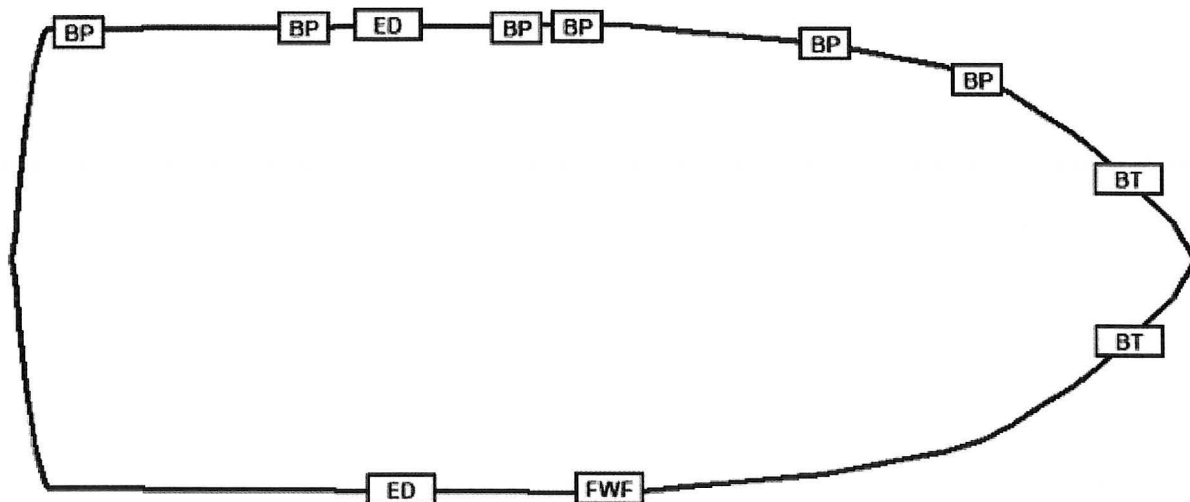
- * **NOTE: [B9]** Electronics were found to be out-dated and in need of replacement.
An emergency response vessel would benefit from a redundancy in navigation and communication electronics with independent power sources for each set.

III. SYSTEMS

THRU-HULLS

THRU-HULLS

THRU-HULLS ABOVE WATER LINE:



| Abbreviation | Description |
|--------------|--------------------------|
| BP | Bilge Pumps |
| BT | Bow Thruster |
| ED | Engine Drain |
| FWF | Fresh Water Flush Outlet |

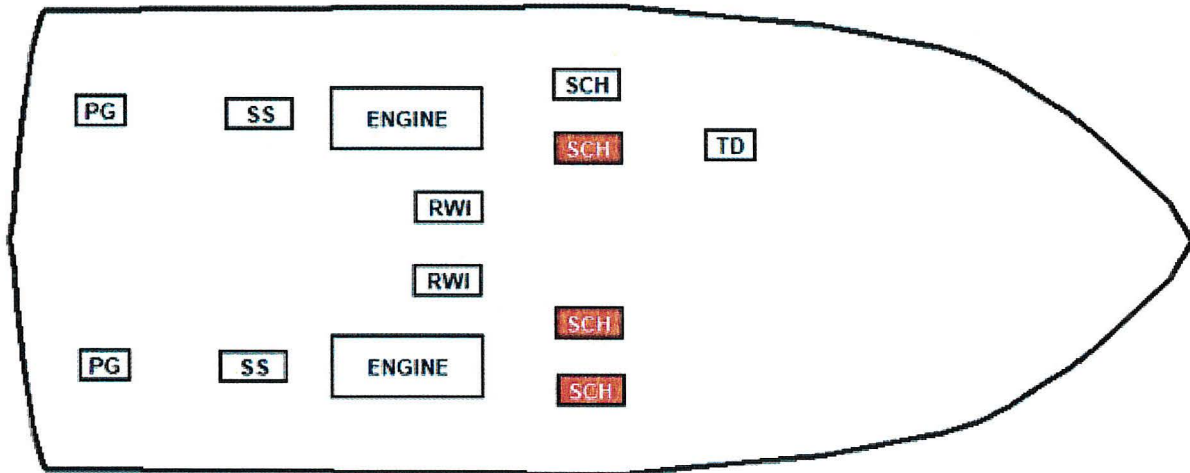
**** Red Icon(s) with white text indicates inoperable item.**

III. SYSTEMS

THRU-HULLS

THRU-HULLS(continued)

THRU-HULLS BELOW WATER LINE:



| Abbreviation | Description |
|--------------|------------------|
| ENGINE | Engine |
| PG | Pkng Gland |
| RWI | Raw Water Intake |
| SCH | Sea Chest |
| SS | Shaft Seal |
| TD | Transducer |

**** Red Icon(s) with white text indicates inoperable item.**

- * **RAW WATER STRAINERS: [A8]** Four (4) Perko bronze sight glass strainers. Appeared serviceable. Hoses to raw water strainers were cracked and in need of immediate replacement.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Four (4) Type V -U.S.C.G. approved.
Eight (8) Type III-U.S.C.G. approved.
Five (5) Immersion Suits located forward to port.

NUMBER OF THROWABLE PFD'S: One (1) Type IV-U.S.C.G. approved throwable device. Life ring with vessels name and line attached.

FIRE EXTINGUISHERS: One (1) Amerex BII dry chemical forward to starboard and one (1) Fireboy Halon 1301 Type in engine room. Appear serviceable.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

VISUAL DISTRESS SIGNALS (FLARE KITS): Day/night visual distress signals consist of an Orion Strobe light and a daytime signal flag.

* **SOUND DEVICES: [A9]** Horn was NOT Operable.

NAVIGATIONAL LIGHTS: Port and Starboard navigation lights are operable.

Anchor light Operable.

Stern light Operable.

INLAND NAVIGATION RULE BOOK< (12M-39'4"): None sighted.

* **"NO OIL DISCHARGE" PLAQUE: [A10]** None Sighted.

* **TRASH DISPOSAL PLACARD: [A11]** Not sighted.

AUXILIARY SAFETY AND FIRE FIGHTING EQUIPMENT

* **E.P.I.R.B.: [B10]** None Sighted

BILGE WATER ALARM: None Sighted. Highly recommended for vessels with enclosed accommodations.

FIXED FIRE EXTINGUISHING SYSTEM: Fireboy Model 70MA Halon 1301 in engine room. Automatic and manual activated. Fire extinguishers should be serviced annually.

* **SEARCH LIGHT: [B11]** Jabsco 12vdc remote controlled searchlight mounted forward on hard top. Not Operable.
Model #: 60080-0012.

* **FIRST AID KIT: [B12]** None Sighted.

NOTE: The Following equipment is required on a class V Fire Fighting Vessel per NFPA 1925-10.1.1

Fire-fighting equipment that is specified in this chapter and required for a given class of vessel shall be supplied and mounted or stowed as per the AHJ prior to the vessel being placed in operation in accordance with Table 10.1.1(a)

24" BOLT CUTTERS: None Sighted

6' PIKE POLE: Two (2) 12' and Three (3) extendable pike poles on board.

UTILITY ROPE: Sighted.

PORTABLE EXTINGUISHERS: Sighted

PICKHEAD AX: Mounted in main cabin to port.

4 SPANNER WRENCHES: Three (3) Spanner wrenches sighted.

ROPES IN THROW BAG: Sighted.

BILGE PUMPS

* **BILGE PUMPS: [B13, C6]** Five (5) Rule submersible bilge pumps with remote auto float switches and manual switches.
Four (4) are Operable.
Engine room aft bilge pump float switch was inoperable.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

NOTE: As this vessel was surveyed in the water, the underwater machinery as well as the hulls wetted surfaces were not observed and no opinion can be given as to their condition.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Findings noted under "**OTHER FINDINGS**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Findings will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER FINDINGS NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY FINDINGS (PRIORITY):

| FINDINGS | RECOMMENDATIONS |
|--|--|
| A.1 (PAGE 4) HULL: Severe pitting was sighted in midships hold hull plating, the midship holds forward bulkhead and midships frames forward the seachests | Have an ultrasonic survey of the hull performed to determine the extent of the wastage and renew hull plating, bulkhead and frames as necessary. |
| A.2 (PAGE 4) BILGE/LIMBER HOLES: Engine room bilge was found to have a oil/water mixture in the center compartment. | Remove oil from engine room bilge. Ensure oil is not allowed to be pumped overboard. |
| A.3 (PAGE 7) EXHAUST SYSTEM: Exhaust hoses were found to have single clamps at hose to pipe connections. ABYC P-1.7.10.1 Every exhaust hose connection shall be secured with at least two clamps at each end to produce a secure, liquid and vapor tight joint. | Double clamp all exhaust joints. |
| A.4 (PAGE 7) EXHAUST SYSTEM: Rust was sighted beneath exhaust lagging on port engine. | Remove exhaust lagging and inspect exhaust piping and fittings beneath for serviceability. Replace if necessary. |
| A.5 (PAGE 7) EXHAUST SYSTEM: Exhaust Hoses were nearing the end of serviceability and were in need of replacement. | Replace hoses as necessary. |
| A.6 (PAGE 8) VOLTAGE/BATTERIES: Batteries had no protection on positive terminals. ABYC E-10.6: To prevent accidental contact of the ungrounded battery terminal to ground, each battery shall be protected so that metallic objects cannot come into contact with the ungrounded battery terminal. | Provide coverings for positive battery terminals. |

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY FINDINGS (PRIORITY):

| FINDINGS | RECOMMENDATIONS |
|--|---|
| A.7 (PAGE 9) OUTLETS: Port engine room AC outlet aft had signs of overheating and no weatherproof cover. | Recommend checking the wiring to this outlet and the installation of GFCI (ground fault circuit interrupter) outlets with weatherproof covers in engine room. |
| A.8 (PAGE 12) RAW WATER STRAINERS: Hoses to raw water strainers were in need of replacement. | Replace Raw water intake hoses immediately. |
| A.9 (PAGE 13) SOUND DEVICES: No sound device onboard. | Comply with USCG regulations for Sound Devices. |
| A.10 (PAGE 13) "NO OIL DISCHARGE" PLAQUE: No oil discharge plaque sighted in engine spaces. | Provide USCG "No Discharge of Oil" placard as per (CFR 155.770). |
| A.11 (PAGE 13) TRASH DISPOSAL PLACARD: No trash disposal placard sighted. | Provide and post trash disposal placard as per (33 CFR 151.39). |

B. FINDINGS NEEDING ATTENTION:

| FINDINGS | RECOMMENDATIONS |
|---|---|
| B.1 (PAGE 6) WATERWAYS: Forward waterway has been found to have pitting at intersection with bow thruster. | Inspect all waterways internally and replace where necessary. |
| B.2 (PAGE 7) OPTICAL WARNING LIGHTS: Red Optical Warning Light was found to be inoperable. | Repair or replace as necessary. |
| B.3 (PAGE 8) SHUT-OFF VALVE: Fuel shut-off valves were in poor condition and in need of replacement. | Replace as necessary. |
| B.4 (PAGE 8) VOLTAGE/BATTERIES: Port battery was found to have more than four conductors on the negative terminal. ABYC 10.8.4.1 A maximum of four conductor terminals shall be permitted to be installed on a single battery stud. | Install a buss bar or re-route additional conductors. |
| B.5 (PAGE 8) ROUTING/SUPPORT: Wires for forward heater were found to have been overheated. | Investigate and repair or replace as necessary. |
| B.6 (PAGE 10) HOSES/FITTINGS: Hydraulic fluid was found to be leaking from main manifold and cylinders port and starboard. | Investigate and repair or replace as necessary. |

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

| FINDINGS | RECOMMENDATIONS |
|---|--|
| B.7 (PAGE 10) ANCHORS/LINE: Anchor was found to be stored in a tote in the forward cabin. NFPA 1925-15.7.2 The anchor and its rode shall be located where they are readily accessible and can be rapidly deployed. | Ground tackle should be properly sized, rigged, stowed and ready for use. |
| B.8 (PAGE 10) ANCHORS/LINE: Anchor lines bitter end was not attached to the vessel. NFPA 1925-15.7.3.2 The bitter end of the rode shall be securely attached to the vessel. | Secure anchor line to vessel. |
| B.9 (PAGE 10) NOTE: Electronics were found to be out-dated and in need of replacement. | As this is an emergency response vessel it is recommended that all electronics have a backup wired separately to ensure communication and navigation at all times. |
| B.10 (PAGE 13) E.P.I.R.B.: NFPA 1925-15.12.1 Each vessel shall carry an emergency position indicator radio beacon (EPIRB), and it shall be stowed to prevent accidental activation. | Provide an EPIRB. |
| B.11 (PAGE 13) SEARCH LIGHT: Search light Not Operable. NFPA 1925-14.4.3 Type V marine fire-fighting vessels shall be equipped with at least one 1 million candlepower (1,000,000 candlepower) portable searchlight. | Repair or replace searchlight. |
| B.12 (PAGE 13) FIRST AID KIT: NFPA 1925-15.13.2 Type V vessels shall be equipped with a USCG approved first aid kit. | Add a first aid kit to the vessels stores. |
| B.13 (PAGE 13) BILGE PUMPS: Lazarette bilge pump wiring was found to be connected by a wing nut. ABYC E-11.16.3.6 Twist on connectors i.e. wire nuts shall not be used. | Replace wire nut with butt connector. |

C. SURVEYORS NOTES AND OBSERVATIONS :

| FINDINGS | RECOMMENDATIONS |
|---|--|
| C.1 (PAGE 5) LIGHTS: Starboard cockpit light was inoperable as well as multiple cabin lights. | Replace non serviceable lighting fixtures with LED lighting for better functionality and less maintenance. |
| C.2 (PAGE 7) OVERHEAD: Mildew was sighted on vinyl overhead. | Clean or replace as necessary. |

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYORS NOTES AND OBSERVATIONS :

FINDINGS

RECOMMENDATIONS

C.3 (PAGE 9) GALVANIC ISOLATOR:

No galvanic isolator sighted.

Install galvanic isolator.

C.4 (PAGE 9) BOW THRUSTER:

Bow thruster was not serviceable.

Recommend repairing to manufacturers specifications or installing an independent bow thruster system to ensure maneuverability and station keeping ability while pumping.

C.5 (PAGE 9) RUDDER INDICATOR:

Rudder indicator was found to be inoperable.

Repair or replace as necessary.

C.6 (PAGE 13) BILGE PUMPS:

Engine room aft bilge pump float switch was inoperable.

Repair or replace as necessary.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: **FAIR**

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

APPRAISAL METHODOLOGY:

Estimated Fair Market Value is determined using a cross reference of data from Soldboats.com, BUC UsedBoat Pricing Guides, NADA, Yachtworld.com, other online sales listings or brokerages. The Estimated Market Value is for the vessel in its condition on the date or dates of the Survey, prior to any repairs or maintenance.

Workboats Northwest being a small production boat builder, there is limited market information available. The surveyor compared several similar vessels currently on the market and several that have sold recently. The prices were adjusted for location, (Per Buc location percentages) if necessary, and dealer markup (generally 10% of asking price) then averaged and a Fair Market Value established.

V. SUMMARY AND VALUATION

MARKET ANALYSIS:

SOLD BOATS:

1985 50' Search and Rescue vessel. Located: British Columbia, Canada.

Sold: **\$192,275.00 US Dollars.**

1975 45' Neuville Boat Works aluminum Crew Boat. Located: Vancouver, BC.

Sold: **\$150,000.00 US Dollars.**

2004 42' Peregrine Marine aluminum passenger vessel. Located: Whittier, Alaska.

Sold: \$250,000.00 - 20% age adjustment = **\$200,000.00**

Average: \$180,758.33

CURRENT LISTINGS:

1981 42' Lafco Aluminum crew boat. Location: Gulf of Mexico.

Asking Price: \$145,000.00 + 20% location adjustment - 10% markup = **\$159,500.00**

1979 45' Technical Marine Fab. aluminum crew boat. Location, US Gulf.

Asking Price: 225,000.00 + 20% location adjustment - 10% markup = **\$247,500.00**

2005 38' SEA ARK Dauntless FIRE RESCUE. Location: Florida.

Asking: \$205,000.00 - 20% age adjustment + 20% location adjustment - 10% markup = **\$184,500.00**

1979 USCG CURTIS UTB. Location: Fairhaven, MA.

Asking Price: 175,000.00 + 15% location adjustment - 10% markup = **\$183,750.00**

Average: \$193,812.00

Cost Approach Method:

If the Cost Method of appraisal is considered, using the INA Depreciation Scale, with the vessels current replacement value reported at \$1,500,000.00, this 34 year old vessel, in 2019, would be worth approximately **\$150,000.00**

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

\$175,000.00

One Hundred Seventy Five Thousand Dollars and Zero cents

2. The **"ESTIMATED REPLACEMENT COST"** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. Estimated replacement cost information was provided by MetalCraft Marine U.S. Inc. of Cape Vincent, NY.

"ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$1,500,000.00

One Million Five Hundred Thousand Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the *M/V Harry Newell*, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **December 9, 2019** and was found to be a well constructed, appointed and comfortable vessel. Other than the discrepancies noted in the body of the report, and once the findings listed under section (A: Safety Findings) are remedied, the *M/V Harry Newell* is considered to be Fit for Its Intended Use of *Fighting fires on the waters of Southeast Alaska*

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



Matt Peebles, Marine Surveyor.

SAMS, SA. IAMI # 4247



VI. PHOTOGRAPHS



Harry Newell



Port Bow

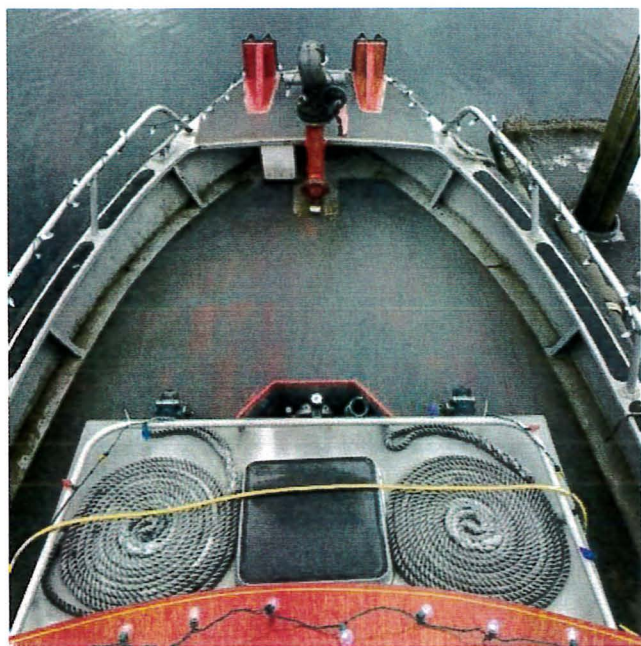


Port Quarter

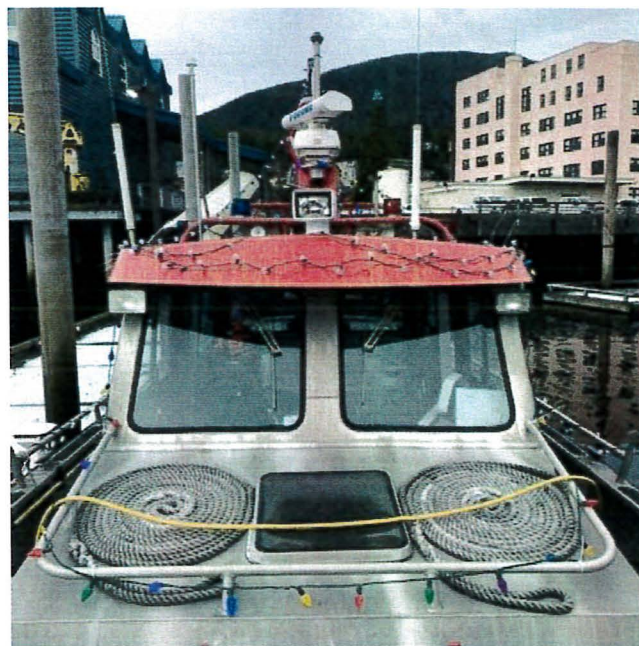


Starboard Quarter

VI. PHOTOGRAPHS



Bow/Foredeck



Windshield



Midships Station

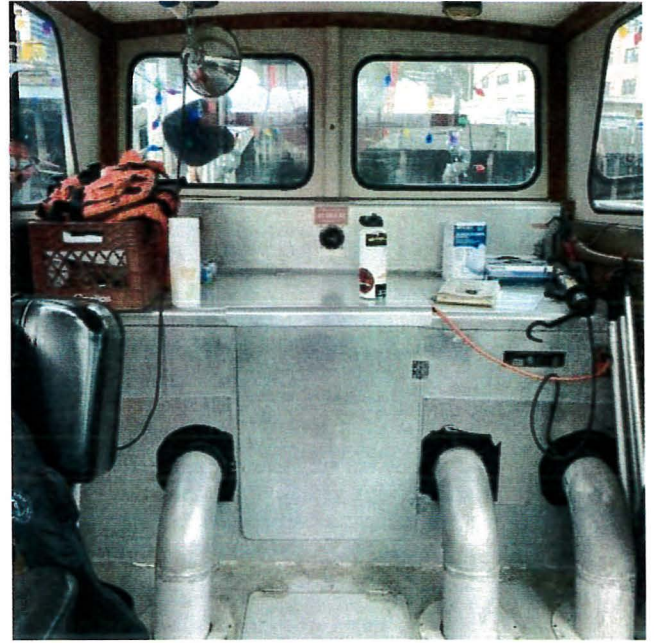


Cockpit

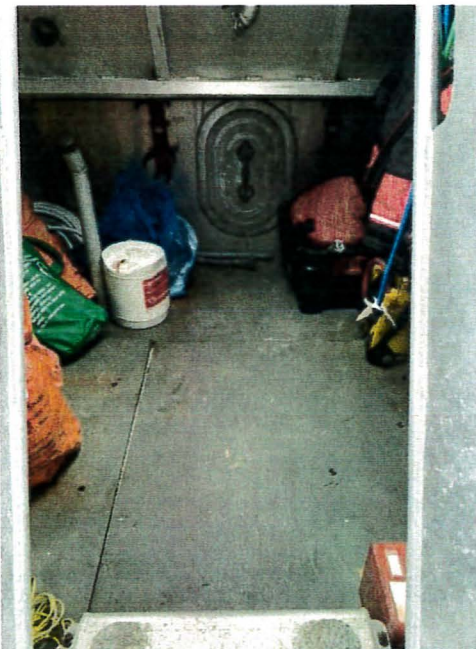
VI. PHOTOGRAPHS



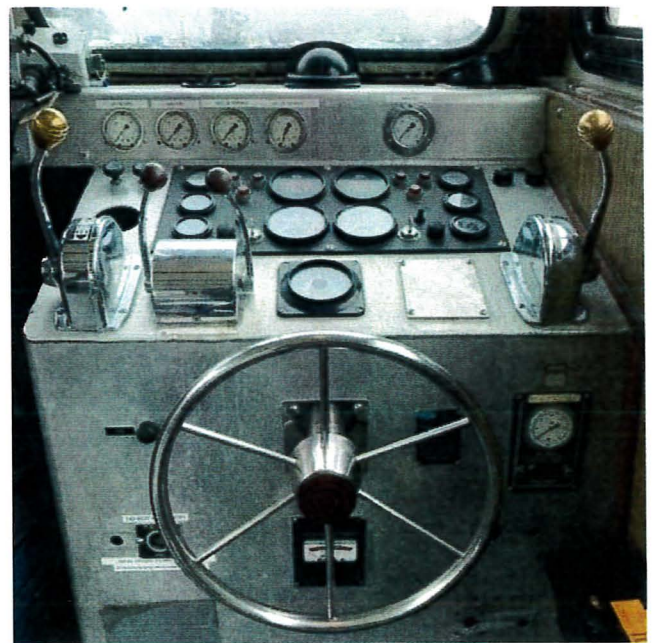
Cabin Forward



Cabin Aft

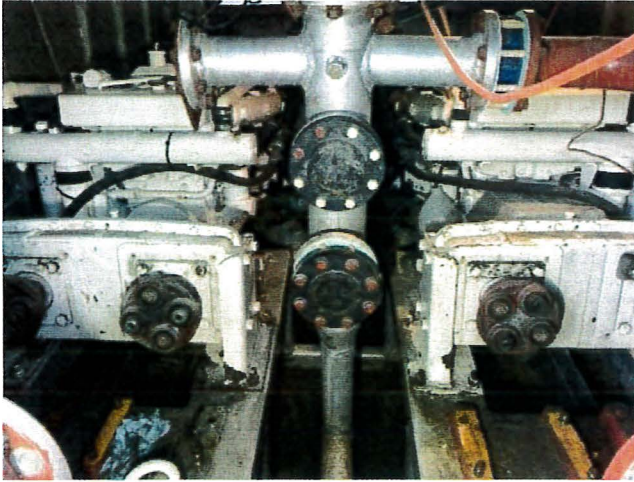


Forward Cabin

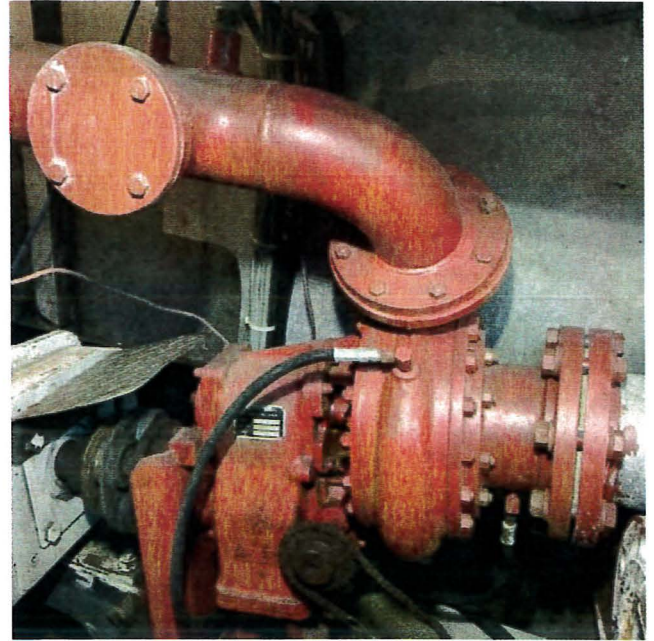


Helm

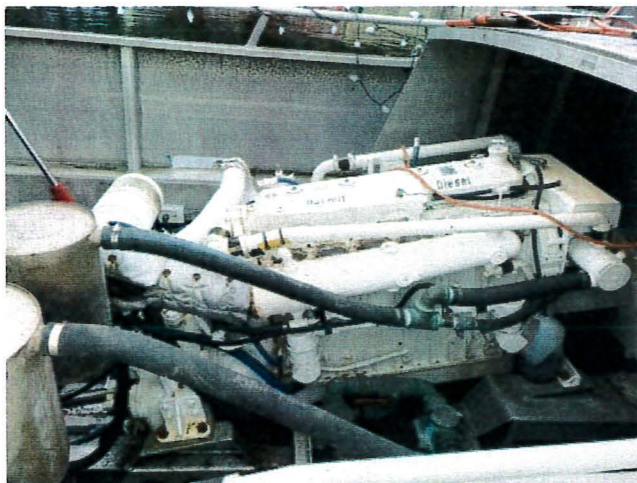
VI. PHOTOGRAPHS



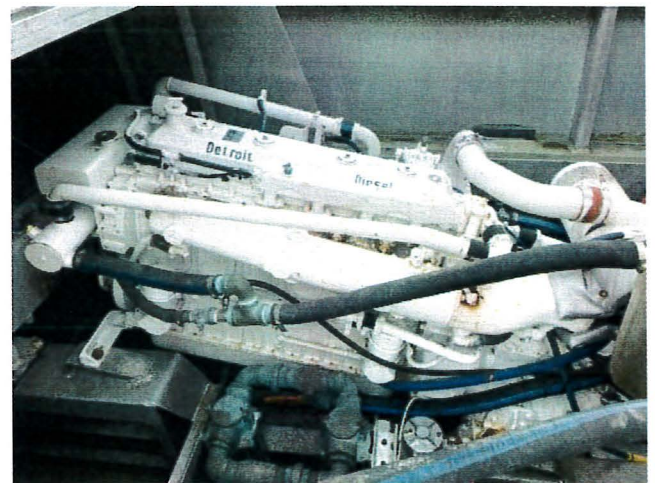
Engine Room



Pump



Port Main



Starboard Main

Exhibit D

Karl Amylon

From: Scott Brainard
Sent: Monday, May 24, 2021 5:12 PM
To: Karl Amylon
Cc: Lacey Simpson; Abner Hoage
Subject: RE: Response Boat
Attachments: Quote - 2022_15Apr2021_Endavor 34.pdf; 32-39 Packman_Performance_Twin 300 Verado (Nebco Fire).pdf

Karl,

After applying for the grant for several years with the value of one million dollars we had the discussion to reduce the value of this year's Port security Grant request in hopes of making the grant request more attractive to the grant administrators. The 1 to 1.5 million dollar value is based on trying to replace the Harry Newell with the same footage, engines and pumping capacity.

To do this we looked at a smaller boat design with outboard motors instead of inboard motors. The fire pump and output size was reduced from 5,000 GPM to 1,500 GPM. 1,500 GPM is similar to a regular fire truck. We also reduced the Hazardous Materials requirements for the cabin by eliminating (CBRNE) requirements. These items reduce the build cost significantly.

The requested boat should meet NFPA 1925 standards for a Type IV fire boat. The vessel would be in the range of 32-40 foot with a walkthrough cabin and patient bench seats. Transporting medical patients is one of our missions and important to us. It would also include navigational and communication equipment to allow crews to operate with responders from other agencies in any of the many weather conditions encountered on the Alaskan waters.

The grant request includes additional equipment to allow the vessel to maximize its full potential by providing security, fire suppression and rescue services on a daily basis, audible siren and public address system, VHF and Public Safety communications radios, dedicated EMS equipment storage, a rescue litter, patient bench, foam proportioning system for extinguishing petroleum based and structure fires, pike poles, hand line and LDH hoses and other firefighting/rescue equipment. Dropdown Bow door along with rear dive doors. Electric davit for lifting. If successful with the grant we hope to include the Ports and Harbors staff and local expertise in the final design details of the boat.

In addition, a trailer to transport the boat from the manufacturing location to Seattle area to be loaded on a barge or Alaska State Ferry. After arrival in Ketchikan, the trailer would also be used to logistically transport the boat from the water to regularly scheduled maintenance and cleaning.

The following description and two attachments are examples of what we are thinking of.

32 Defiant – Twin outboards

- Price Range: \$395,000 - \$600,000
- Build Time: ~240 – 270 Days
- Max HP: 1000
- Max Gasoline Fire pump: 1500GPM-150PSI/6.0L KEM/Darley or Equal or smaller
- Notable options: Bow door, dive doors, shock mitigating seats, Climate Control, Multiple engine options, Fire packages, Purple K, Foam, CBRNE, trailer, and full customization



Scott Brainard

Acting Fire Chief
Ketchikan Fire Department
70 Bawden Street
Ketchikan, AK 99901
Tel: [\(907\) 228-2362](tel:(907)228-2362)
Cel: [\(907\) 617-1396](tel:(907)617-1396)



From: Karl Amylon <KarlA@City.Ketchikan.Ak.Us>
Sent: Monday, May 24, 2021 2:34 PM
To: Scott Brainard <scottb@City.Ketchikan.Ak.Us>
Cc: Abner Hoage <AbnerH@City.Ketchikan.Ak.Us>; Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>
Subject: Response Boat

Scott,

The Port Security Grant Program application specifies a procurement cost of \$700,000, while your cover memo cites a replacement cost of \$1.0 to \$1.5 million for the *M/V Harry Newell*. I realize a response vessel may not be the same as a fire boat. Will it have firefighting capabilities? What are the other major differences?

Karl

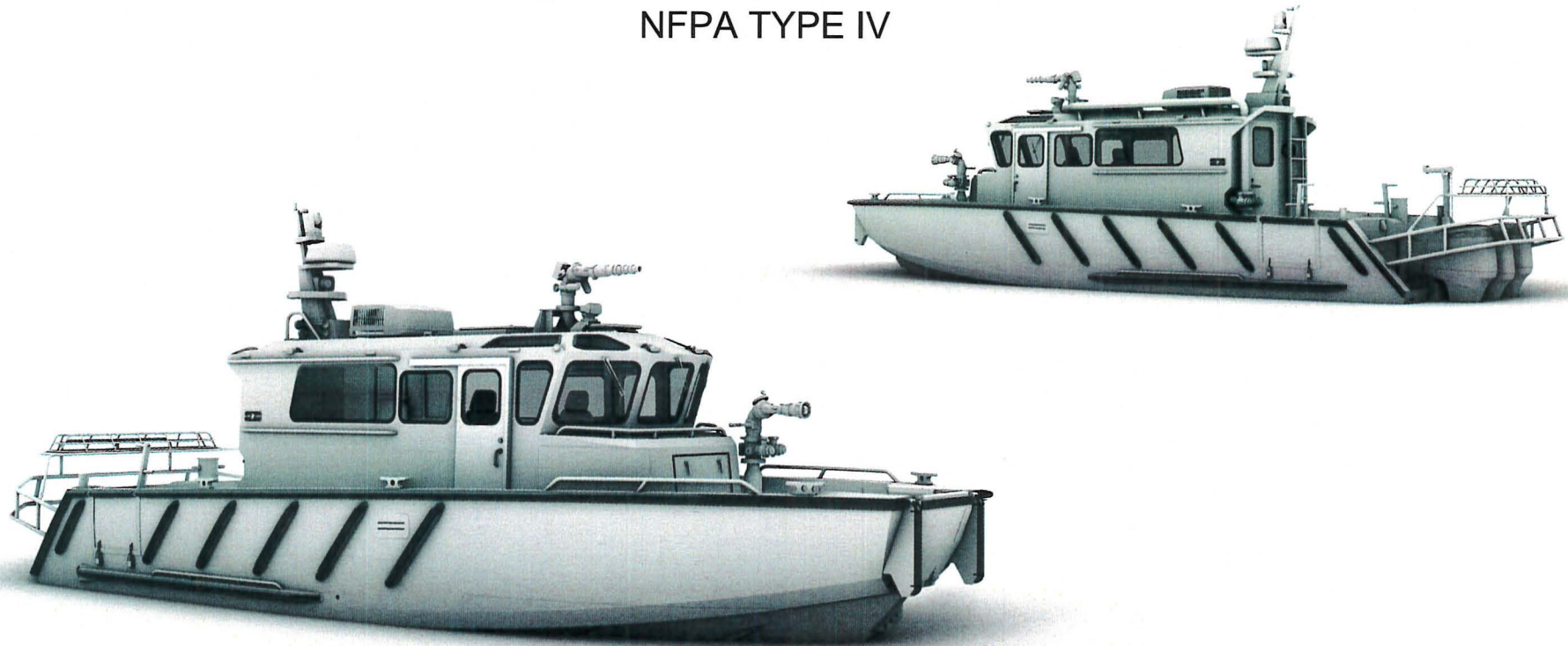
Karl R. Amylon
City Manager/KPU General Manager

| | | | | | | | | | | |
|--|--|--|----------------------------|--|--|--------------------------------|--|--|--|--|
| Department: Fire | | | Project Priority: 8 | | | Project Number: | | | | |
| Project Title: Replace 52-741 (Fire Boat) | | | Start Date: 01/23 | | | Estimated Project Cost: | | | | |
| Description: | | | End Date: 12/23 | | | Design | | | | |
| This project is to replace the fire boat, <i>Harry Newell</i> , No. 52-741, that will be 35 years old in 2021. | | | | | | Land/Right-of-Way | | | | |
| | | | | | | Construction Management | | | | |
| | | | | | | Construction | | | | |
| | | | | | | Equipment | | | | |
| | | | | | | Other | | | | |
| | | | | | | Project Total | | | | |
| | | | | | | 1,250,000 | | | | |
| | | | | | | 250,000 | | | | |
| | | | | | | 1,500,000 | | | | |

| Source of Funds | Fund No. | Prior Years | Adopted 2021 | | | Projected Requirements | | | | Total Project |
|-----------------|----------|-------------|---------------------|----------------|-------|------------------------|-----------|------|------|---------------|
| | | | Reappro- priated | New Funding | Total | 2022 | 2023 | 2024 | 2025 | |
| Lease Financing | 310 | | | | | | 1,500,000 | | | 1,500,000 |
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| REV | REVISIONS | DATE | DRWN | CHKD |
|-----|-----------|------|------|------|
| - | - | - | - | - |

DESIGN PROPOSAL **ENDEAVOR SERIES 34'** **FIRE/RESCUE 3000GPM VARIANT** **NFPA TYPE IV**



GENERAL NOTES:

1. BOAT DESIGN AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE US COAST GUARD AND AMERICAN BOAT AND YACHT COUNCIL REGULATIONS.
2. STORAGE LOCKER DIMENSIONS, SEATING CONFIGURATION AND ERGONOMICS, CANOPY OR CABIN DESIGN, AND OTHER EQUIPMENT STORAGE DETAILS TO BE CONFIRMED AT PRE-CONSTRUCTION ENGINEERING CONFERENCE.
3. ELECTRONICS, LIGHTING, AND OTHER OUTFITTING DETAILS NOT SHOWN SHALL BE INSTALLED AS PER DESIGN DEVELOPMENT AND SPECIFICATION.
4. FINAL DESIGN AND ARRANGEMENT IS SUBJECT TO OWNER INPUT AND APPROVAL.
5. ALL DETAILS TO BE CONFIRMED AT PRE-CONSTRUCTION DESIGN REVIEW.

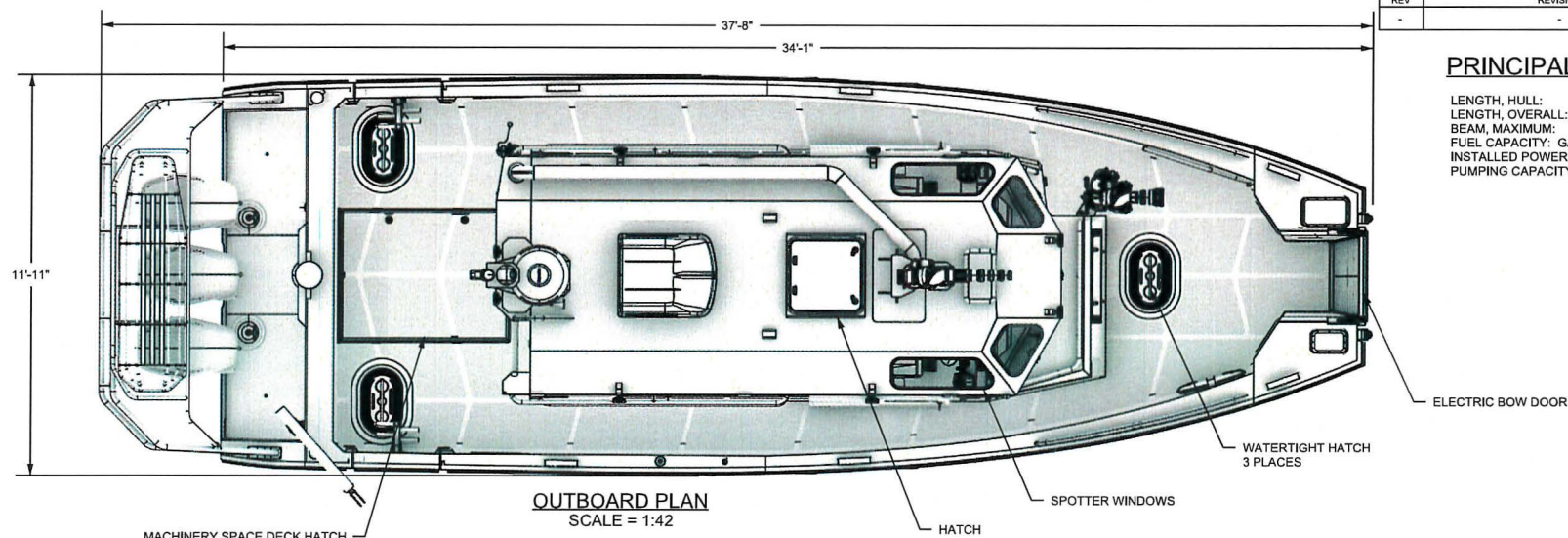
THIS DRAWING CONTAINS PROPRIETARY AND CONFIDENTIAL INFORMATION OF SILVER SHIPS, INC., AND LOANED IN CONFIDENCE WITH THE UNDERSTANDING THAT IT WILL NOT BE REPRODUCED NOR USED IN ANY MANNER WHATSOEVER DETRIMENTAL TO THE BEST INTEREST OF SILVER SHIPS, INC. AND THAT IT SHALL BE RETURNED ON DEMAND.
TO SCALE WHEN PRINTED ON 11"x17" STOCK.

| | | | | |
|---|--|---|-----------------------|------------|
|  | | 9243 BELLINGRATH ROAD THEODORE, ALABAMA 36582 PHONE: (251) 973-0000 FAX: (251) 973-2711 www.silverships.com | | |
| | | ENDEAVOR SERIES 34' FIRE/RESCUE VARIANT NFPA TYPE IV | | |
| DRWN BY: SMB CHKD BY: CWD APVD BY: SC | DATE: 08/08/2019 DATE: 08/08/2019 DATE: 08/08/2019 | SCALE AS NOTED | DWG # N34FB4 - 100 | REV. P1 |
| SIZE B | | SHEET: 1 OF 3 | | |

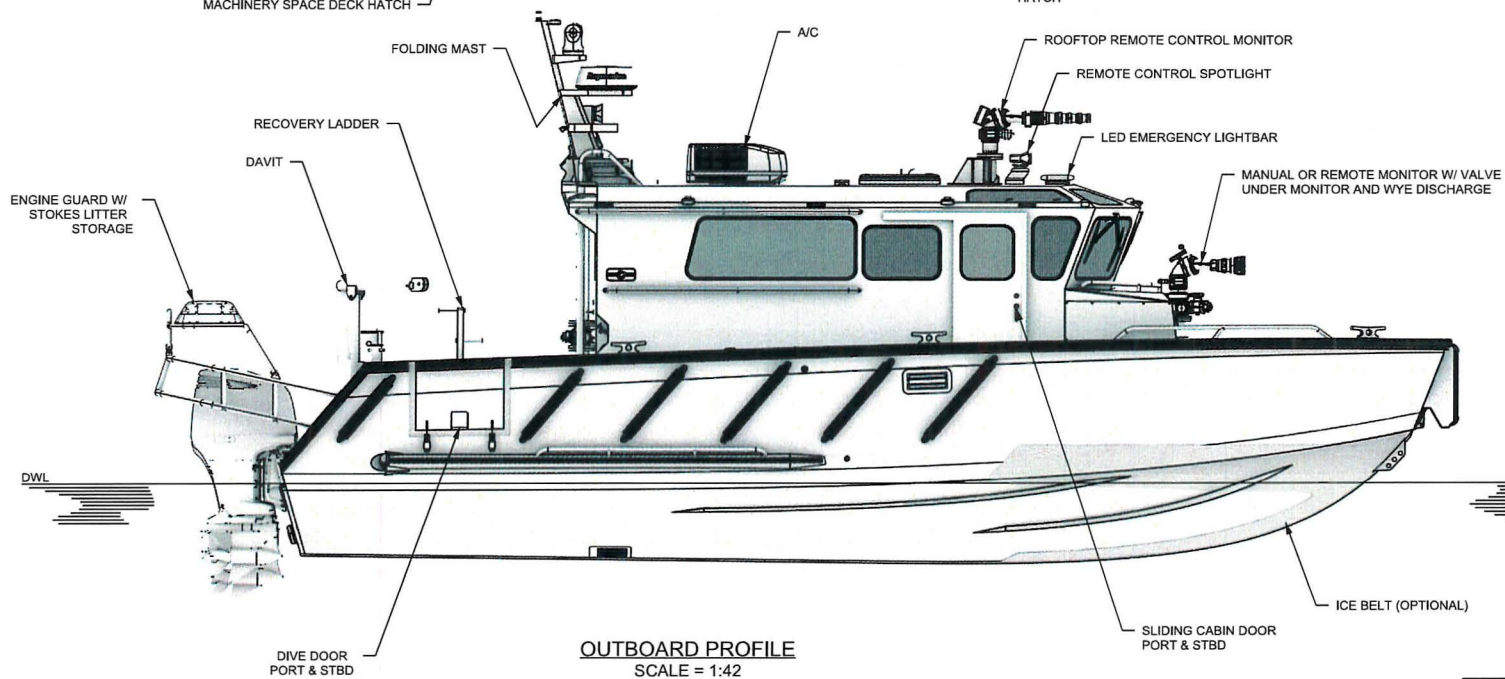
| REV | REVISIONS | DATE | DRWN | CHKD |
|-----|-----------|------|------|------|
| - | - | - | - | - |

PRINCIPAL CHARACTERISTICS:

LENGTH, HULL: 34'-1"
 LENGTH, OVERALL: 37'-8"
 BEAM, MAXIMUM: 11'-11"
 FUEL CAPACITY: GAS, DIESEL 200gal, 150gal
 INSTALLED POWER: UP TO 1050HP
 PUMPING CAPACITY: UP TO 3000GPM

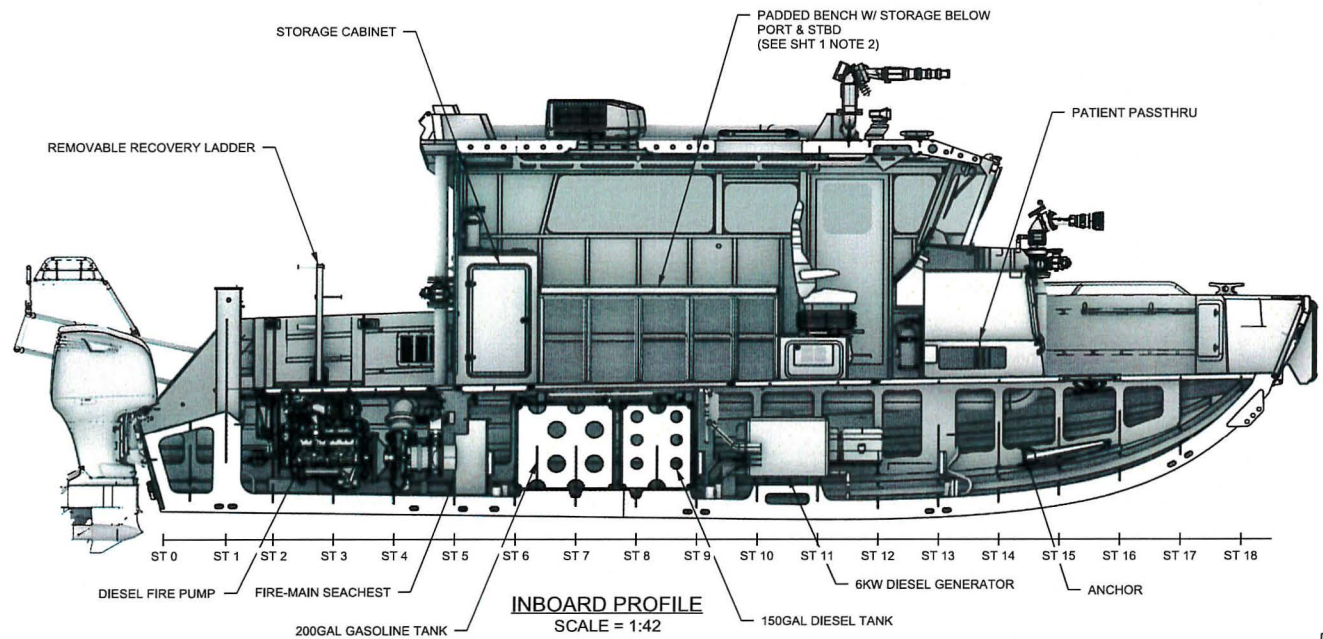
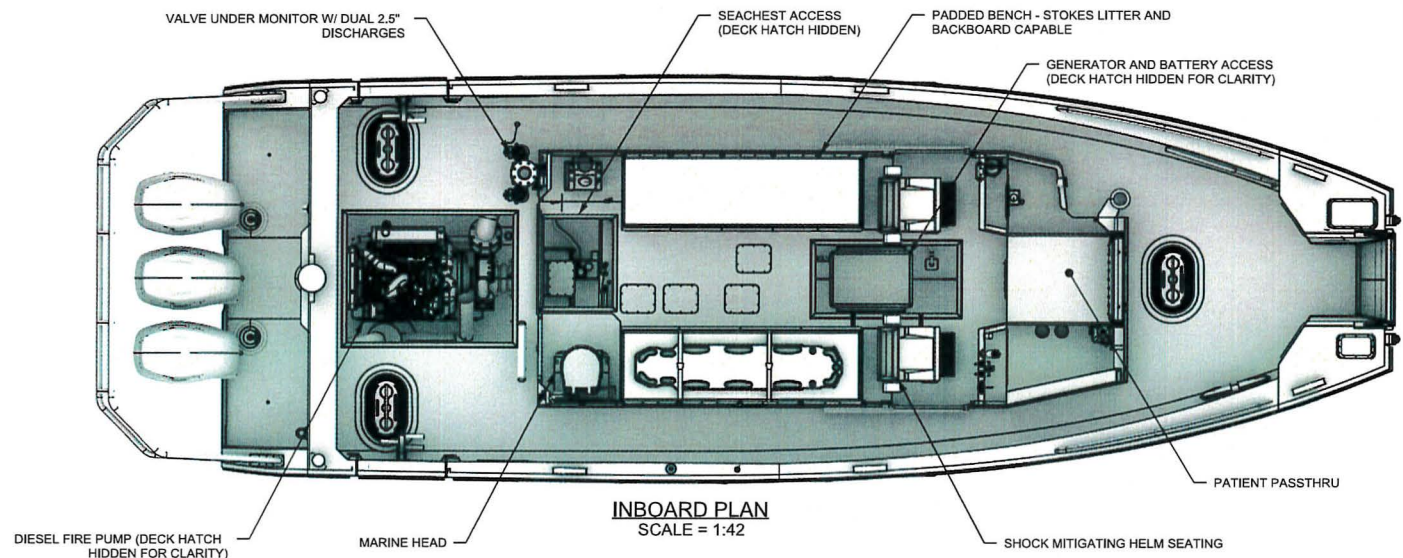


OUTBOARD PLAN
SCALE = 1:42



OUTBOARD PROFILE
SCALE = 1:42

| REV | REVISIONS | DATE | DRWN | CHKD |
|-----|-----------|------|------|------|
| - | - | - | - | - |



Salesperson: David Hunt
 Email: dhunt@silverships.com
 Phone Office: (251) 459-8320
 Phone Cell: (251) 472-7290



Quote Number 2022-N34
 Quote Date 04/15/21
 Quote Expires 07/31/21

Customer: City of Ketchikan Fire Department
 email: scottb@ktn-ak.us

GSA Contract Number:
 47QSWA18D009G

| FSS | Part | Description | Government Price | Qty | Extended |
|--------------------------------------|-----------|--|------------------|-----|---------------|
| Base Boat | | | | | |
| Open Mkt | END34 | Endeavor 34 | \$ 264,100.00 | 1 | \$ 264,100.00 |
| - | - | - | \$ - | | \$ - |
| Propulsion Engines | | | | | |
| GSA | V350-AS25 | Mercury Verado 350XL 25 inch shaft, Standard Rotation | \$ 20,658.75 | 1 | \$ 20,658.75 |
| GSA | V350-AC25 | Mercury Verado 350CXL 25 inch shaft, Counter Rotation | \$ 21,026.25 | 1 | \$ 21,026.25 |
| GSA | V350-AS30 | Mercury Verado 350XXL 30 inch shaft, Standard Rotation | \$ 20,801.25 | 1 | \$ 20,801.25 |
| Propulsion Installation | | | | | |
| GSA | PMER03-A | Triple Outboard Engine Rigging Kit and Installation, Mercury w/AMS | \$ 19,855.00 | 1 | \$ 19,855.00 |
| Open Mkt | PST006 | Upgrade to Mercury JPO (Triple AMS) | \$ 21,660.00 | 1 | \$ 21,660.00 |
| - | - | - | \$ - | | \$ - |
| Painting and Graphics | | | | | |
| GSA | PAINT4 | Anti-Fouling (Unpainted Boat) | \$ 152.00 | 34 | \$ 5,168.00 |
| - | - | - | \$ - | | \$ - |
| Hull Options | | | | | |
| Open Mkt | HU0024 | Dive Door - Hinged | \$ 1,596.00 | 2 | \$ 3,192.00 |
| GSA | HU0034 | Heavy Duty Engine Guard with Stokes Storage | \$ 1,311.00 | 1 | \$ 1,311.00 |
| GSA | HU0042 | Heavy Duty Tow Post, Medium | \$ 874.00 | 1 | \$ 874.00 |
| GSA | HU0062 | Push Knees 30' - 39' | \$ 2,679.00 | 1 | \$ 2,679.00 |
| Open Mkt | HU0082 | Zipwake 450S Dynamic Trim Control System (X32) | \$ 4,712.00 | 1 | \$ 4,712.00 |
| - | - | - | \$ - | | \$ - |
| Console and Seating Options | | | | | |
| GSA | CAS014 | Roof Mounted Radar/Lightbar Arch | \$ 285.00 | 1 | \$ 285.00 |
| - | - | - | \$ - | | \$ - |
| Head and Galley | | | | | |
| Open Mkt | HEG012 | Electric Toilet, 24 Gal BW with raw water pickup. | \$ 1,425.00 | 1 | \$ 1,425.00 |
| - | - | - | \$ - | | \$ - |
| Electrical Systems DC | | | | | |
| GSA | EDC000 | Dome Light Red/White - Hella EuroLED | \$ 285.00 | 2 | \$ 570.00 |
| GSA | EDC003 | Courtesy Light Package - 4 Hella Round (Black Housing / Red Light) | \$ 342.00 | 2 | \$ 684.00 |
| GSA | EDC009 | Flood Light - Lumitec CapreraLT 1000 Lumens (White Housing) | \$ 285.00 | 4 | \$ 1,140.00 |
| GSA | EDC014 | Electric Remote Searchlight - Golight Stryker LED 320,000 Candela | \$ 931.00 | 1 | \$ 931.00 |
| GSA | EDC022 | Mini Lightbar Package - Whelen Mini Freedom LED Lightbar and Two Whelen Micron Series Sur | \$ 2,413.00 | 1 | \$ 2,413.00 |
| GSA | EDC026 | Siren Hailer Package - Whelen WPA-3 Control Head, WPA 112 Amp and Speaker | \$ 1,824.00 | 1 | \$ 1,824.00 |
| Open Mkt | EDC027 | Whelen PFH2P1B Flood Lightbar Pioneer Plus Dual Panel with Pole Mount, On/Off Switch and B | \$ 3,515.00 | 2 | \$ 7,030.00 |
| GSA | EDC032 | 12 Volt Outlet / USB | \$ 133.00 | 2 | \$ 266.00 |
| - | - | - | \$ - | | \$ - |
| Electrical Systems AC | | | | | |
| GSA | EAC001 | 30A Shore Power System, for boat with Generator | \$ 3,971.00 | 1 | \$ 3,971.00 |
| GSA | EAC004 | 6 Kw Marine Generator System, Diesel | \$ 18,582.00 | 1 | \$ 18,582.00 |
| GSA | EAC012 | Marine Air Conditioner, 16,000 BTU | \$ 5,567.00 | 1 | \$ 5,567.00 |
| GSA | EAC007 | Additional 110 Volt Receptacles | \$ 551.00 | 2 | \$ 1,102.00 |
| Open Mkt | EAC014 | Two Bank Battery Charger 36A | \$ 798.00 | 1 | \$ 798.00 |
| Open Mkt | EAC014 | Two Bank Battery Charger 36A | \$ 798.00 | 1 | \$ 798.00 |
| GSA | EAC019 | Boatsafe 1000W Bilge Heater | \$ 1,197.00 | 1 | \$ 1,197.00 |
| GSA | EAC020 | Espar Airtronic D4 Diesel Cabin Heater | \$ 6,878.00 | 1 | \$ 6,878.00 |
| - | - | - | \$ - | | \$ - |
| Communications and Navigation | | | | | |
| - | - | Installation of Customer Furnished Equipment | \$ - | | \$ - |
| GSA | CAN002 | Installation of CFE - VHF | \$ 665.00 | 1 | \$ 665.00 |
| - | - | - | \$ - | | \$ - |
| - | - | Raymarine Navigation Systems | \$ - | | \$ - |
| Open Mkt | CAN021 | Raymarine Axiom Pro 12RVX w/ transom mount transducer | \$ 6,840.00 | 1 | \$ 6,840.00 |

| | | | | | | | |
|---|--------|--|--------------------------|-----------|----|------------|----------------|
| Open Mkt | CAN024 | Raymarine Axiom Pro 12S (second display) | \$ | 4,693.00 | 1 | \$ | 4,693.00 |
| Open Mkt | CAN039 | Upgrade Raymarine RVX System to Thru-Hull Transducer | \$ | 2,641.00 | 1 | \$ | 2,641.00 |
| Open Mkt | CAN051 | Raymarine 48" Open Array Radar | \$ | 8,056.00 | 1 | \$ | 8,056.00 |
| Open Mkt | CAN197 | eAIS5000 Transponder Bundle | \$ | 7,885.00 | 1 | \$ | 7,885.00 |
| Open Mkt | CAN157 | FLIR M364C Thermal Camera System - 30 Hz | \$ | 25,688.00 | 1 | \$ | 25,688.00 |
| Open Mkt | CAN160 | FLIR - Joystick Control and POE Injector Kit Upgrade | \$ | 2,204.00 | 1 | \$ | 2,204.00 |
| Open Mkt | CAN198 | SR200-SIRIUS XM Infolink Weather Receiver Kit | \$ | 1,178.00 | 1 | \$ | 1,178.00 |
| Open Mkt | CAN175 | Icom M506-11 VHF NMEA2000 Front Mic | \$ | 1,368.00 | 1 | \$ | 1,368.00 |
| - | - | - | \$ | - | | \$ | - |
| Safety and Outfit Packages | | | | | | | |
| Open Mkt | SAF002 | Mooring and Anchor Package 33 - 38 | \$ | 570.00 | 1 | \$ | 570.00 |
| Open Mkt | SAF005 | Safety Gear 27ft to 40ft | \$ | 608.00 | 1 | \$ | 608.00 |
| Open Mkt | SAF006 | Tow Line Package | \$ | 608.00 | 1 | \$ | 608.00 |
| Open Mkt | SAF007 | Ring Buoy 30in w/ Bracket and Light | \$ | 475.00 | 1 | \$ | 475.00 |
| Open Mkt | SAF011 | ACR 2846 Globalfix IPRO CAT1 EPIRB | \$ | 1,140.00 | 1 | \$ | 1,140.00 |
| GSA | SAF013 | Telescoping Swim / Dive Ladder (3-steps) | \$ | 418.00 | 1 | \$ | 418.00 |
| - | - | - | \$ | - | | \$ | - |
| Fire Systems and Accessories | | | | | | | |
| GSA | FS1500 | Darley PSDE 1500 Fire System 1500GPM @ 150PSI | \$ | 85,500.00 | 1 | \$ | 85,500.00 |
| GSA | FS1501 | PSDE 1500 Bronze Upgrade for Saltwater Use | \$ | 7,410.00 | 1 | \$ | 7,410.00 |
| GSA | FS0502 | Upgrade to Pump Boss Control System | \$ | 3,800.00 | 1 | \$ | 3,800.00 |
| - | - | - | \$ | - | | \$ | - |
| GSA | FSVM02 | TFT Manual Valve Under Monitor, Flange / Flange | \$ | 1,767.00 | 2 | \$ | 3,534.00 |
| GSA | FSVM05 | VUM Outlet Option 2.5 in. NH Hydrant Valve | \$ | 798.00 | 4 | \$ | 3,192.00 |
| GSA | FSVM06 | VUM Outlet Option Pressure Relief Valve | \$ | 494.00 | 2 | \$ | 988.00 |
| GSA | FSVM09 | TFT Hurricane Manual Monitor 2.5 in. Discharge - Up to 1250 GPM | \$ | 1,957.00 | 2 | \$ | 3,914.00 |
| GSA | FSVM17 | Nozzle - Stream Shaper 2.5 in. | \$ | 228.00 | 2 | \$ | 456.00 |
| GSA | FSVM19 | Nozzle - Quad Stacked Tips 2.5 in. F | \$ | 570.00 | 2 | \$ | 1,140.00 |
| GSA | FSVM12 | TFT Typhoon Electric Remote Monitor 3.5 in. Discharge - Up to 1500 GPM | \$ | 10,279.00 | 1 | \$ | 10,279.00 |
| GSA | FSVM18 | Nozzle - Stream Shaper 3.5 in. | \$ | 437.00 | 1 | \$ | 437.00 |
| GSA | FSVM20 | Nozzle - Quad Stacked Tips 3.5 in. F | \$ | 817.00 | 1 | \$ | 817.00 |
| Additional Options | | | | | | | |
| - | - | - | \$ | - | | \$ | - |
| Trailer | | | | | | | |
| - | - | - | \$ | - | | \$ | - |
| - | - | - | \$ | - | | \$ | - |
| Delivery | | | | | | | |
| Open Mkt | DEL014 | Permit Load - 2000+ miles | | custom | | \$ | - |
| - | - | - | \$ | - | | \$ | - |
| Training | | | | | | | |
| - | - | - | \$ | - | | \$ | - |
| - | - | - | \$ | - | | \$ | - |
| Price Summary | | | | | | | \$ 628,002.25 |
| GSA | | | Total GSA Schedule Items | | \$ | 260,333.25 | |
| Open Mkt | | | Total Open Market Items | | \$ | 367,669.00 | |
| Boat 1 Total | | | | | | | \$ 628,002.25 |
| Quantity Discount for multiple boats on the same purchase order (Boat 2+) | | | | | | | \$ (20,700.00) |
| GSA | | | Total GSA Schedule Items | | \$ | 251,752.00 | |
| Open Mkt | | | Total Open Market Items | | \$ | 355,550.00 | |
| Boat 2+ Total | | | | | | | \$ 607,302.25 |
| Terms & Conditions | | | | | | | |

1. Delivery is **TBD** days after completion of design phase and customer approval of the final design.
2. Quote is for Customer pickup at Silver Ships, Inc. in Theodore, Alabama.
3. Payment Terms are: 40% down payment with Order due before start of Design phase; 40% progress payment due upon completion of Metal Fabrication (net 15 days); final payment for remainder (plus any contract additions) due upon receipt of vessel. Non-payment of any progress payment will result in the stop of work, and therefore the delay of the delivery date.
4. Manufacturers Statement of Origin (MSO) for Boat (and trailer, if applicable) will be issued upon receipt of Final Payment. Exceptions to this Policy may be subject to additional processing fees.
5. Vendor Parts Numbers, Model Descriptions, Specifications and Availability are subject to change. Silver Ships, Inc. reserves the right to substitute equipment with components of equal quality or value.

6. This quotation does not contain Sales Tax, Value Added Tax, Tariffs, Fees, and/or other Government charges that Silver Ships, Inc. may be required to Collect and Remit to your Locality. Such Charges will be in Addition to the Total Provided on this Quotation. Any such charges shall be identified at the time of the Sale and Added to the Invoice if so Required.

Vessel Performance Report

32-39 FIRE



PERFORMANCE DATA

| RPM | KTS | MPH | GPH | MPG | RANGE |
|------|------|------|------|-----|-------|
| 1000 | 5.0 | 5.8 | 2.0 | 2.9 | 580 |
| 1500 | 6.7 | 7.7 | 3.4 | 2.3 | 453 |
| 2000 | 8.1 | 9.3 | 5.6 | 1.7 | 332 |
| 2500 | 8.9 | 10.2 | 8.4 | 1.2 | 243 |
| 3000 | 9.9 | 11.4 | 13.6 | 0.8 | 168 |
| 3500 | 12.5 | 14.4 | 18.6 | 0.8 | 155 |
| 4000 | 19.5 | 22.4 | 23.8 | 0.9 | 188 |
| 4500 | 28.8 | 33.2 | 29.4 | 1.1 | 226 |
| 5000 | 32.1 | 37.0 | 40.0 | 0.9 | 185 |
| 5500 | 35.6 | 41.0 | 58.8 | 0.7 | 139 |
| 5700 | 37.8 | 43.5 | 58.8 | 0.7 | 148 |

Hull Length: 32 feet

Beam: 11 feet

Deadrise: 16 degrees

Fuel Capacity: 200 gallons

Weight Dry: 14,935 lbs.

Hull Draft: 23 inches

Engine: Twin Mercury Verado 300XXL 300 HP

Fire Pump: Hale 60FB 1500 GPM

Generator: Onan 5.0MDKHH 5kW

Propeller: Mirage 15-3/4 x 15

Cargo Capacity: 5,500 lbs.

MUNSON



Phone: 360-707-2752 • jesse@munsonboats.com • www.munsonboats.com

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- [SF-424B](#)
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Application Information

Application Number
[EMW-2021-PU-APP-00121](#)
Funding Opportunity Name
Fiscal Year (FY) 2021 Port Security Grant Program (PSGP)
Funding Opportunity Number
DHS-21-GPD-056-00-01
Application Status
Submitted

Applicant Information

Legal Name
[City of Ketchikan](#)
Type
City or township governments
Division Name
Department Name
Fire Department
Employer Identification Number (EIN)
92-6000082
Other Organizations that share this EIN
DUNS Number
076660752
DUNS+4
UEI Number
Applicant Congressional District
Congressional District 00, AK

Physical Address
334 Front Street
Ketchikan, Alaska 99901-6577
UNITED STATES

Mailing Address
70 Bawden St
Ketchikan, Alaska 99901-6577
UNITED STATES

SF-424 Information

Project Information

Project Title
Rapid Response Boat

Program/Project Congressional Districts

AK-00

Proposed Start Date

10/15/2021

Proposed End Date

09/30/2024

Areas Affected by Project (Cities, Counties, States, etc.)

The City of Ketchikan is located in Captain of the Port Zone Southeast Alaska, District 17; serving the Ketchikan Gateway Borough, Alaska, United States. The Borough has a total area of 6,654 square miles of which 4,585 square miles is land and 1,795 square is water. The City of Ketchikan lies within the Tongass National Forest, a temperate rainforest that includes several islands, harbors and narrow navigable waterways. Tongass Narrows is a "Y" shaped body of water that stretches from Nichols Passage on the Southeast end to Guard Island on the North. Tongass Narrows is approximately thirteen nautical miles in length and, at it's narrowest point is only about a quarter of a nautical mile wide. Seven miles of the Narrows is the waterside of the City of Ketchikan. The narrows is bounded on the eastern side by Rivallagiedo Island and by Gravina Island on the western side which is home to the Ketchikan International Airport. The Narrows is oriented in a southeast to northwest direction and is split into two channels in the southeastern most third of the Narrows by Pennock Island. The cities of Saxman and Ketchikan lie along the eastern side of Tongass Narrows.

Estimated Funding

| Funding Source | Estimated Funding (\$) |
|------------------------|------------------------|
| Federal Funding | \$525,000.00 |
| Applicant Funding | \$175,000.00 |
| State Funding | \$0.00 |
| Local Funding | \$0.00 |
| Other Funding | \$0.00 |
| Program Income Funding | \$0.00 |
| Total Funding | \$700,000.00 |

Is application subject to review by state under the Executive Order 12372 process?

Program is not covered by E.O. 12372.

Is applicant delinquent on any federal debt?

No

Contacts

| Contact Name | Email | Primary Phone Number | Contact Types |
|-----------------|-----------------------------|----------------------|--|
| Amylon, Karl | karla@ktn-ak.us | 907-228-5603 | Signatory Authority |
| Brainard, Scott | scottb@ktn-ak.us | 9072559616 | Primary Contact |
| Hoage, Abner | abnerh@city.ketchikan.ak.us | 9072259616 | Authorized Official Secondary Contact |

SF-424A

Budget Information for Non-Construction Programs

OMB Number

4040-0006

Expiration Date

06/30/2014

Burden Statement

Grant Program

Port Security Grant Program

CFDA Number

| Budget Object Class | Amount |
|-----------------------------|--------------|
| Personnel | \$0.00 |
| Fringe Benefits | \$0.00 |
| Travel | \$0.00 |
| Equipment | \$700,000.00 |
| Supplies | \$0.00 |
| Contractual | \$0.00 |
| Construction | \$0.00 |
| Other | \$0.00 |
| Total Direct Charges | \$700,000.00 |
| Indirect Charges | \$0.00 |
| Budget Category Total | \$700,000.00 |
| Non-Federal Resources | Amount |
| Applicant | \$175,000.00 |
| State | \$0.00 |
| Other | \$0.00 |
| Total Non-Federal Resources | \$175,000.00 |
| Income | Amount |
| Program Income | \$0.00 |

| | |
|---------------------------|---------------|
| Total Budget | Amount |
| Federal | \$525,000.00 |
| Non-Federal | \$175,000.00 |
| Total Project Cost | \$700,000.00 |

Direct Charges Explanation
Rapid Response Boat
Indirect Charges Explanation

Forecasted Cash Needs (Optional)

| | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total First Year |
|--------------------|---------------|----------------|---------------|----------------|------------------|
| Federal | \$39,375.00 | \$26,250.00 | \$118,125.00 | \$78,750.00 | \$262,500.00 |
| Non-Federal | \$13,125.00 | \$8,750.00 | \$39,375.00 | \$26,250.00 | \$87,500.00 |
| Total | \$52,500.00 | \$35,000.00 | \$157,500.00 | \$105,000.00 | \$350,000.00 |

Future Funding Periods (Years) (Optional)

| First | Second | Third | Fourth | Total |
|--------------|--------------|-------------|--------|--------------|
| \$350,000.00 | \$315,000.00 | \$35,000.00 | \$0.00 | \$700,000.00 |

Remarks

SF-424A Budget Information - Non-Construction Programs (4040-0006)

SF-424A Budget Information - Non-Construction Programs (4040-0006)

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 4040-0006. The time required to complete this information collection is estimated to average 1.8 hours per response, including the time to review instructions, search existing data resources, gather the data needed and complete and review the information collection.

If you have comments concerning the accuracy of the time estimate(s) or suggestions for improving this form, please write to:
U.S. Department of Health & Services, OS/OCIO/PRA,
200 Independence Ave., S.W., Suite 537-H,
Washington D.C. 20201,
Attention: PRA Reports Clearance Officer.

Agency, Total Responses, Average Burden per response in Hours, Total Burden Hours

- CNCS, 10, 4, 40
- DOI, 1274, 49/60, 1046
- DOS, 150, 5/60, 13
- EPA, 9098, 1.97, 17905
- SSA, 1400, 30/60, 700
- TREAS, 276, 1, 276
- VA, 184, 15/60, 46
- USDA, 7241, 3, 21723
- DOC, 5685, 20/60, 1895
- DOT, 50, 1.6, 80
- DHS, 150, 2, 300
- HHS, 1510, 2.64, 3998
- Total, 27028, 48022
- 48022 hrs. / 27028 = 1.8 total hours per response.

Close

Attachments

| Attached Documents | Title | Description |
|---|---|-------------------------|
| SF424 2 1-AdditionalProjectTitle-1235-Gov.com 15.docx | SF424_2_1-AdditionalProjectTitle-1235-Gov.com 15.docx | Submitted in Grants.gov |
| Form SF424 2 1-V2.1.pdf | Form SF424_2_1-V2.1.pdf | Submitted in Grants.gov |
| Form GG_LobbyingForm-V1.1.pdf | Form GG_LobbyingForm-V1.1.pdf | Submitted in Grants.gov |
| GrantApplication.xml | GrantApplication.xml | Submitted in Grants.gov |
| SF424 2 1-1234-KFD AOI MAP KETCHIKAN AREA.pdf | SF424_2_1-1234-KFD AOI MAP KETCHIKAN AREA.pdf | Submitted in Grants.gov |

| Attached Documents | Title | Description |
|---|-------------------------|------------------------------------|
| <u>City of Ketchikan Marine Security Vessel H. Newell Survey.pdf</u> | Survey for Harry Newell | Survey for M/V Harry Newell |
| <u>City of Ketchikan Marine Security Vessel Response Radius Map.pdf</u> | Response Radius | Response Radius from Ketchikan, AK |
| <u>City of Ketchikan Marine Security Vessel PSGP IJ.xlsx</u> | PSGP IJ1 | Ketchikan Fire Department PSGP IJ1 |

Certification Regarding Lobbying

Status Signed

Date Signed 05/12/2021

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, 'Disclosure of Lobbying Activities,' in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, 'Disclosure of Lobbying Activities,' in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Applicant's Organization:

City of Ketchikan

Signing Authority Name:

Abner Hoage

Signature Date:

05/12/2021

Signatory Authority Title:

sofd1

I, **Karl Amylon**, or my designee am hereby providing my signature for this application as of **05/12/2021**

SF-LLL

Disclosure of Lobbying Activities

OMB Number

0348-0046

Expiration Date

12/31/2013

Burden Statement**Status** Not Applicable**Date Signed** 05/11/2021**SF-424B****Assurances for Non-Construction Programs****OMB Number**

4040-0007

Expiration Date

06/30/2014

Burden Statement**Status** Signed**Date Signed** 05/12/2021

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

NOTE:

Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681- 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis- Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327- 333), regarding labor standards for federally-assisted construction subagreements.

10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.

11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93- 205).

12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

Applicant's Organization:

City of Ketchikan

Signing Authority Name:

Abner Hoage

Signature Date:

05/12/2021


Signatory Authority Title:

City Manager

I, **Karl Amylon**, or my designee am hereby providing my signature for this application as of **05/12/2021**

Close

Action History

10  records per page
Showing 1 to 4 of 4 entries
Search:

| User | Action | Description | Date |
|--------|---------------|--|--|
| System | Status Change | Application status updated from Pending Submission to Pending Review | <u>05/12/2021 18:12</u> <u>-04:00</u> |
| System | Status Change | Application status updated from Pending Review to Pending Submission | <u>05/12/2021 07:11</u> <u>-04:00</u> |
| System | Status Change | Application status updated from Pending Submission to Pending Review | <u>05/11/2021 19:40</u> <u>-04:00</u> |
| System | Status Change | Application status updated from Pending Review to Pending Submission | <u>04/22/2021 12:39</u> <u>-04:00</u> |

• 1

| DEPARTMENT OF HOMELAND SECURITY FEDERAL EMERGENCY MANAGEMENT AGENCY PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION | | | | CMB Control Number 1660-0124 Expiration: 11/30/2023 |
|---|---|--|---------------------------------------|--|
| Warning: Please follow the Notice of Funding Opportunity Guidance and Preparedness Grants Manual while completing this form. | | | | |
| PART I - INVESTMENT HEADING | | | | |
| 1) ORGANIZATION NAME (Legal Name Listed On The SF-424): | | 2) STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED: | | |
| Ketchikan Fire Department | | Alaska | | |
| 3) TYPE OF ORGANIZATION: | 4) CLASSIFICATION OF ORGANIZATION: | 5) CAPTAIN OF THE PORT ZONE: | | |
| Public | Local Agency | Juneau | | |
| PART II - BASIC PROJECT INFORMATION | | | | |
| 6) PROJECT TITLE: | Rapid Response Boat | | | |
| 7) PROJECT DESCRIPTION (SERVICE(S)/EQUIPMENT SUMMARY): | Currently there are insufficient marine assets that are capable of meeting the needs of emergency responders throughout the Southeastern waters of Alaska. This proposal requests the funding of a rapid response boat to protect the Port of Ketchikan and critical resources throughout the Ketchikan Gateway Borough. The vessel would provide a working platform to support Fire, EMS and Law Enforcement operations. | | | |
| 8) HAS THIS PROJECT BEEN FUNDED BY P5GP OR ANOTHER FEDERAL ASSISTANCE PROGRAM IN THE LAST 3 YEARS? | | No | | |
| 9) IF SO, WHEN WAS THE LAST TIME IT WAS FUNDED? | NA | 10) WHICH PROGRAM FUNDED THIS CAPABILITY? | | NA |
| 11) PROVIDE JUSTIFICATION THAT SUPPORTS FUNDING THIS PROJECT AGAIN: | | This project has not received federal assistance in the last 3 years | | |
| 12) PROJECT CATEGORY: | Equipment | 13) NEW CAPABILITY OR MAINTENANCE/SUSTAINMENT: | | New Capability |
| 14) IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107? | | No | | |
| 15) IF YES, IDENTIFY COST SHARE EXEMPTION | | N/A | | |
| 16) FEDERAL SHARE: | \$525,000 | 17) COST SHARE: | \$175,000 | 18) TOTAL PROJECT COST: |
| | | | | \$700,000 |
| PART III - ELIGIBILITY INFORMATION | | | | |
| PLEASE REVIEW THE NOTICE OF FUNDING OPPORTUNITY AND 46 U.S.C. 70107 | | | | |
| 19) WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION? | AREA MARITIME SECURITY PLAN: | Yes | FACILITY SECURITY PLAN: | Yes |
| 20) STATE AND LOCAL AGENCIES - IS YOUR AGENCY REQUIRED TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES? | | Yes | | |
| 21) IF YES, HOW MANY MTSA REGULATED FACILITIES IS YOUR ORGANIZATION REQUIRED TO PROVIDE SERVICES? | | 9 | | |
| PART IV - ORGANIZATIONAL INFORMATION | | | | |
| 22) IS YOUR ORGANIZATION AN ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE? | Yes | 23) IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM? | | No |
| 24) IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION? | Yes | 25) IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION? | | Yes |
| 26) IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATION, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE: | | NA | | |
| 27) IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT OF 2002, AS AMENDED? | | No | | |
| 28) STATE AND LOCAL AGENCIES - IS YOUR AGENCY THE PRIMARY RESPONDER TO MTSA REGULATED FACILITIES? | | Yes | | |
| PART V - POINT(S) OF CONTACT FOR ORGANIZATION | | | | |
| 29) SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AGREEMENT | | 30) AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT | | |
| NAME: | Karl Amylon | NAME: | Scott Brainard | |
| ORGANIZATION: | City of Ketchikan | ORGANIZATION: | City of Ketchikan Fire Department | |
| ADDRESS: | 334 Front Street, Ketchikan, AK 99901 | ADDRESS: | 70 Bawden Street, Ketchikan, AK 99901 | |
| PHONE: | 907-228-5603 | PHONE: | 907-228-2362 | |
| EMAIL: | karla@city.ketchikan.ak.us | EMAIL: | scottb@city.ketchikan.ak.us | |
| PART VI - PHYSICAL LOCATION OF PROJECT | | | | |
| 31) PHYSICAL ADDRESS OF THE PROJECT LOCATION: | | 32) BRIEF DESCRIPTION OF THE PROJECT LOCATION: | | |
| Street | Thomas Basin | Southeast Alaska. The proposed rapid response boat will be docked behind the main fire station in Thomas Basin, NOAA dock, adjacent to the Tongass Narrows. This marina is owned and operated by the City of Ketchikan and managed by Ports and Harbors. An appropriate docking slip and support services are currently committed to accommodate the new vessel. | | |
| Address: | | | | |
| City: | Ketchikan | | | |
| State: | AK | Zip: | 99901 | |
| LATITUDE & LONGITUDE: | | 55.340882, -131.642583 | | |
| STATE AND LOCAL AGENCIES ONLY - ROLE IN PROVIDING LAYERED PROTECTION OF MTSA REGULATED ENTITIES | | | | |
| 33) DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION, AND IDENTIFY THE FACILITIES TO WHICH YOUR AGENCY IS REQUIRED TO PROVIDE SECURITY SERVICES. | | | | |
| <p>The City of Ketchikan is requesting grant funding under the Port Security Grant Program, to implement a marine emergency response program that will enhance our ability to provide fast, safe and effective response to a wide range of emergencies in Southeast Alaska through the funding and deployment of a marine emergency response vessel. The City of Ketchikan is located in Captain of the Port Zone Southeast Alaska, District 17; serving the Ketchikan Gateway Borough, Alaska, United States. The Borough has a total area of 6,654 square miles of which 4,858 square miles is land and 1,795 square miles is water. The City of Ketchikan lies within the Tongass National Forest, a temperate rainforest that includes several islands, harbors and narrow navigable waterways. Tongass Narrows is a "Y" shaped body of water that stretches from Nichols Passage on the Southeast end to Guard Island on the North. Tongass Narrows is approximately thirteen nautical miles in length and, at its narrowest point is only about a quarter of a nautical mile wide. Seven miles of the Narrows is the waterside to the City of Ketchikan. The narrows are bounded on the eastern side by Revillagigedo Island and by Gravina Island on the western side. The Narrows are oriented in a southeast to northwest direction and are split into two channels in the southeastern most third of the Narrows by Penneck Island. The cities of Saxman and Ketchikan lie along the eastern side of Tongass Narrows.</p> <p>The Ketchikan Fire Department (KFD) is a combination fire department with 16 operations personnel, 10 volunteer members, and 4 administrative staff (Fire Chief, Assistant Fire Chief, Fire Marshal, and Administrative Assistant). The Ketchikan Fire Department believes strongly in "Customer Service." With our 20 career staff and 10 volunteer</p> | | | | |

members, we boast some of the most qualified fire and EMS personnel in the State of Alaska. Many of our personnel are state-certified instructors and certifying officers that travel throughout the state providing instruction in Fire Suppression, Emergency Medical Services, Marine Shipboard Firefighting, Hazardous Materials Response, and Incident Management. As for our "active" firefighters, all of our career staff members are certified Firefighter-II and our "First Class" volunteer firefighters are a minimum of Firefighter-I.

Ketchikan Fire Department believes we should "Prevent all we can and Prepare for the rest." We have aggressive training, safety, fire prevention and preparedness programs. These programs are designed to not only protect the public we serve, but also ensure our firefighters, support, and EMS personnel are safe as they perform their duties. The Insurance Services Office (ISO) uses the Fire Suppression Rating Schedule (FSRS) to evaluate four primary categories of fire suppression: fire department, emergency communications, water supply, and community risk reduction. Ketchikan Fire Department is proud to have an ISO rating of two.

The Ketchikan Gateway Borough has a heavy marine based economy. There are nine Maritime Transportation Security Act (MTSA) facilities in Ketchikan: four cruise ship passenger terminals, one foreign vessel berth, and four hazmat facilities. We are the first Alaskan port-of-call for northbound cruise ships and State ferries traveling on Alaska's famed Inside Passage. The primary MTSA regulated vessels received include cruise ships, ferries, foreign cargo ships, and tugs and barges. In addition, two new cruise ship terminals have come on line in Ward Cove. The Tongass Narrows are home to a large variety of traffic ranging from recreational vessels, passenger vessels, commercial fishing vessels, United States Coast Guard (USCG) vessels, Navy vessels, submarines, commercial freight vessels/barges, commercial tank barges, kayaks, float planes, charter vessels, passenger ferries and some of the largest cruise ships in the world.

The City of Ketchikan Fire Department is a local government emergency response agency with responsibility for all critical infrastructure within these waters, to include the Port of Ketchikan, the Ketchikan International Airport, several critical petroleum resources, power plants, numerous islands and harbors, and a commuter/passenger ferry systems that transport over one million riders annually. We have primary responsibility for protecting lives, property, and the environment through the delivery of fire suppression, rescue, emergency medical, and hazardous materials response; and are the lead agency for emergency management. In addition, through a Memorandum of Understanding with the Ketchikan Police Department and Ketchikan Port & Harbors Department we provide enhanced security support for local law enforcement and port security staff.

This funding request includes a rapid response boat with electronic detection equipment and other state-of-the-art fire and rescue tools to provide for a higher level of security and response. Some common types of emergencies that can result from a lack of security include the release and dispersion of hazardous materials, explosions, marine vessel firefighting, oil spill containment, disaster relief and emergency water supply, dock and pier firefighting, water search and rescue, and activities that support law enforcement tactical operations.

If funded, this vessel would be operated by the City of Ketchikan Fire Department and would serve as an asset to multiple agencies that work for the "Whole Community" to include: The Ketchikan Police Department, Port of Ketchikan – a Maritime Transportation Security Act (MTSA) regulated facility, and the heavily relied upon marine transportation authorities, as well as the North and South Tongass Volunteer Fire Departments, and the Ketchikan International Airport Fire Department via existing mutual aid agreements.

PART VII MARITIME SECURITY MOU, MOA AND/OR MUTUAL AID AGREEMENTS

34) IF YOUR AGENCY PROVIDES SECURITY SERVICES TO MTSA REGULATED FACILITIES, IDENTIFY AND DESCRIBE THE TYPE(S) OF AGREEMENT(S) THAT REQUIRES YOUR AGENCY TO DIRECTLY PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES.

The MTSA facilities located in the City of Ketchikan include four passenger terminals, one foreign vessel berth and four Haz-Mat facilities. The primary MTSA regulated vessels received are the cruise ships, ferries, foreign cargo ships, and some tugs and barges. The City of Ketchikan Police and Fire Departments are the first responders charged with the protection within our jurisdictional boundaries.

Internal MOU/A's between KFD, KPD, and Ketchikan Ports & Harbors Department (P&H) are in place to make the Marine Emergency Response Vessel available to support and enhance the capabilities outlined in the Port maritime Security Plan, the 2014 Ketchikan Passenger Terminal Security Plan and the Ketchikan Berth Four Facility Security Plan.

Area Maritime Security Plan and Port Annex Ketchikan: This plan was developed under the authority of the Maritime Transportation Security Act of 2002 (MTSA), The Security and Accountability for Every Port Act of 2006 (SAFE Port Act), and The Coast Guard Authorization Act of 2010. The MTSA mandates the development of Area Maritime Security Plans (AMSP), and Facility and Vessel Security Plans. The AMSP states, "First tier agencies are those such as police, fire, and emergency medical units who are normally dispatched through the emergency 911 call system," by definition this includes Ketchikan Fire Department (KFD) and Ketchikan Police Department (KPD). Under the AMSP local police (KPD) are responsible for normal law enforcement duties and first response to security breaches, and local emergency service providers (KFD) are responsible for first responder actions, damage assessments, and recovery. The Port Annex Ketchikan identifies specific security procedures for each MARSEC level and identifies prevention, response, and recovery roles for both KFD and KPD.

Southeast Alaska Marine Firefighting Contingency Plan: This plan was developed under the authority of the Ports and Waterways Safety Act (PWSA) of 1972, and the Oil Pollution Act (OPA 90) of 1990. The PWSA authorizes the COTP to restrict foreign and domestic vessel movement and port operations while operating in the navigable waters of the United States, and OPA 90 mandates the development of the Area Contingency Plans, to include firefighting equipment. The plan identifies Southeast fire departments as having responsibility for fire protection within their jurisdictions. One of the responsibilities is to request necessary personnel and equipment, including vessels, and to make requests for equipment in order to serve any emergency or disaster effectively.

Memorandum of Understanding (MOU) / Memorandum of Agreement (MOA) Framework:

1. The MOA for Emergency Management Services between City of Ketchikan (on behalf of KFD) and Ketchikan Gateway Borough: It is the purpose of this agreement to provide an economical mechanism to provide for a coordinated effort to the common defense and protect the public peace, health, and safety and to preserve the lives and property of the people of the signatory jurisdictions against the existing and increasing possibility of the occurrence of major emergencies or disasters, either man-made or from natural causes.

2. Agreement Re: Fire Department Mutual Aid between City of Ketchikan (on behalf of KFD) and Ketchikan Gateway Borough (on behalf of NTVFD, STVFD, and KIA). The purpose of this agreement as stated in the recitals is:

i. Each of the parties hereto acknowledge, there exists a real likelihood that fires or other public emergencies may occur within their respective jurisdictions, which could reach such proportions as to be impossible to control with their own local equipment, personnel, and resources; therefore, finding it necessary and proper that this agreement be entered into for the mutual protection of life and property pursuant to the provisions of AS 18. 70. 150. As an agreement for the joint exercise and administration of powers as provided for in Alaska Constitution, Article X, §13, and AS 29.35.010(13).

ii. The parties hereto are desirous of entering into this mutual fire aid agreement for facilities to each other fire-fighting and emergency services outside the normal and

11. The parties hereto are witnesses to entering into this Mutual Aid Agreement for furnishing to each other firefighting, and emergency services outside the normal and regular areas of service by each party, upon the terms and conditions, and subject to the limitations provided for herein.

3. We have MOA's with the several United States Coast Guard Station Ketchikan (USCG) vessels and units. Agreements are with the following:

- i. USCG Base Ketchikan
- ii. USCGC Chandeleur (WPB 319)
- iii. USCGC Naushon (WPB 1311)
- iv. USCGC Anthony Petit (WLM 558)
- v. USCGC John McCormick
- vi. USCGC Bailey Barco

The purpose of these agreements are to set forth terms by which Ketchikan Fire Department will provide services with the purpose of fire protection, the protection of life and property from fire, firefighting, and the provision of emergency medical services to these units.

In addition, there are many Maritime Transportation Security Act (MTSA) regulated facilities that resides within our jurisdiction and therefore do not require MOU/MOA's as we are already the primary emergency responders.

4. MOU with the Ketchikan Fire Department, Ketchikan Police Department and Ketchikan Port and Harbors Department. This MOU is in direct response to the potential use of the funded vessel. The MOU provides for deployment and/or use of the Marine Emergency Response Vessel in support of Ketchikan Police Department, and Ketchikan Port and Harbors Department with the purpose of:

- i. Enhancing Marine Domain Awareness while addressing emerging threats.
- ii. Enhancing the Protection of Soft Targets and Crowded Places.
- iii. Supporting Port Resilience and Recovery Capabilities
- iv. Participating in Training and Exercises
- v. Supporting performance of other all-hazard response and public safety duties

The MOU shall expend Port Security Grant Program project funding for providing support for security service to Ketchikan Police Department and Ketchikan Port and Harbors Department. Under requested Port Security Grant program, Ketchikan Fire Department must support a provision of layered security to Ketchikan Police Department and Ketchikan Port and Harbors Department consistent with the approach described in an approved grant application.

PART VIII - ALL AGENCIES/ORGANIZATION - IMPORTANT FEATURES

35) DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION, SUCH AS LACKING OR INADEQUATE CAPABILITIES OR ASSETS WITHIN THE PORT AREA TO MITIGATE MARITIME SECURITY VULNERABILITIES BEING ADDRESSED BY THIS PROJECT.

The water front of Ketchikan is one of the busiest on the west coast. In a small geographical area it is not uncommon to have 5 cruise ships in port, charter boats, small watercraft, sail boats, tugs and barges, passenger ferries, tour groups with over 50 passengers, amphibious boats, and float planes operating all at the same time in the Tongass Narrows.

This Rapid Response Boat would provide a dependable means for fire, EMS and police to participate in marine prevention response activities. Being the only agency with marine firefighting and rescue vessel capabilities and experience, this vessel will provide a much needed operational platform to safely help the region mitigate a wide variety of marine related emergencies and disasters not currently possible.

The City Ports and Harbors Department, with four cruise ship docks and six small boat harbors including over 1,000 slips, sees this boat as crucial in providing security, EMS and Fire protection. They also see the value in mass casualty incidents, delivery of repair personnel, dive team members, and assisting with dewatering operations and pollution control.

The Ketchikan International Airport is a unique airport in that is geographical separated by a channel of water and has no onsite mutual aid. The only access to our airport is via boat or airplane. Ketchikan International Airport is one of the busiest seaplane ports in the world, just slightly under Ted Stevens International in Anchorage, Alaska.

Any medical patient flying in and out of the airport must be transported by ferry or boat. In the past, when the ferry has been out of service we utilized the Harry Newell fireboat, which is now out of service.

A water front community needs 360 degree protection, which includes the water side. We have depended on the fireboat for this access not only for city residences but also our mutual aid partners to the North and South.

Local Law Enforcement also depends on the access to the waterfront from this platform for enforcement activities and sometimes evidence recovery. They feel this vessel would not only be an asset to the protection of ports and harbors but would aid their job in many other aspects.

The USCG also recognizes the use of this boat for independent fire suppression of private vessels, commercial vessels and water front facilities.

Alaska State Department of Environmental Conservation see this as an enhancement to regional and national resilience by protecting transportation infrastructure of the port of Ketchikan by mitigating environmental damage and disruption to port operations often caused by pollution incidents whether from shore side facilities, including bulk fuel plants, or from vessels.

For the private industry, this boat is one of the primary means of providing maritime security in our local community.

The Interisland Ferry Authority (IFA) system that carries over 50,000 passengers and 12,000 vehicles annually also recognizes the boat as having the ability to provide emergency response for their operations.

PART IX - INVESTMENT JUSTIFICATION ABSTRACT

| | |
|--|--|
| <p>36) WHAT ASSET(S) OR SERVICE(S) WOULD THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, service contracts, fencing etc.)? * For training requests, a course number and title are required.</p> | <p>Rapid Response boat</p> <p>The City of Ketchikan is requesting the funding of a well-equipped marine Rapid Response Boat. The requested boat will exceed NFPA 1925 standards for a Type IV fire boat. The vessel would be in the range of 32-40 foot monohull with water pumping capacity in excess of 1,000 to 1,500gpm. It also would meet the speed and maneuverability requirements needed to safely and efficiently respond to and navigate through coastal waterways around the airport, cruise terminals, ferry terminals and the local water front on the Tongass Narrows. Propelled with outboard motors to safely conduct near or on-shore operations when needed.</p> <p>Walk through cabin with shock mitigating patient bench seats. It will also include navigational and communication equipment to allow crews to operate with responders from other agencies in any of the many weather conditions encountered on the Alaskan waters. The vessel will have sufficient fuel capacity and facilities to give rescue workers the ability to carry out extended operations.</p> <p>This request includes additional equipment to allow the vessel to maximize its full potential by providing security, fire suppression and rescue services on a daily basis. The navigation and electronics equipment includes two Multi-Function Displays (MFDs), radar, dual frequency sonar, 3D imaging side scan sonar, a stabilized high-resolution Forward Looking Infra-Red (FLIR) camera, high-intensity scene lighting for night operations, audible siren and public address system, VHF and Public Safety communications radios, dedicated EMS equipment storage, a rescue litter, patient bench, foam proportioning system for extinguishing petroleum based and structure fires, pike poles, hand line and LDH hoses and other firefighting/rescue equipment. Dropdown bow door along with rear dive doors. Electric davit for lifting. Environmental heat and window defrost system for operation year round in all conditions.</p> <p>Suitable trailer to transport the boat from the manufacturing location to Seattle area to be loaded on a barge or Alaska State Ferry. After arrival in Ketchikan, the trailer would also be used to logistically transport the boat from the water to regularly scheduled maintenance and cleaning.</p> |
| <p>37) IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:</p> | <p>The City of Ketchikan Fire Department currently has a marine vessel, the Harry Newell, used for limited emergency situations. Due to the age and technology on the vessel, many of the much needed emergency related functions are inoperable and unable to be retrofitted. However, the vessel has been a strong asset in emergency response over the years, demonstrating the need for a better functioning and more technically equipped vessel. The Ketchikan Fire Department has been involved in marine firefighting and emergency response since 1905, and has responded to hundreds of varying calls. As our population continues to increase, commerce continues to boom and our visitor capacity expands, Ketchikan demonstrates the need for a well-equipped and functioning vessel - something that we currently do not have.</p> <p>The current vessel was built in 1986, with length of 45ft, width of 12ft and draft of 5.9ft, and has been in service for 35 years. The vessel is powered by two Detroit Diesel 6-71 engines that supply power to four American 1250gpm pumps, delivering 5000gpm and design to travel at 30 knots. Over the years, the vessel has respond to fire suppression, EMS response, shore side water delivery, a dive platform, sinking boats, airplanes or person's in the water, public affairs and greeting or escorting an assortment of marine vessels. The Harry Newell has participated in training with the US Coast Guard, Department of Navy, Alaska Marine Highway System, the North and South Tongass Fire Department and Ketchikan Airport Fire Department, and private industry.</p> <p>In December of 2020 the Harry Newell was placed in dry-dock at Air Marine Harbor due to the dysfunctions of the vessel. The engines and drive train are mechanically breaking down and undependable for a first response boat. All of the fire pumps are broken and unrepairable due to unavailable parts. With all the pumps out of service, it no longer is capable of providing fire protection. Replacing the fire pumps and the drivetrain was researched but found not to be feasible. The main water pipe system, electronics, and communications are showing signs of fatigue and failure. Recently, the vessel has sprung a leak in the engine compartment. The cabin noise test shows unhealthy decibel exposures present to the operators. The vessel was surveyed in January 2020 prior to some of the mechanical failures. At the time it showed significant deficiencies needing repair. If a new vessel is funded, the current vessel will be decommissioned using the City of Ketchikan's surplus policies.</p> |
| <p>38) SPECIFY VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S) THAT THIS PROJECT CLOSURES/MITIGATES.</p> <p>The Area Maritime Security Plan and the Port of Ketchikan Annex currently rely on the USCG as the only entity to provide waterside surveillance and security response capabilities. The addition of this vessel will enhance surveillance and security by providing for additional waterside capability when used in conjunction with USCG assets and backup capability with the ability to assume primary responsibility should USCG assets be needed in other areas of the region or otherwise unavailable.</p> <p>The Marine Firefighting Contingency Plan dictates that local fire departments are responsible for marine firefighting within their jurisdictions in Southeast Alaskan waters. Currently, there are no adequate emergency response vessels in our COTP region that are able to provide adequate security or firefighting and/or rescue services. We believe that the addition of this vessel will further our ability to fulfill our local COTP priorities as identified in the Marine Firefighting Contingency Plan.</p> <p>This asset will enhance the ability to rapidly establish command and control of emergency situations that could affect the safe and efficient mitigation of the emergency and re-establishing the flow of commerce.</p> | |
| <p>39) SUMMARIZE THE PROPOSED INVESTMENT JUSTIFICATION.</p> <p>THE FOLLOWING MUST BE INCLUDED:</p> <ul style="list-style-type: none"> • DESCRIBE HOW THIS INVESTMENT ADDRESSES THE CAPTAIN OF THE PORT'S PRIORITIES • EXPLAIN HOW THIS INVESTMENT WILL ACHIEVE A MORE SECURE AND RESILIENT PORT AREA • IF SIMILAR CAPABILITIES ALREADY EXIST, EXPLAIN WHY ADDITIONAL ASSETS/SERVICES ARE NEEDED. <p>CAPTAIN OF THE PORT (COTP) PRIORITIES:</p> <p>The Area Maritime Security Plan addresses three different scenarios that have the potential of occurring in and gravely affecting Southeast Alaska. The addition of this marine asset will significantly increase the region's ability to respond to these scenarios. It will also allow the Southeast Captain of the Port (COTP) zone to enhance Marine Domain Awareness, enhance Improvised Explosive Device (IED) and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and recovery, support Port Resilience and Recovery Capabilities, participate in training and exercises and support performance of other all-hazard response and public safety duties. The</p> | |

COTP of the United States Coast Guard (USCG) exercises are primary federal responsibility for the safety and security of the port. This responsibility is discharged by enforcing dangerous cargo regulations, marine terminal safety regulations, port security, and pollution prevention regulations. In emergencies, the COTP may control the movement of ships and boats, establish safety zones, and provide on scene personnel for situation assessment. Currently, Southeast Alaska has a Marine Firefighting Contingency Plan for the Southeast COTP Zone. This plan provides a regional port level framework for a unified coordinated response to marine fire incident preparedness. As part of our COTP's priorities, and the intention of the plan to include functioning firefighting equipment, it is imperative that we have a reliable and equipped method of responding to marine based emergencies, fires, potential threats, natural disasters, and various law enforcement issues.

HOW THIS INVESTMENT WILL ACHIEVE A MORE SECURE AND RESILIENT PORT AREA:

The Area Maritime Security Plan and the Port of Ketchikan Annex currently rely on the USCG as the only entity to provide waterside surveillance and security response capabilities. The addition of this vessel will enhance surveillance and security by providing for additional waterside capability when used in conjunction with USCG assets and backup capability with the ability to assume primary responsibility should USCG assets be needed in other areas of the region or otherwise unavailable.

The Marine Firefighting Contingency Plan dictates that local fire departments are responsible for marine firefighting within their jurisdictions in Southeast Alaskan waters. Currently, there are no adequate emergency response vessels in our COTP region that are able to provide adequate security or firefighting and/or rescue services. We believe that the addition of this vessel will further our ability to fulfill our local COTP priorities as identified in the Marine Firefighting Contingency Plan.

This asset will enhance the ability to rapidly establish command and control of emergency situations that could affect the safe and efficient mitigation of the emergency, and re-establishing the flow of commerce.

Finally, primary security enhancement realized by funding this type of investment will be to IED and WMD prevention, protection, response, and recovery capabilities. This enhancement will be made possible as this vessel will be equipped with detection devices and used to support Fire, EMS, and Law Enforcement emergency operations. Currently, the ability to provide such a response in our region, as well as within the entire State of Alaska, is severely under equipped and this vessel will provide a much needed resource to mitigate the effects of these IED and WMD type of attacks.

IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:

The City of Ketchikan Fire Department currently has a marine vessel, the Harry Newell, used for limited emergency situations. Due to the age and technology on the vessel, many of the much needed emergency related functions are inoperable and unable to be retrofitted. However, the vessel has been a strong asset in emergency response over the years, demonstrating the need for a better functioning and more technically equipped vessel. The Ketchikan Fire Department has been involved in marine firefighting and emergency response since 1905, and has responded to hundreds of varying calls. As our population continues to increase, commerce continues to boom and our visitor capacity expands, Ketchikan demonstrates the need for a well-equipped and functioning vessel - something that we currently do not have.

The current vessel was built in 1986, with length of 45ft, width of 12ft and draft of 5.9ft, and has been in service for 35 years. The vessel is powered by two Detroit Diesel 6-71 engines that supply power to four American 1250gpm pumps, delivering 5000gpm and design to travel at 30 knots. Over the years, the vessel has respond to fire suppression, EMS response, shore side water delivery, a dive platform, sinking boats, airplanes or person's in the water, public affairs and greeting or escorting an assortment of marine vessels. The Harry Newell has participated in training with the US Coast Guard, Department of Navy, Alaska Marine Highway System, the North and South Tongass Fire Department and Ketchikan Airport Fire Department, and private industry.

Currently, four of the four fire pumps are broken and unrepairable due to unavailable parts. With all the pumps out of service it no longer is capable of providing fire protection. Replacing the fire pumps and the drivetrain was researched but found not to be feasible. The main water pipe system, electronics, and communications are showing signs of fatigue and failure. Recently, the vessel has sprung a leak in the engine compartment. The cabin noise test shows unhealthy decibel exposures present to the operators. If a new vessel is funded, the current vessel will be decommissioned using the City of Ketchikan's surplus policies.

PART X - NATIONAL PRIORITIES

40) IDENTIFY ONE PROGRAM PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS (Program Priorities are Identified in the NOFO):

Program Priority 1

41) DESCRIBE HOW, AND THE EXTENT THIS INVESTMENT JUSTIFICATION MEETS ONE OR MORE OF THE NATIONAL PRIORITIES.

The National Preparedness Systems goal outlines critical tasks for the "Prevention, Protection, Mitigation, Response, and Recovery" for the whole community. We believe that our local to national planning efforts align us with the Nation's overall core capabilities and goals. We also believe that the funding of this investment request would benefit us locally, regionally, state-wide and nationally.

The City of Ketchikan has inter-local agreements with the North Tongass Volunteer Fire Department, the South Tongass Volunteer Fire Department, The United States Coast Guard (USCG), The U.S. Forest Service, and the Ketchikan International Airport. We are also a part of the Statewide Hazmat Response Team, the "SE Alaska Mass Casualty Contingency Plan" and the "SE Alaska M.M.R.S. Mutual Aid Agreement" for all municipalities in Southeast Alaska. We have formed "Whole Community" partnerships with numerous agencies and believe that cooperation is the key to emergency response success. Our partners include: Public Health, our local hospital, Environmental Conservation (ADEC), Customs and Border Protection, TSA, our local International Airport, Law Enforcement, Port and Cruise Line Authorities, Spill Response agencies, and numerous other Local, State, and Federal agencies. We've had numerous training events and exercises locally and our members are often asked to evaluate or assist as controllers for exercises.

From Mass-Immunization to Explosives (EOD) events, evacuation drills and alternate care sites, Ketchikan has taken the lead in preparedness. We have worked closely with the USCG, Pacific Strike Team; and the National Guards "103rd Civil Support Team" on preparing our personnel to deal with events that go beyond the norm.

We have re-written the Greater Ketchikan Area Emergency Operations Plan (EOP) (2007), and we have trained local responders, managers, and political leaders in the National Incident Management System (NIMS). We have trained Fire Teams from the cruise ship industry, State Ferry System, and University of Alaska Southeast students in Marine Shipboard Firefighting. We regularly participate in drills and training with the United States Coast Guard Station Ketchikan, and have participated in multiple statewide exercises.

Area Maritime Security Plan and Port Annex Ketchikan: This plan was developed under the authority of the Maritime Transportation Security Act of 2002 (MTSA), The Security and Accountability for Every Port Act of 2006 (SAFE Port Act), and The Coast Guard Authorization Act of 2010. The MTSA mandates the development of Area Maritime Security Plans (AMSP), and Facility and Vessel Security Plans. The AMSP states, "First tier agencies are those such as police, fire, and emergency medical units who are normally dispatched through the emergency 911 call system," by definition this includes Ketchikan Fire Department (KFD) and Ketchikan Police Department (KPD). Under the AMSP local police (KPD) are responsible for normal law enforcement duties and first response to security breaches, and local emergency service providers (KFD) are responsible for first responder actions, damage assessments, and recovery. The Port Annex Ketchikan identifies specific security procedures for each MARSEC level and identifies prevention, response, and recovery roles for both KFD and KPD.

Southeast Alaska Marine Firefighting Contingency Plan: This plan was developed under the authority of the Ports and Waterways Safety Act (PWSA) of 1972, and the Oil Pollution Act (OPA 90) of 1990. The PWSA authorizes the COTP to restrict foreign and domestic vessel movement and port operations while operating in the navigable waters of the United States, and OPA 90 mandates the development of the Area Contingency Plans, to include firefighting equipment. The plan identifies Southeast fire departments as having responsibility for fire protection within their jurisdictions. One of the responsibilities is to request necessary personnel and equipment, including vessels, and to make requests for equipment in order to serve any emergency or disaster effectively.

Port Maritime Security Plan: The 2014 Ketchikan Passenger Terminal Security Plan and the Ketchikan Berth Four Facility Security Plan both state that:

a. At MARSEC Level 3 a facility owner or operator may implement additional measures, as directed by the Captain of the Port Southeast Alaska including but not limited to:

- i. Use of waterborne security patrol.
- ii. Use of armed security personnel. Ketchikan Police Department (KPD) will supplement facility security.
- iii. Examination of piers, wharves, and similar structures at the facility for the presence of dangerous substances or devices underwater or other threats.

b. At MARSEC Level 1, II, and III – Port Responsibilities include conducting a visual port security sweep on top of and below the dock facility.

c. At MARSEC Level III – Water patrol of the facility perimeter on a frequency determined appropriate by the FSO.

Internal MOU/A's between KFD, KPD, and Ketchikan Ports & Harbors Department (P&H) have been put in place to make the Marine Emergency Response Vessel available to support and enhance these capabilities. Use of FLIR and side scan sonar would greatly enhance the ability of all parties to detect threats to the port in conditions that would not otherwise be possible without significantly more manpower.

Ketchikan's Emergency Operations Plan for the Greater Ketchikan Area was adopted by the Ketchikan City Council (to include the Port of Ketchikan), the Ketchikan Gateway Borough Assembly and the City of Saxman. The plan includes a whole community, shared responsibility approach, identifying four phases of Emergency Management: (1) Mitigation – activities that eliminate the probability of disaster. (2) Preparedness – activities that prepare governments, organizations and individuals by developing plans to save lives and minimize damage in the case of an emergency or disaster. (3) Response – interventions that prevent loss of lives, prevents loss of property and provides emergency assistance during a disaster or emergency. (4) Recovery – short and long term activities that return systems to normal or improved standards after a disaster or emergency. The plan addresses local emergencies, terrorism attacks, and natural disasters. The proposed vessel will aid our large marine based region in committing to this level of response and relief.

With a new emergency response vessel, Fire and EMS responders will be able to respond to, and support law enforcement operations in, recovery capabilities of IED and WMD events more effectively if able to work from this type of investment. This vessel will protect the rescuers from CBRNE type threats and allow them the ability to perform appropriate responses and affect rescues of those affected by IED and WMD events. A majority of these types of events result in situations that require a response from firefighters including hazardous materials technicians.

PART XI - IMPLEMENTATION PLAN

42) PROVIDE A HIGH-LEVEL TIMELINE OF MILESTONES FOR THE IMPLEMENTATION OF THIS INVESTMENT, SUCH AS PLANNING, TRAINING, EXERCISES, AND MAJOR ACQUISITIONS OR PURCHASES. UP TO 10 MILESTONES MAY BE SUBMITTED.

THE FOLLOWING MUST BE INCLUDED:

- MAJOR MILESTONES OR RELEVANT INFORMATION THAT IS CRITICAL TO THE SUCCESS OF THE INVESTMENT
- MAJOR TASKS THAT WILL NEED TO OCCUR (E.G. DESIGN AND DEVELOPMENT, CONTRACTUAL AGREEMENTS, PROCUREMENT, DELIVERY, INSTALLATION AND PROJECT COMPLETION)
- ESTIMATED PERCENTAGE FOR EACH MILESTONE BASED ON COMPLEXITY AND SIGNIFICANCE (MILESTONES MUST COLLECTIVELY EQUAL 100%)

| Milestones | Start Date (mm/yyyy) | Completion Date (mm/yyyy) | Percentage of Project |
|--|----------------------|---------------------------|-----------------------|
| 1. Port Security Grant award from DHS/FEMA formal notification | 10/2021 | 11/2021 | 0% |
| 2. Grant formally accepted by the Ketchikan's City Council | 11/2021 | 12/2021 | 5% |
| 3. Approve design, development and specification for vessel | 12/2021 | 02/2022 | 5% |
| 4. Selection of vessel builder | 02/2022 | 04/2022 | 5% |
| 5. Complete contract agreement and procurement; place building order | 04/2022 | 06/2022 | 20% |
| 6. In-progress monitoring and review of vessel construction | 06/2022 | 12/2022 | 15% |
| 7. Pre-arrival crew and mechanics training | 12/2022 | 03/2023 | 15% |
| 8. Delivery of vessel, acceptance of work, sea trials, verification of performance | 03/2023 | 09/2023 | 20% |
| 9. Installation of vessel in-service | 09/2023 | 11/2023 | 10% |
| 10. Project completion, final grant close out | 11/2023 | 09/2024 | 5% |
| Total Percentage of Project | | | 100% |

PSGP Budget Detail Worksheet

A. Personnel. List each position by title and name of employee, if available. Show the annual salary rate and the percentage of time to be devoted to the project. Compensation paid for employees engaged in grant activities must be consistent with that paid for similar work within the applicant organization.

| Name/Position | Description of Project Work Activities | Computation | Cost |
|---|---|------------------------|------|
| N/A | N/A | N/A | N/A |
| | | | |
| | | | |
| | | | |
| | | | |
| Name/Position for Management and Administration | Description of Management and Administration Activities | Computation | Cost |
| N/A | N/A | N/A | N/A |
| | | | |
| | | Total Personnel | |

B. Fringe Benefits. Fringe benefits should be based on actual known costs or an established formula. Fringe benefits are for the personnel listed in budget category (A) and only for the percentage of time devoted to the project.

| Name/Position | Description of Fringe Benefits | Computation | Cost |
|---|--------------------------------|------------------------------|------|
| N/A | N/A | N/A | N/A |
| | | | |
| | | | |
| | | | |
| | | | |
| Name/Position for Management and Administration | Description of Fringe Benefits | Computation | Cost |
| N/A | N/A | N/A | N/A |
| | | | |
| | | Total Fringe Benefits | |

C. Travel. Itemize travel expenses of project personnel by purpose (e.g., staff to training, field interviews, advisory group meeting, etc.). Show the basis of computation (e.g., six people to three-day training at \$X airfare, \$X lodging, \$X subsistence). In training projects, travel and meals for trainees should be listed separately. Show the number of trainees and unit costs involved. Identify the location of travel, if known. Indicate source of Travel Policies applied, Applicant or Federal Travel Regulations.

| Purpose of Travel | Location | Computation | Cost |
|-------------------|----------|-------------|------|
|-------------------|----------|-------------|------|

| | | | |
|----------------------------------|---|---|---------|
| Travel for final boat inspection | Most likely East Coast. Computation was for Florida | Flight, lodging and per diem for two people not to exceed 5 days including travel days Flights from Ketchikan to lower 48 round trip cost on average \$500 Hotel including overnight layover in Seattle is estimated at \$175 a night for 4 nights for total of \$700 Average per diem rate is about \$65 for a total of \$260 for 2 travel days and 3 full days \$40 for airport ferry in Ketchikan and taxi/shuttle to and from airport at destination Estimated total of \$1,500 per person | \$3,000 |
|----------------------------------|---|---|---------|

| | | | |
|---|----------|--------------|---------|
| Purpose of Travel for Management and Administration | Location | Computation | Cost |
| | | | |
| | | | |
| | | | |
| | | Total Travel | \$3,000 |

D. Equipment. List non-expendable items that are to be purchased. Non-expendable equipment is tangible property having a useful life of more than one year. (Note: Organization's own capitalization policy and threshold amount for classification of equipment may be used).

Identify the Authorized Equipment List number (AEL #) for items requested. Expendable items should be included either in the "Supplies" category or in the "Other" category. Applicants should analyze the cost benefits of purchasing versus leasing equipment, especially high cost items and those subject to rapid technical advances. Rented or leased equipment costs should be listed in the "Contractual" category. Explain how the equipment is necessary for the success of the project. Attach a narrative describing the procurement method to be used. For CBRNE Vessels or Vehicles, list the specific CBRNE equipment that will be installed on the vessel or vehicle, including equipment already owned by the applicant.

| Equipment (Type and AEL#) | Description and Purpose of Equipment | Computation (Quantity x per unit cost) | Cost |
|--|--|--|-----------|
| Marine Emergency Response Vessel 17WC-00-BOAT | a 24/7 Rapid Response Boat with firefighting, prevention and response capabilities (17WC-00-BOAT - Watercraft), designed and equipped to meet NFPA 1925: Standard on Marine Fire-Fighting Vessels. Design specifications for the vessel will be developed, and the City of Ketchikan procurement process will be followed. Selection of shipbuilder and vendor negotiations will follow, after which a contract for construction will be awarded by the City of Ketchikan. During the project; in-progress monitoring and review, clarification of specified work, delivery, acceptance of work, sea trials and verification of performance to standards will be conducted. | 1 x 615000 | \$615,000 |
| Mobile Radio 06CP-01-MOBL | One mobile radio (06CP-01-MOBL - Radio, Mobile) | 1 x 14000 | \$14,000 |
| Portable Radios x 2 06CP-01-PORT | Two Portable Radios 06CP-01-PORT | 2 x 5500 | \$11,000 |

| | | | |
|---|--|--|-----------|
| SCBA Bottles x 2 with hoses 01AR-01-SCBA | two one hour rated SCBA Cylinders (01AR-01-SCBC - Cylinders and Valve Assemblies, Spare, and Service/Repair Kits, CBRN SCBA) | 2 x 9000 | \$9,000 |
| Intercom System 06CP-03-ICOM | one Intercom System (06CP-03-ICOM - Intercom) | 1 x 5000 | \$5,000 |
| Firefighting Foam 01-FOMB | 150 gallons of USCG Rated/Approved Grade 3% AFFF Class B Foam (03SF-01-FOMB - Foam, fire fighting, Class B) | 150 Gallons x \$24 | \$3,600 |
| Watercraft Modifications/Accessories 17WC-00-WCMA | Water Craft modificatons for equipment and accessories (17WC-00-WCMA) | | \$10,000 |
| Equipment for Management and Administration (Type and AEL#) | Description and Purpose for Equipment | Computation (Quantity x per unit cost) | Cost |
| | | | |
| | | | |
| Total Equipment | | | \$667,600 |

E. Supplies. List items by type (office supplies, postage, training materials, copying paper, and other expendable items such as books, hand held tape recorders) and show the basis for computation. (Note: Organization's own capitalization policy and threshold amount for classification of supplies may be used). Generally, supplies include any materials that are expendable or consumed during the course of the project.

| | | | |
|--|---|--|---------|
| Supplies | Description and Purpose of Supplies | Computation (Quantity x per unit cost) | Cost |
| Fuel | Supplies to be purchased include approximately 1300 gallons of fuel to provide approximately 4.5 hours of hands on operator proficiency training for 30 operators during and in conjunction with the training to meet agency operator proficiency requirements. | 1300 x \$3.50/gal | \$4,550 |
| | | | |
| | | | |
| Supplies for Management and Administration | Description and Purpose for Supplies | Computation (Quantity x per unit cost) | Cost |
| | | | |
| | | | |
| Total Supplies | | | \$4,550 |

F. Consultants/Contracts. Indicate whether applicant's procurement policy follows standards found in 2 C.F.R. § 200.318(a).

Consultant Fees: For each consultant enter the name, if known, service to be provided, reasonable daily or hourly (8-hour day), and estimated time on the project to include M&A.

| | | | |
|--|---|-------------|------|
| Name of Consultant | Description of Services Provided | Computation | Cost |
| | | | |
| | | | |
| | | | |
| | | | |
| Name of Consultant for Management and Administration | Description of Services for Management and Administration | Computation | Cost |
| | | | |
| | | | |
| Subtotal – Consultant Fees | | | \$0 |

Consultant Expenses: List all expenses to be paid from the grant to the individual consultant in addition to their fees (i.e., travel, meals, lodging, etc.)

| | | | |
|------|-------------------------|-------------|------|
| Item | Location and/or Purpose | Computation | Cost |
|------|-------------------------|-------------|------|

| | | | |
|--|--|--------------------------------|----------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Item for Management and Administration | Location and/or Purpose | Computation | Cost |
| | | | |
| | | | |
| | | Subtotal – Consultant Expenses | |
| Contracts: Provide a description of the product or services to be procured by contract and an estimate of the cost. Applicants are encouraged to promote free and open competition in awarding contracts. Any sole source contracts must follow the requirements set forth in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200. | | | |
| Item | Description of Services Provided | Computation | Cost |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Item for Management and Administration | Description of Services for Management and Administration | Computation | Cost |
| | | | |
| | | | |
| | | Subtotal – Contracts | |
| | | Total Consultants/Contracts | \$0 |
| G. Other Costs. List items (e.g., reproduction, janitorial or security services, and investigative or confidential funds) by major type and the basis of the computation. For example, provide the square footage and the cost per square foot for rent, and provide a monthly rental cost and how many months to rent. | | | |
| Item | Description and Purpose | Computation | Cost |
| Performance Bond | Under City of Ketchikan procurement policy a procurement bond will be required for this project and therefore is included in the budget. | Set price | \$16,800 |
| Mooring Cost x 12 months | Mooring Fees/cost for the grant performance period the vessel is expected to be moored in Ketchikan after delivery. | \$1600 per year | \$1,600 |
| Haul Out/Bottom Cleaning | Haul out and bottom cleaning twice per year for the grant performance period the vessel is expected to be in the water. | \$600 each x 2 a year | \$1,200 |
| Preventative Maintenance | Preventative maintenance costs for the period the vessel is expected to be in service during the grant performance period including; bottom paint \$2500/year, replacement of motor zincs \$950/year, replacement of hull zincs \$300/year, routine engine inspection and maintenance \$1500/year. | 2500 + 950 + 300 + 1500 | \$5,250 |
| | | | |
| | | | |
| Item for Management and Administration | Description and Purpose | Computation | Cost |
| | | | |
| | | | |

| | | | |
|--|-------------------------|--------------------|------------------|
| | | Other Costs | \$24,850 |
| H. Indirect Costs. Indirect costs are allowable only as described in 2 C.F.R. § 200.414. With the exception of recipients who have never received a negotiated indirect cost rate as described in 2 C.F.R. § 200.414(f), recipients must have an approved indirect cost rate agreement with their cognizant Federal agency to charge indirect costs to this award. A copy of the approved rate (a fully executed, agreement negotiated with the applicant's cognizant Federal agency) must be attached. | | | |
| Cognizant Federal Agency | Description and Purpose | Computation | Cost |
| N/A | N/A | N/A | N/A |
| | | | |
| Cognizant Federal Agency for Management and Administration | Description and Purpose | Computation | Cost |
| N/A | N/A | N/A | N/A |
| | | | |
| Budget Category | Federal Amount | Non-Federal Amount | Total |
| A. Personnel | \$0 | \$0 | \$0 |
| B. Fringe Benefits | \$0 | \$0 | \$0 |
| C. Travel | \$0 | \$3,000 | \$3,000 |
| D. Equipment | \$525,000 | \$142,600 | \$667,600 |
| E. Supplies | \$0 | \$4,550 | \$4,550 |
| F. Consultants/Contracts | \$0 | \$0 | \$0 |
| G. Other | \$0 | \$24,850 | \$24,850 |
| H. Indirect Costs | \$0 | \$0 | \$0 |
| Total | \$525,000 | \$175,000 | \$700,000 |

Project Description-

This proposal request the funding of an emergency response vessel to protect the Port of Ketchikan and critical infrastructure throughout the Ketchikan gateway Borough. The Vessel would provide a working platform to support Law Enforcement, Fire and EMS operations.

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

04/21/2021

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: City of Ketchikan

* b. Employer/Taxpayer Identification Number (EIN/TIN):

92-6000082

* c. Organizational DUNS:

0766607520000

d. Address:

* Street1:

334 Front St.

Street2:

* City:

Ketchikan

County/Parish:

* State:

AK: Alaska

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

99901-6577

e. Organizational Unit:

Department Name:

Fire

Division Name:

Operations

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name:

Scott

Middle Name:

* Last Name:

Brainard

Suffix:

Title: Acting Fire Chief

Organizational Affiliation:

Ketchikan Fire Department

* Telephone Number:

907-226-1362

Fax Number:

907--226-9613

* Email:

scott@ktn-ak.us

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Department of Homeland Security - FEMA

11. Catalog of Federal Domestic Assistance Number:

97.056

CFDA Title:

Port Security Grant Program

* 12. Funding Opportunity Number:

DHS-21-GPD-056-00-01

* Title:

Fiscal Year (FY) 2021 Port Security Grant Program (PSGP)

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

1234-KFD AOI MAP KETCHIKAN AREA.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Rapid Response Boat

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

| | |
|---------------------|---|
| * a. Federal | <input type="text" value="525,000.00"/> |
| * b. Applicant | <input type="text" value="175,000.00"/> |
| * c. State | <input type="text" value="0.00"/> |
| * d. Local | <input type="text" value="0.00"/> |
| * e. Other | <input type="text" value="0.00"/> |
| * f. Program Income | <input type="text" value="0.00"/> |
| * g. TOTAL | <input type="text" value="700,000.00"/> |

* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* APPLICANT'S ORGANIZATION

City of Ketchikan

* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

Prefix:

* First Name: Karl

Middle Name: F

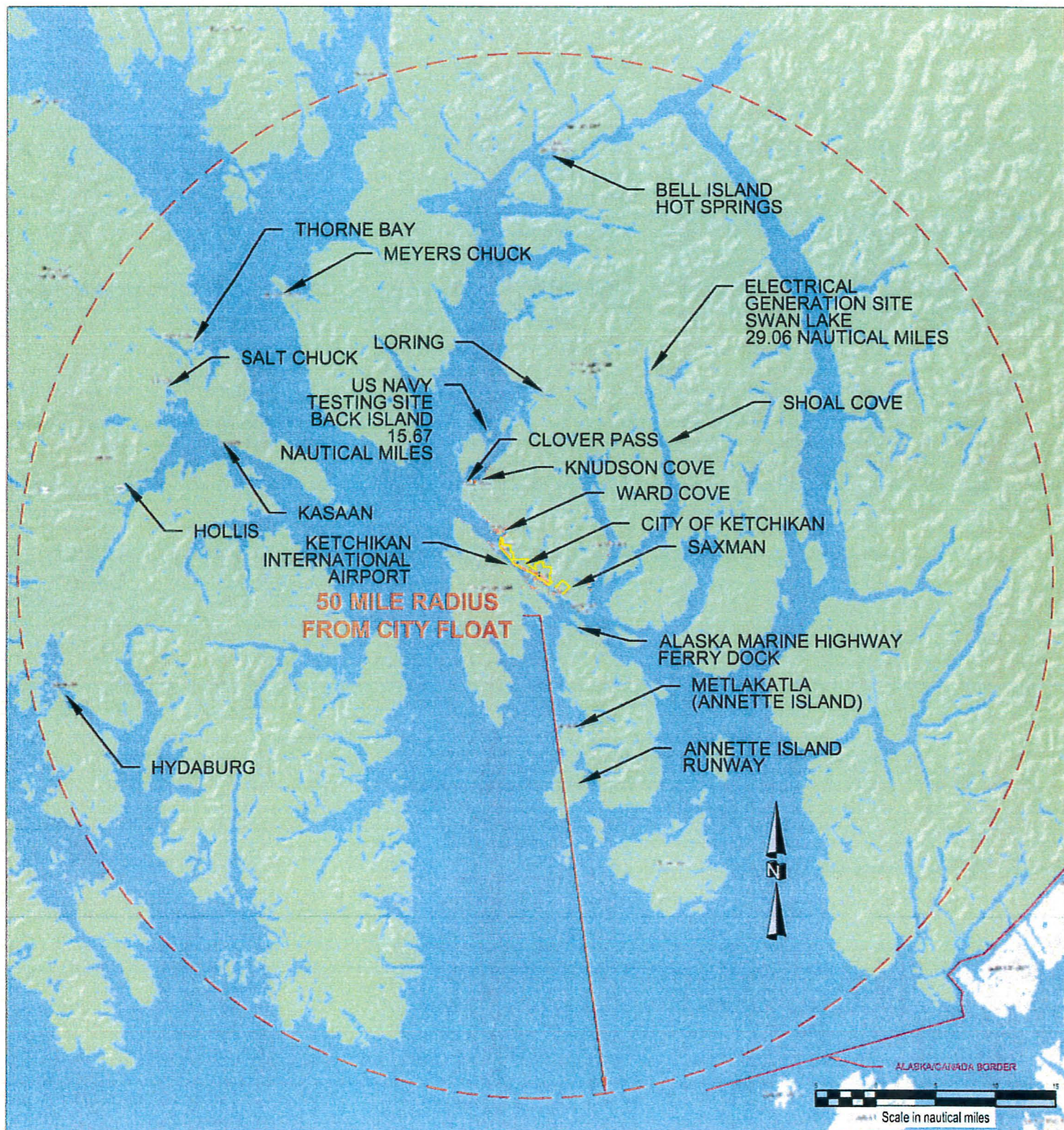
* Last Name: Amylon

Suffix:

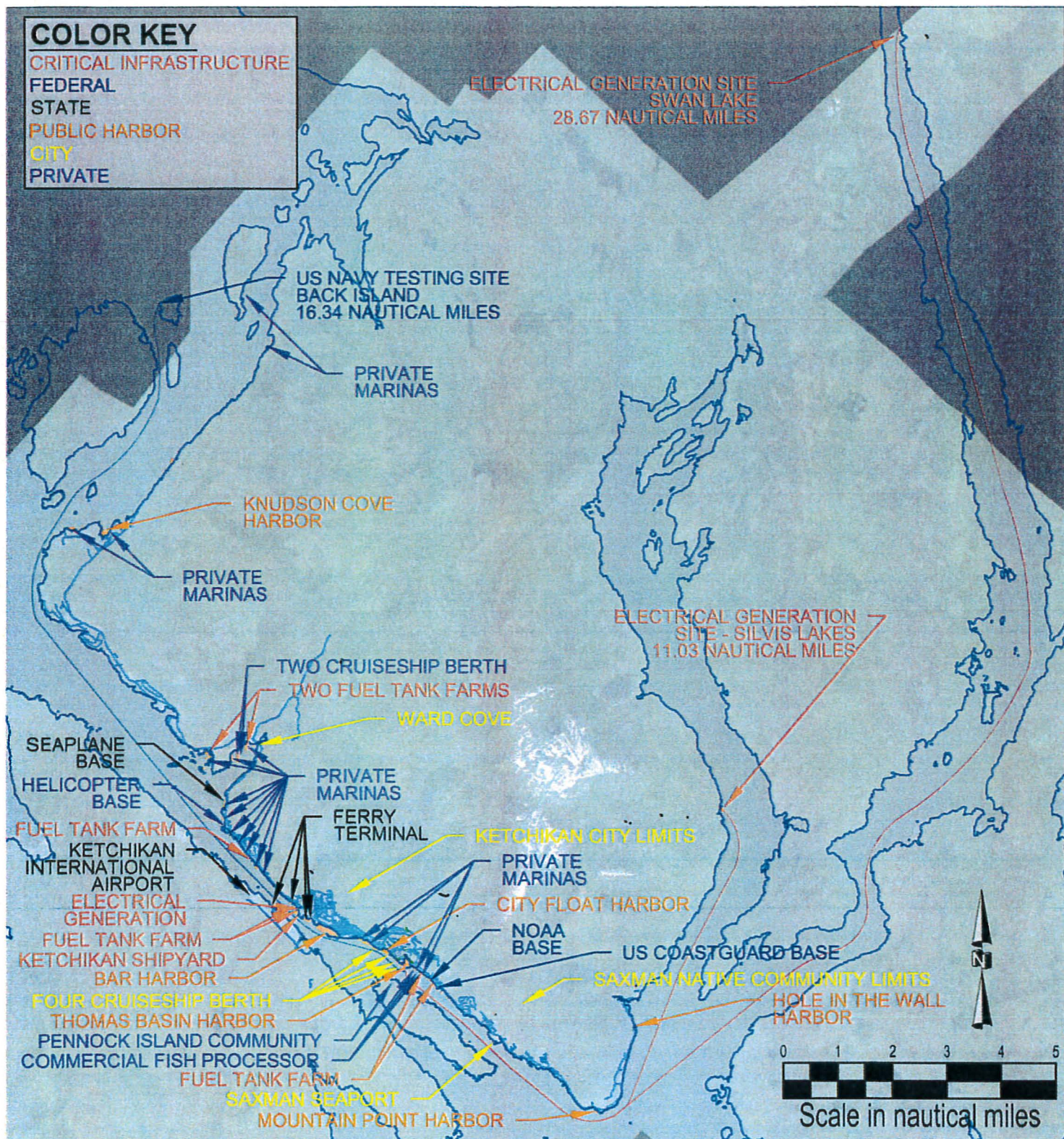
* Title: City Manager

* SIGNATURE: Scott Brainard

* DATE: 04/21/2021



**50 mile response radius
from Ketchikan, Alaska**



KETCHIKAN AREA OF INFLUENCE