

INVITATION TO BID
 STATE OF LOUISIANA
 DIVISION OF ADMINISTRATION
 OFFICE OF STATE PURCHASING



BIDS WILL BE PUBLICLY OPENED:
SEP 17, 2009 10:00 AM

PURCHASING AGENCY NO. : 107001

=====> VENDOR NO. :
 SOLICITATION : 2236304
 FILE NO. : Q523088
 OPENING DATE : 09/17/09

SEE NO. 8 BELOW. RETURN BID TO
 2236304 09/17/09 10:00 AM
 Q523088

=====>

FILL IN VENDOR NUMBER (FEIN), NAME AND ADDRESS ABOVE, BEFORE SUBMITTING BID.

OFFICE OF STATE PURCHASING
 OFFICE OF STATE PURCHASING
 POST OFFICE BOX 94095
 BATON ROUGE, LA 70804-9095

BUYER : PETE JONES
 BUYER PHONE : (225) 342-0274
 DATE ISSUED : 08/19/09
 REQ. AGENCY : 435002 FOLO HERE-->
 DEPARTMENT OF NATURAL RESOURCES
 AGENCY REQ. NO. : OCP100060
 ISIS REQ. NO. : 1327574
 VENDOR PHONE :
 FISCAL YEAR : 10
 CLASS/SUBCLASS : 12008
 SCHEDULED BEGIN DATE : 00/00/00
 SCHEDULED END DATE : 00/00/00
 T-NUMBER :

AIRBOAT WITH ENGINE AND TRAILER

TO BE COMPLETED BY VENDOR

1. _____ PLEASE REMOVE FROM THIS COMMOOITY COOE.
2. _____ DELIVERY WILL BE MADE IN THIS NUMBER OF DAYS AFTER RECEIPT OF OROER.
3. _____ % CASH DISCOUNT FOR PROMPT PAYMENT IF MADE WITHIN THIRTY (30) DAYS. CASH DISCOUNTS FOR LESS THAN 30 OAYS OR LESS THAN 1% WILL BE ACCEPTEO, BUT WILL NOT BE CONSIDEROED IN DETERMINING AWAROS. ON INDEFINITE QUANTITY TERM CONTRACTS, CASH DISCOUNTS WILL BE ACCEPTEO ANO TAKEN BUT WILL NOT BE CONSIDEROED IN DETERMINING AWAROS.
4. _____ BID BONO ATTACHED, _____ CERTIFIED CHECK ATTACHED, _____ OTHER, IF REQUIRED.
5. _____ BID REFERENCE NUMBER. (THIS NUMBER WILL APPEAR ON RESULTING ORDER OR CONTRACT).

INSTRUCTIONS TO BIODERS

1. READ THE ENTIRE BIO, INCLUDING ALL TERMS AND CONOITIONS AND SPECIFICATIONS.
2. ALL BID PRICES MUST BE TYPEO OR WRITTEN IN INK. ANY CORRECTIONS, ERASURES OR OTHER FORMS OF ALTERATION TO UNIT PRICES SHOULO BE INITIALEO BY THE BIOOER.
3. THIS BIO IS TO BE MANUALLY SIGNED IN INK. FOLO HERE-->
4. BIO PRICES SHALL INCLUDE DELIVERY OF ALL ITEMS F.O.B. OESTINATION OR AS OTHERWISE PROVIDED. BIDS CONTAINING "PAYMENT IN AOAVANCE" OR "C.O.D" REQUIREMENTS MAY BE REJECTEO. PAYMENT IS TO BE MADE WITHIN 30 OAYS AFTER RECEIPT OF PROPERLY EXECUTEO INVOICE OR OELIVERY, WHICHEVER IS LATER.
5. AMOUNT OF BID BONO REQUIRED: _____ N/A _____.
6. AMOUNT OF PERFORMANCE BONO, IF REQUIRED. _____ OR _____ 0% _____ OF BID.
7. OESIREO OELIVERY: _____ 003WEEKS ARO _____.
8. TO ASSURE CONSIDERATION OF YOUR BIO, ALL BIDS ANO ADOENDA SHOULO BE RETURNEO IN AN ENVELOPE OR PACKAGE CLEARLY MARKED WITH THE BIO OPENING DATE ANO THE BID NUMBER, OR SUBMITTEO IN THE SPECIAL ENVELOPE IF FURNISHEO FOR THAT PURPOSE.
9. BIOS SUBMITTED ARE SUBJECT TO PROVISIONS OF THE LAWS OF THE STATE OF LOUISIANA INCLUDING BUT NOT LIMITEO TO L.R.S. 39:1551-1736; PURCHASING RULES ANO REGULATIONS; EXECUTIVE OROERS; STANOARD TERMS ANO CONOITIONS; SPECIAL CONOITIONS; ANO SPECIFICATIONS LISTED IN THIS SOLICITATION.
10. IMPORTANT: BY SIGNING THE BIO, THE BIOOER CERTIFIES COMPLIANCE WITH ALL INSTRUCTIONS TO BIOOERS, TERMS, CONOITIONS ANO SPECIFICATIONS, ANO FURTHER CERTIFIES THAT THIS BIO IS MADE WITHOUT COLLUSION OR FRAUD. THIS BIO IS TO BE MANUALLY SIGNED IN INK BY A PERSON AUTHORIZED TO BINO THE VENOOR (SEE NO.30). ALL BID INFORMATION SHALL BE MADE WITH INK OR TYPEWRITTEN.

VENDOR PHONE NUMBER: FAX NUMBER:	TITLE	DATE
SIGNATURE OF AUTHORIZED BIDDER - SEE NO. 30, PAGE 3. (MUST BE SIGNED)		NAME OF BIDDER (TYPED OR PRINTED)

STANDARD TERMS & CONDITIONS**INVITATION TO BID**

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11 ADDRESS ALL INQUIRIES AND CORRESPONDENCE TO THE BUYER AT THE PHONE AND ADDRESS SHOWN ABOVE.

12. CONFERENCE:

NA
NA
NA

13. BID FORMS.

ALL WRITTEN BIDS, UNLESS OTHERWISE PROVIDED FOR, MUST BE SUBMITTED ON, AND IN ACCORDANCE WITH, FORMS PROVIDED, PROPERLY SIGNED (SEE NO. 30). BIDS SUBMITTED IN THE FOLLOWING MANNER WILL NOT BE ACCEPTED:

- A. BID CONTAINS NO SIGNATURE INDICATING INTENT TO BE BOUND;
- B. BID FILLED OUT IN PENCIL; AND
- C. BID NOT SUBMITTED ON THE STATE'S STANDARD FORMS.

BIDS MUST BE RECEIVED AT THE ADDRESS SPECIFIED IN THE SOLICITATION PRIOR TO BID OPENING TIME IN ORDER TO BE CONSIDERED. TELEGRAPHIC AND FAX ALTERATIONS TO BIDS RECEIVED BEFORE BID OPENING TIME WILL BE CONSIDERED PROVIDED FORMAL BID AND WRITTEN ALTERATION HAVE BEEN RECEIVED AND TIME-STAMPED BEFORE BID OPENING TIME. ENTIRE BID SHOULD BE RETURNED, EXCEPT ITEM PAGES NOT BID.

14. STANDARDS OF QUALITY.

ANY PRODUCT OR SERVICE BID SHALL CONFORM TO ALL APPLICABLE FEDERAL AND STATE LAWS AND REGULATIONS AND THE SPECIFICATIONS CONTAINED IN THE SOLICITATION. UNLESS OTHERWISE SPECIFIED IN THE SOLICITATION, ANY MANUFACTURER'S NAME, TRADE NAME, BRAND NAME, OR CATALOG NUMBER USED IN THE SPECIFICATION IS FOR THE PURPOSE OF DESCRIBING THE STANDARD OF QUALITY, PERFORMANCE, AND CHARACTERISTICS DESIRED AND IS NOT INTENDED TO LIMIT OR RESTRICT COMPETITION. BIDDER MUST SPECIFY THE BRAND AND MODEL NUMBER OF THE PRODUCT OFFERED IN HIS BID. BIDS NOT SPECIFYING BRAND AND MODEL NUMBER SHALL BE CONSIDERED AS OFFERING THE EXACT PRODUCTS SPECIFIED IN THE SOLICITATION.

15. DESCRIPTIVE INFORMATION.

BIDDERS PROPOSING AN EQUIVALENT BRAND OR MODEL SHOULD SUBMIT WITH THE BID INFORMATION (SUCH AS ILLUSTRATIONS, DESCRIPTIVE LITERATURE, TECHNICAL DATA) SUFFICIENT FOR STATE OF LOUISIANA TO EVALUATE QUALITY, SUITABILITY, AND COMPLIANCE WITH THE SPECIFICATIONS IN THE SOLICITATION. FAILURE TO SUBMIT DESCRIPTIVE INFORMATION MAY CAUSE BID TO BE REJECTED. ANY CHANGE MADE TO A MANUFACTURER'S PUBLISHED SPECIFICATIONS SUBMITTED FOR A PRODUCT SHALL BE VERIFIABLE BY THE MANUFACTURER. IF ITEM(S) BID DO NOT FULLY COMPLY WITH SPECIFICATIONS (INCLUDING BRAND AND/OR PRODUCT NUMBER), BIDDER MUST STATE IN WHAT RESPECT ITEM(S) DEVIATE. FAILURE TO NOTE EXCEPTIONS ON THE BID FORM WILL NOT RELIEVE THE SUCCESSFUL BIDDER(S) FROM SUPPLYING THE ACTUAL PRODUCTS REQUESTED.

16. BID OPENING.

BIDDERS MAY ATTEND THE BID OPENING, BUT NO INFORMATION OR OPINIONS CONCERNING THE ULTIMATE CONTRACT AWARD WILL BE GIVEN AT THE BID OPENING OR DURING THE EVALUATION PROCESS. BIDS MAY BE EXAMINED WITHIN 72 HOURS AFTER BID OPENING. INFORMATION PERTAINING TO COMPLETED FILES MAY BE SECURED BY VISITING THE STATE OF LOUISIANA DURING NORMAL WORKING HOURS. WRITTEN BID TABULATIONS WILL NOT BE FURNISHED.

17. AWARDS.

THE STATE OF LOUISIANA RESERVES THE RIGHT TO AWARD ITEMS SEPARATELY, GROUPED OR ON AN ALL-OR-NONE BASIS AND TO REJECT ANY OR ALL BIDS AND WAIVE ANY INFORMALITIES.

18. PRICES.

UNLESS OTHERWISE SPECIFIED BY THE STATE OF LOUISIANA IN THE SOLICITATION, BID PRICES MUST BE COMPLETE, INCLUDING TRANSPORTATION PREPAID BY BIDDER TO DESTINATION AND FIRM FOR ACCEPTANCE FOR A MINIMUM OF 30 DAYS, IF ACCEPTED, PRICES MUST BE FIRM FOR THE CONTRACTUAL PERIOD. BIDS OTHER THAN F.O.B. DESTINATION MAY BE REJECTED. PRICES SHOULD BE QUOTED IN THE UNIT (EACH, BOX, CASE, ETC.) AS SPECIFIED IN THE SOLICITATION.

19. DELIVERIES.

BIDS MAY BE REJECTED IF THE DELIVERY TIME INDICATED IS LONGER THAN THAT SPECIFIED IN THE SOLICITATION.

20. TAXES.

VENDOR IS RESPONSIBLE FOR INCLUDING ALL APPLICABLE TAXES IN THE BID PRICE. STATE AGENCIES ARE EXEMPT FROM ALL STATE AND LOCAL SALES AND USE TAXES.

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21. NEW PRODUCTS.

UNLESS SPECIFICALLY CALLED FOR IN THE SOLICITATION, ALL PRODUCTS FOR PURCHASE MUST BE NEW, NEVER PREVIOUSLY USED, AND THE CURRENT MODEL AND/OR PACKAGING. NO REMANUFACTURED, DEMONSTRATOR, USED OR IRREGULAR PRODUCT WILL BE CONSIDERED FOR PURCHASE UNLESS OTHERWISE SPECIFIED IN THE SOLICITATION. THE MANUFACTURER'S STANDARD WARRANTY WILL APPLY UNLESS OTHERWISE SPECIFIED IN THE SOLICITATION.

22. CONTRACT RENEWALS.

UPON AGREEMENT OF THE STATE OF LOUISIANA AGENCY AND THE CONTRACTOR, A TERM CONTRACT MAY BE EXTENDED FOR 2 ADDITIONAL 12-MONTH PERIODS AT THE SAME PRICES, TERMS AND CONDITIONS. IN SUCH CASES, THE TOTAL CONTRACT TERM CANNOT EXCEED 36 MONTHS.

23. CONTRACT CANCELLATION.

THE STATE OF LOUISIANA HAS THE RIGHT TO CANCEL ANY CONTRACT, IN ACCORDANCE WITH PURCHASING RULES AND REGULATIONS, FOR CAUSE, INCLUDING BUT NOT LIMITED TO, THE FOLLOWING: (1) FAILURE TO DELIVER WITHIN THE TIME SPECIFIED IN THE CONTRACT; (2) FAILURE OF THE PRODUCT OR SERVICE TO MEET SPECIFICATIONS, CONFORM TO SAMPLE QUALITY OR TO BE DELIVERED IN GOOD CONDITION; (3) MISREPRESENTATION BY THE CONTRACTOR; (4) FRAUD, COLLUSION, CONSPIRACY OR OTHER UNLAWFUL MEANS OF OBTAINING ANY CONTRACT WITH THE STATE; (5) CONFLICT OF CONTRACT PROVISIONS WITH CONSTITUTIONAL OR STATUTORY PROVISIONS OF STATE OR FEDERAL LAW; (6) ANY OTHER BREACH OF CONTRACT.

24. DEFAULT OF CONTRACTOR.

FAILURE TO DELIVER WITHIN THE TIME SPECIFIED IN THE BID WILL CONSTITUTE A DEFAULT AND MAY CAUSE CANCELLATION OF THE CONTRACT. WHERE THE STATE HAS DETERMINED THE CONTRACTOR TO BE IN DEFAULT, THE STATE RESERVES THE RIGHT TO PURCHASE ANY OR ALL PRODUCTS OR SERVICES COVERED BY THE CONTRACT ON THE OPEN MARKET AND TO CHARGE THE CONTRACTOR WITH COST IN EXCESS OF THE CONTRACT PRICE. UNTIL SUCH ASSESSED CHARGES HAVE BEEN PAID, NO SUBSEQUENT BID FROM THE DEFAULTING CONTRACTOR WILL BE CONSIDERED.

25. ORDER OF PRIORITY.

IN THE EVENT THERE IS A CONFLICT BETWEEN THE INSTRUCTIONS TO BIDDERS OR STANDARD CONDITIONS AND THE SPECIAL CONDITIONS, THE SPECIAL CONDITIONS SHALL GOVERN.

26. APPLICABLE LAW.

ALL CONTRACTS SHALL BE CONSTRUED IN ACCORDANCE WITH AND GOVERNED BY THE LAWS OF THE STATE OF LOUISIANA.

27. COMPLIANCE WITH CIVIL RIGHTS LAWS.

BY SUBMITTING AND SIGNING THIS BID, BIDDER AGREES TO ABIDE BY THE REQUIREMENTS OF THE FOLLOWING AS APPLICABLE: TITLE VI AND VII OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED BY THE EQUAL OPPORTUNITY ACT OF 1972, FEDERAL EXECUTIVE ORDER 11246, FEDERAL REHABILITATION ACT OF 1973, AS AMENDED, THE VETERAN'S READJUSTMENT ASSISTANCE ACT OF 1974, TITLE IX OF THE EDUCATION AMENDMENTS OF 1972, THE AGE ACT OF 1975, AND BIDDER AGREES TO ABIDE BY THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT OF 1990. BIDDER AGREES NOT TO DISCRIMINATE IN ITS EMPLOYMENT PRACTICES, AND WILL RENDER SERVICES UNDER ANY CONTRACT ENTERED INTO AS A RESULT OF THIS SOLICITATION WITHOUT REGARD TO RACE, COLOR, RELIGION, SEXUAL ORIENTATION, NATIONAL ORIGIN, VETERAN STATUS, POLITICAL AFFILIATION, OR DISABILITIES. ANY ACT OF DISCRIMINATION COMMITTED BY BIDDER, OR FAILURE TO COMPLY WITH THESE STATUTORY OBLIGATIONS WHEN APPLICABLE, SHALL BE GROUNDS FOR TERMINATION OF ANY CONTRACT ENTERED INTO AS A RESULT OF THIS SOLICITATION.

28. SPECIAL ACCOMMODATION.

ANY "QUALIFIED INDIVIDUAL WITH A DISABILITY" AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT WHO HAS SUBMITTED A BID AND DESIRES TO ATTEND THE BID OPENING, MUST NOTIFY THIS OFFICE IN WRITING NOT LATER THAN SEVEN DAYS PRIOR TO THE BID OPENING DATE OF THEIR NEED FOR SPECIAL ACCOMMODATIONS. IF THE REQUEST CANNOT BE REASONABLY PROVIDED, THE INDIVIDUAL WILL BE INFORMED PRIOR TO THE BID OPENING.

29. INDEMNITY.

CONTRACTOR AGREES, UPON RECEIPT OF WRITTEN NOTICE OF A CLAIM OR ACTION, TO DEFEND THE CLAIM OR ACTION, OR TAKE OTHER APPROPRIATE MEASURE, TO INDEMNIFY, AND HOLD HARMLESS, THE STATE, ITS OFFICERS, ITS AGENTS AND ITS EMPLOYEES FROM AND AGAINST ALL CLAIMS AND ACTIONS FOR BODILY INJURY, DEATH OR PROPERTY DAMAGES CAUSED BY THE FAULT OF THE CONTRACTOR, ITS OFFICERS, ITS AGENTS, OR ITS EMPLOYEES. CONTRACTOR IS OBLIGATED TO INDEMNIFY ONLY TO THE EXTENT OF THE FAULT OF THE CONTRACTOR, ITS OFFICERS, ITS AGENTS, OR ITS EMPLOYEES. HOWEVER, THE CONTRACTOR SHALL HAVE NO OBLIGATION AS SET FORTH ABOVE WITH RESPECT TO ANY CLAIM OR ACTION FROM BODILY INJURY, DEATH OR PROPERTY DAMAGES ARISING OUT OF THE FAULT OF THE STATE, ITS OFFICERS, ITS AGENTS OR ITS EMPLOYEES.

30. SIGNATURE AUTHORITY.

IN ACCORDANCE WITH L.R.S. 39:1594 (ACT 121), THE PERSON SIGNING THE BID MUST BE:

1. A CURRENT CORPORATE OFFICER, PARTNERSHIP MEMBER OR OTHER INDIVIDUAL SPECIFICALLY AUTHORIZED TO SUBMIT A BID AS REFLECTED IN THE APPROPRIATE RECORDS ON FILE WITH THE SECRETARY OF STATE; OR
2. AN INDIVIDUAL AUTHORIZED TO BIND THE VENDOR AS REFLECTED BY A CORPORATE RESOLUTION, CERTIFICATE OR AFFIDAVIT; OR
3. OTHER DOCUMENTS INDICATING AUTHORITY WHICH ARE ACCEPTABLE TO THE PUBLIC ENTITY.

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1 BID DELIVERY INSTRUCTIONS FOR STATE PURCHASING:

BIDDERS ARE HEREBY ADVISED THAT THE U.S. POSTAL SERVICE DOES NOT MAKE DELIVERIES TO OUR PHYSICAL LOCATION.

BIDS MAY BE MAILED THROUGH THE U.S. POSTAL SERVICE TO OUR BOX AT:
OFFICE OF STATE PURCHASING
P O BOX 94095
BATON ROUGE LA 70804-9095

BIDS MAY BE DELIVERED BY HAND OR COURIER SERVICE TO OUR PHYSICAL LOCATION AS FOLLOWS:

OFFICE OF STATE PURCHASING
CLAIBORNE BUILDING, SUITE 2-160
1201 NORTH THIRD STREET
BATON ROUGE, LA 70802

BIDDER IS SOLELY RESPONSIBLE FOR ENSURING THAT ITS COURIER SERVICE PROVIDER MAKES INSIDE DELIVERIES TO OUR PHYSICAL LOCATION. THE OFFICE OF STATE PURCHASING IS NOT RESPONSIBLE FOR ANY DELAYS CAUSED BY THE BIDDER'S CHOSEN MEANS OF BID DELIVERY.

BIDDER IS SOLELY RESPONSIBLE FOR THE TIMELY DELIVERY OF ITS BID. FAILURE TO MEET THE BID OPENING DATE & TIME SHALL RESULT IN REJECTION OF THE BID.

PUBLICIZING AWARDS. IN ACCORDANCE WITH L.A.C.34:I.535, UNSUCCESSFUL BIDDERS WILL BE NOTIFIED OF THE AWARD PROVIDED THAT THEY SUBMIT WITH THEIR BID A SELF-ADDRESSED STAMPED ENVELOPE REQUESTING THIS INFORMATION.

****ATTENTION:****

RECEIPT OF A SOLICITATION OR AWARD CANNOT BE RELIED UPON AS AN ASSURANCE OF RECEIVING FUTURE SOLICITATIONS. IN ORDER TO RECEIVE FUTURE SOLICITATIONS/AWARDS FROM THIS OFFICE, YOU MUST ENROLL IN THE PROPER CATEGORY ON LAPAC AT THE FOLLOWING WEB SITE:
[HTTP://WWWPRD.DOA.LOUISIANA.GOV/OSP/LAPAC/PUBMAIN.ASP](http://wwwprd.doa.louisiana.gov/osp/lapac/pubmain.asp)
ENROLLMENT IN LAPAC IS FREE AND PROVIDES EMAIL NOTIFICATION OF BID OPPORTUNITIES BASED UPON COMMODITIES THAT YOU SELECT.

- 2 TERMS AND CONDITIONS. THIS SOLICITATION CONTAINS ALL TERMS AND CONDITIONS WITH RESPECT TO THE COMMODITIES HEREIN. ANY VENDOR CONTRACTS, FORMS, TERMS OR OTHER MATERIALS SUBMITTED WITH BID MAY CAUSE BID TO BE REJECTED.
- 3 VENDOR'S FORMS. THE PURCHASE/RELEASE ORDER IS THE ONLY BINDING DOCUMENT TO BE ISSUED AGAINST THIS CONTRACT. SIGNING OF VENDOR'S FORMS IS NOT ALLOWED.

SPECIAL TERMS & CONDITIONS

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4 INVOICES. INVOICES WILL BE SUBMITTED BY THE CONTRACTOR TO THE USING AGENCY AND THE INVOICE SHALL REFER TO THE DELIVERY TICKET NUMBER, DELIVERY DATE, PURCHASE/RELEASE ORDER NUMBER, QUANTITY, UNIT PRICE, AND DELIVERY POINT. A SEPARATE INVOICE FOR EACH ORDER DELIVERED AND ACCEPTED SHALL BE SUBMITTED BY THE CONTRACTOR IN DUPLICATE DIRECTLY TO THE ACCOUNTING DEPARTMENT OF THE USING AGENCY. INVOICES SHALL SHOW THE AMOUNT OF ANY CASH DISCOUNT AND SHALL BE SUBMITTED ON THE CONTRACTOR'S OWN INVOICE FORM.

5 PREFERENCE. IN ACCORDANCE WITH LOUISIANA REVISED STATUTES 39:1595, A PREFERENCE MAY BE ALLOWED FOR PRODUCTS MANUFACTURED, PRODUCED, GROWN, OR ASSEMBLED IN LOUISIANA OF EQUAL QUALITY.

DO YOU CLAIM THIS PREFERENCE? YES _____

SPECIFY LINE NUMBER(S) : _____

SPECIFY LOCATION WITHIN LOUISIANA WHERE THIS PRODUCT IS MANUFACTURED, PRODUCED, GROWN OR ASSEMBLED: _____

(NOTE: IF MORE SPACE IS REQUIRED, INCLUDE ON SEPARATE SHEET.)

DO YOU HAVE A LOUISIANA BUSINESS WORKFORCE? YES _____ NO _____

IF SO, DO YOU CERTIFY THAT AT LEAST FIFTY PERCENT (50%) OF YOUR LOUISIANA BUSINESS WORKFORCE IS COMPRISED OF LOUISIANA RESIDENTS?

YES _____ NO _____

FAILURE TO SPECIFY ABOVE INFORMATION MAY CAUSE ELIMINATION FROM PREFERENCES. PREFERENCES SHALL NOT APPLY TO SERVICE CONTRACTS.

6 CERTIFICATION OF NO SUSPENSION OR DEBARMENT. BY SIGNING AND SUBMITTING ANY BID FOR \$100,000 OR MORE, THE BIDDER CERTIFIES THAT THEIR COMPANY, ANY SUBCONTRACTORS, OR PRINCIPALS ARE NOT SUSPENDED OR DEBARRED BY THE GENERAL SERVICES ADMINISTRATION (GSA) IN ACCORDANCE WITH THE REQUIREMENTS IN OMB CIRCULAR A-133.

A LIST OF PARTIES WHO HAVE BEEN SUSPENDED OR DEBARRED CAN BE VIEWED VIA THE INTERNET AT WWW.EPLS.GOV

7 IF YOUR ORGANIZATION IS A SMALL, MINORITY OR WOMAN-OWNED ENTERPRISE, OR IF YOU ARE USING A SMALL, MINORITY OR WOMAN OWNED ENTERPRISE AS A SUBCONTRACTOR, PLEASE SEND SUPPORTING DOCUMENTATION. THIS INFORMATION IS REQUIRED FOR THE PURPOSE OF REPORTING TO FEDERAL FUNDING AGENCIES.

SEND INFO TO:
 NATURAL RESOURCES - PURCHASING
 ATTN: JUDY LEBOURGEOIS
 P O BOX 44362
 BATON ROUGE LA 70804-4362 OR

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E-MAIL: JUDY.LEBOURGEOIS@LA.GOV

8 EVERY ITEM BID SHOULD HAVE SUFFICIENT INFORMATION ENCLOSED WITH THE BID, IN ORDER TO DETERMINE QUALITY, SUITABILITY, AND COMPLIANCE WITH THE SPECIFICATIONS. THE ABOVE REQUIREMENTS INCLUDE ITEMS IN WHICH THE BIDDER STATES HE PROPOSES TO FURNISH EXACTLY WHAT IS CALLED FOR IN THE SPECIFICATIONS.

FAILURE TO COMPLY WITH THIS REQUEST MAY ELIMINATE YOUR BID FROM CONSIDERATION.

9 LITERATURE AND/OR SPECIFICATIONS MUST BE SUBMITTED UPON REQUEST; IF REQUESTED, LITERATURE AND/OR SPECIFICATIONS MUST BE SUBMITTED WITHIN SEVEN (7) DAYS.

10 *****
NOTE
IF THERE ARE ANY SPECIFICATIONS THAT MIGHT PREVENT YOU FROM BIDDING DUE TO MANDATORY OR DUE TO MINIMUM/MAXIMUM REQUIREMENTS YOU SHOULD CONTACT PETE JONES AT (225) 342-0274 OR BY EMAIL TO PETE.JONES@LA.GOV IMMEDIATELY BUT NO LATER THAN SEVEN (7) DAYS PRIOR TO BID OPENING.

11 WARRANTY:

1. ENGING FOR MARINE INSTALLATIONS WILL REQUIRE A 90 DAY WARRANTY.
2. HULL AND TRAILER WITH A ONE (1) YEAR WARRANTY.
3. IF ANY WARRANTY WORK IS REQUIRED, THE VENDOR WILL SUPPLY THE WORK IN LOUISIANA.

12 FOR SHIPPING/DELIVERY INSTRUCTIONS - CONTACT:

SUE LAMBERT AT 225-342-7310 OR EMAIL AT SUSAN.LAMBERT@LA.GOV OR JOHN TROUTMAN AT 504-280-4068 OR EMAIL AT JOHN.TROUTMAN@LA.GOV

*** BOAT AND TRAILER WILL NOT BE ACCEPTED UNTIL DNR'S MARINE SURVEYOR INSPECTS AND ACCEPTS THE BOAT AND TRAILER.***

PRICE SHEET

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LINE NO.	COMMODITY/SERVICE DESCRIPTION	QUANTITY FROM/TO	UNIT	UNIT PRICE	EXTENDED TOTAL
00001	<p>UNLESS SPECIFIED ELSEWHERE SHIP TO: DEPARTMENT OF NATURAL RESOURCES OCP- PURCHASING SECTION SUITE 1501 ROOM 1501-14 450 LAUREL ST BATON ROUGE , LA 70801</p> <p>COMMODITY CODE: 120-08-000000</p> <p>AIRBOAT WITH ENGINE AND TRAILER. PER ATTACHED SPECIFICATIONS</p> <p>BOAT BRAND/MODEL: _____</p> <p>ENGINE BRAND/MODEL: _____</p> <p>TRAILER BRAND/MODEL: _____</p> <p>SPECIFY BRAND (& NUMBER IF APPLICABLE)</p> <p>_____</p>	1	EACH		

FILE: O-52308-8
Airboat Specifications

USE:

Inshore and bays, use for transportation of personnel and equipment. Use in monitoring coastal restoration projects and conducting levee inspections.

General Construction and specifications:

The vessel hull is to be of all welded and crimped construction aluminum plate and extruded aluminum structural members. The motor stand and propeller cage is to be of all stainless steel extruded members. Particulars of all aspects and components of the vessel follow in these specifications. The vessel is to be built with accepted marine/airboat construction practices and in accordance with all federal CFR, USCG State and Parish regulations. General design and engineering of the vessel should be to standards to accomplish the vessel intended use for long term operation.

Hull:

The hull is to be all welded aluminum and meet the following guidelines

LOA: 14' 9" overall length excluding the grass rake.
BEAM: 7ft 6in Overall width at midship

1. Hull plate will be 5086 H116 marine-grade aluminum only 5086 H116 marine-grade aluminum will be accepted. Dual certification alloy will not be accepted
2. Hull will be rounded utilizing 8 crimps. Four per side rounded chine style
3. Bottom of hull shall not be flat. It shall have an overall 1" convex dome when the hull is inverted.
4. Sides of the boat will be 32" at the transom and taper towards the front of the boat to a height of 27" where the rake starts.
5. The following will be constructed from 3/16" 5086 H116 only aluminum plate
 - a. Bottom
 - b. Transom
 - c. Fantail
 - d. Bulkhead
 - e. Head Block
6. The sides and deck will be constructed from 1/8" thick 5086 H116 aluminum.
7. The gunnels will run full length of the hull including the fantail and be aluminum extruded gunnel piece bulbed flat top approximately 2" width.

8. The boat will have seven aluminum t-bar longitudinal runners welded in place on interior. (5) 2 X 2 X 1/4" and (2) 2" X 2" X 3/8". The T-bars will be spaced evenly on the hull bottom. The two 3/8" runners will be positioned at 14-3/16" off centerline both port and starboard so the overall spacing between these runners will be 28 3/8" and to accommodate the bottom brackets of the motor stand.
9. The hull will have one cross brace constructed of 2" X 2" X 3/8" aluminum t-bar horizontal transverse element and 2" X 2" X 1/4" aluminum t-bar vertical elements. Both joined by 3/8" aluminum 5086/H116 plate bolted in place shaped and contoured to eliminate a trip hazard. The cross brace T-Bars will be fastened in place across the top of the longitudinal by way of 1 1/2" X 2" X 1/4" angle clips and thru-bolted. Cross brace to be positioned in the hull at amidships forward of the motor stand approximately 75 in to 77 in from the transom. Placement of this cross member should be calculated by the builder to provide maximum structural support under all conditions, and maximum performance of the vessel.
10. A 108" length of 2" schedule 80 aluminum half pipe will be welded on outsides of boat port and starboard along the third crimps from the bottom up and from transom forward. **This will be welded to the vessel in such a way that it shall not interfere with the required height of the polymer.**
11. A 60" length of 2" schedule 80 aluminum half pipe will be welded on inside of boat port and starboard along the second crimps up from the bottom and from the transom forward.
12. The Nose of hull will be pointed (not rounded). No pipe or rounded extrusion to be used in this area. The idea is to have a flat pointed front to the vessel with a pointed edge.
13. Inside the nose of the hull a 1/4" flat bar backing will be mounted and threads tapped so that a grass rake can be mounted to the bow with bolts that can be screwed through the rake to secure it without needing nuts.
14. Provide a 36"x14" flush-mounted deck hatch with 1" channel groove draining overboard to keep water out of deck space. Handles and hinges to be flush with the deck.
15. Deck will be flush mounted to the gunwales with a 2" crown/dome on center line longitudinally, higher than the top of the gunwale rail. This will give the front deck an overall crown to allow water to run off the deck towards the starboard and port sides.
16. A gusset will be installed at the aft outboard corner of the fore deck to the hull sides. Width of the gusset forward from gunnels inboard approximately 12" tapering aft to nothing at approximately 14.5" aft of the fore deck. the inside edged of the gusset will be crimped down 2"

17. A 1" transverse lip extending up 90° vertical from the surface of and on the rear/aft portion of the foredeck will be utilized to prevent water from running into the hull of the boat. This lip will work in conjunction with the 2" crown of the fore deck and the edge of the lip will be rounded eliminating any sharp edges.
18. A 4"- 5" step rail will be welded to the inboard gunwales of the boat running from the front deck gusset aft and tapered to the back corner plate. The inside of the step will be crimped down 2". The 4"-5" specification shall not include the width of the gunwales. This step will be built using 1/8" 5052 marine grade aluminum material.
19. The bottom of the boat shall extend 1 3/4" past the transom and the sides shall extend 3/4" past the transom.
20. The hull will have approximately 6" width fantail that has a gradual dip, (curvature), half moon shaped (no hard corners or crimps) the lowest point between the fan tail and the bottom of the boat hull shall not be less than 22" This will be a rolled and crimped 3/16" aluminum plate same alloy as transom. This is to be flush with the top of the gunnel at port and starboard edges
21. A 1/4" thick propeller guard mounting plate near top of transom at the transom and below the gunwales will be used to support the propeller guard cage assembly. This plate will be approximately 11.5" wide at the transom and taper to approximately 6.5" at the front and will be approximately 14.5" long fully welded in place.
22. Doubler backing plates will be utilized between the hull and the propeller guard mounting plates, fore deck gussets, at the attachment of the cross brace between the sides of the boat at the gunwales, on the areas where the fore deck meets the hull and where the gunnel step meets the hull at the aft tapered end. Doubler plates to be equal in thickness to the hull section where they attach.
23. One 1.5" X 1.5" 3/16 aluminum angle exhaust support with pipe clamps will be bolted on each side of the transom where the exhaust pipe passes through the transom. This angle will be mounted inside of the boat and be supported by 2 bolts through the transom.
24. Hull will have removable aluminum flooring on top of the runners. This flooring shall be made of 1/8" 5052 marine grade aluminum plate. This flooring will be secured to the runners of the boat using at least (9) 1/4" stainless steel flathead screws that fit flush with the flooring. These screws will set into at least (9) 2"x1.5"x1/4" aluminum angles that will have threads tapped so that nuts are not necessary. This flooring will be fitted to the sides of the boat and have rubber coated u-shaped aluminum channel edging port and starboard. The aft end rear of the flooring will leave a 1" gap between the flooring and the center cross brace.

At the forward end of the flooring, there will be 8 washout holes that are 2.5" wide by 1.5" in depth and positioned between T-bar runners. The flooring will be covered with a non slip tape. A removable floor is to be installed in the rear of the vessel also. Floor panel to be 1/8" 5052 marine grade aluminum plate. This floor section to be made easily removable by use of push pins and clips. This section to be un-coated.

25. One Heavy duty two-hole bow pad eye made of 3/8" 5086 aluminum, 4" long, beveled, tapered tear drop shaped and double-welded for durability. Positioned on the bow rake below the nose on centerline. 3" X 6" X 3/16" aluminum doubler plate fully welded to the hull at the bow eye attachment. Pad eye to be designed for use as an anchor point and w" point for the vessel's trailer.
26. Two rear pad eyes for strapping the rear of the hull to the trailer Rear eye pads will be positioned along the inside of the exposed transom gunwale rails and will be welded to both the gunwale and the fantail. These eye pads will also serve to close the exposed transom gunwale rails.

Polymer:

The hull will have a polymer applied to the outside as described below to assist the vessel while being propelled across rough and or dry terrain

1. 3/8" thick polymer on the bottom from the transom forward approximately 10' and 1/4" thick polymer on the hull sides from the bottom crimp up and forward of the 3/8" polymer on the bottom. All joints in the polymer will be angle joints with the edge of the leading sheet angle back to avoid snagging the plastic at this joint.
2. Ultra High Molecular Weight (UHMW) **BLACK** polymer to be used and attached with hardened, countersunk, 100 degree head, aluminum rivets 1/4" X 5/8" on the 1/4" polymer and 1/4" X 3/4" on the 3/8" polymer.
3. The rivets will be placed on an 8" spacing on bottom of boat and a 2.5" spacing from first bottom crimp of the hull up and edges of polymer.
4. Polymer will extend approximately 8" up each side of the boat from the first bottom crimp of the hull up. Polymer to extend forward from the transom to the bow nose on the bottom and from the transom to the bow nose on the hull sides.

Motor Stand:

The motor stand will be designed to support the motor and drive train assembly, also incorporating the driver seat and control area. There will be a storage area provided under the driver's seat and it will support one each removable port and Starboard jump seats. Provisions will be made to mount the fuel tank and sprayer tank within the frame of the stand. The motor stand will also be designed to support the engine radiator. Specifications to be followed as below:

1. The motor stand will be constructed of 1" x 1" X 11 gauge stainless steel square tubing and 1"x 1" X 16 gauge stainless steel square tubing and will be combined with the seat mount to be one piece. The bottom runners of the stand will be constructed from 1 1/2"x1 1/2"x 3/16" stainless steel angle, to be attached to the hull runners. The width of the bottom runners of the motor stand will be 28 3/8" wide to maximize the usable floor space. Stainless steel 1 1/2" Gussets will be installed where legs and braces attach to the bottom runners Three transverse stainless steel 2"x2"x1/8" angles between the bottom runners spaced evenly and welded in place with one 2"x2"x1/8" angle between these on center running longitudinal over center hull T-Bar. These elements used to support the fuel tank.
2. Drawing of the engine stand to be provided by the builder for approval by CPRA and their agents prior to construction.
3. The stand will bolt to the hull utilizing 3/8" stainless steel bolts with self locking stainless steel nuts. The motor stand is to be fastened to the two 3/8" t-bar runners with (5) 3/8" bolts on each runner spaced evenly and two 1 1/2" X 2" X 1/4 aluminum angle clips one each forward and aft transverse frame members of the motor stand also thru bolted with 3/8" fasteners.
4. The rear motor mount plates shall be flat horizontal plates. 3" X 4" X 1/4" stainless steel plate with 5/8" hole in the center for the motor mount. Motor mount to set on top of this plate.
5. The foot rest for the driver will be approximately 28" above the hull of the boat. This foot rest will extend approximately 29" forward from where it attaches to the storage basket. It will have a width of approximately 26" at the front/forward edge and will begin to taper approximately 17" from the front/forward edge of the foot rest to a width of 19" where it attaches to the storage basket and fabricated of 1/8" aluminum plate with non-skid tape finish.
6. A storage basket will be installed below the driver's seat. Baskets will be made of 10 gauge, stainless steel wire mesh. The mesh will be 1"x 2" for the first approximately 6" from the bottom up and 2"x 4" for the remainder. Access from the front.
7. The stand will be constructed with the proper bracing to accommodate (2) flat panel seats that are easily removable from the boat. These panels will connect to the motor stand mount on each side and in line with the driver's seat. The removable seats will be 1'x 2'x 3/16" aluminum plate 5086/H116 The seat will hook into the braces of the motor stand and will utilize a 1" support pipe that will be stabilized by a pin. Attachment at the gunnel optional installed if needed for support. Seats to be fitted with FRP bucket style padded single seats each.

8. Only one fiberglass cushioned airboat seat, driver's seat, will be mounted on this stand. The driver seat base will be mounted approximately 43" above the hull of the boat.
9. The motor stand will also hold the radiator. Radiator mount to be aft and below the engine forward of the propeller. The top radiator mount will be a solid mount isolated from vibration utilizing rubber washers and bolts. The bottom radiator mounts will be two rubber coated saddles that the radiator will rest in. Bolts attaching the radiator to the lower radiator bracket will not be acceptable.
10. The radiator will also have front and rear removable radiator guards. These guards will be constructed of a 3/16" thick 1" stainless steel flat bar frame that is large enough to protect the entire radiator. The mesh material inside the frame will be 1/2" x 16 gauge flat expanded stainless steel material. Note all stainless steel to be powder coated.
11. No holes are to be drilled through the framing of the motor stand to mount any equipment, access, or other

Steering:

The steering will be mechanical push-pull type to two rudders aft of propellers. Specifications to be followed as below:

1. Steering will be accomplished by means of a marine plastic coated jacket Push-Pull steering cable with stainless steel hardware ball joints and fittings etc. and located on the left hand side of the driver's seat.
2. The steering arm will be constructed of 1/2" schedule 40 stainless steel pipe approximately 40" long from pivot point to end of handle. Cross supports of vertical steering arm will be 3/4" stainless steel tubing. The steering arm shall attach to a horizontal 1" schedule 40 stainless steel pipe at the pivot point. This horizontal/pivot arm will be approximately 27" long and will be mounted under the driver seat basket using two delrin plastic pillow block style bearings.
3. The steering cable shall attach to the steering rod arm approximately 18.5" above the pivot point
4. The steering cable will be secured and protected from chafe and damage by the exhaust and propeller by use of large tie wraps to the propeller cage and 2) 2" ID 3/8" stainless steel rings. One ring will be mounted on the propeller guard inline with the propeller, and the other will be mounted on the engine stand to protect the cable from the exhaust piping.
5. The steering arm and cable adjustment will be such that the straight forward steering position will be located in a comfortable position for the driver and such

that maximum left and right turning positions will not exceed safe or natural position for the operator.

Propeller Guard (Cage)

The propeller guard cage assembly will constructed as specified below and as a separate attachment to the motor stand and hull. This should be designed with the utmost safety to the passengers in mind.

1. The propeller guard will be a “swept back” design including area inside the hull below the gunnels (not straight down) to maximize floor space.
2. A drawing of the propeller cage design is to be provided by the builder for approval by CPRA and their agents prior to construction.
3. All pipe welds will be coped and fitted before they are welded. Crimped pipe welds will not be accepted.
4. This unit will be constructed of three vertical main hoops moving from aft forward 1st, 2nd, and 3rd of ½” schedule 40 stainless steel pipe. Struts and cross bracing of 7/8” and ¾” stainless steel tubing.
5. The guard will also utilize 19 horizontal propeller guard tubes that will run from the front hoop to the rear hoop made of ¾” stainless steel tubing.
6. The propeller guard will bolt onto the boat at the rear propeller guard mounting plates and the motor stand forward. The use of studs or “stud-like” devices is not acceptable. Only full Stainless steel bolts with the proper stainless steel nylon locking nuts will be accepted.
7. Barrier or guard material is to be constructed of ¾”x 9 flat stainless steel expanded metal from the 1st to the 2nd vertical hoop and from the gunnel up approximately 5’ and on the cage frame in the hull below the gunnel. The rest of the cage including the top rear portion is to be constructed of 2”x 4” 10 gauge (.135) stainless steel welded wire. A removable panel behind the driver’s seat will be constructed using 2” X 2” 10 gauge (.135) stainless steel welded wire. On a ½” schedule 40 stainless steel pipe frame matching the 3rd hoop size.
8. An oil cooler support frame to be incorporated into the propeller cage. The oil cooler is to be mounted forward of the propeller and above the engine. The support frame to be fabricated by ½” schedule 40 Stainless steel pipe welded to propeller cage frame and be of adequate size and strength to support the oil cooler during normal to heavy duty operation. The cooler will be rubber isolated mounted and easily removed without needing to remove the bracket.
9. The cage will have 2 easy access doors to the engine. A door will be mounted on each side of the cage. The doors will be mounted on hinges from the top and the

opening shall be 33" in length, 22" tall in the rear, and 9" tall in the front. These doors shall be placed in an area that will allow access to the spark plugs, oil dip stick, headers etc. the doors will have ½" schedule 40 pipe stainless steel frame and 2 X 4 X 10 gauge stainless steel welded wire panels.

10. The rudder support frame to be incorporated into the propeller cage. The rudder support frame bars will also be made of ½" diameter schedule. 40 stainless steel pipe. The rudders are to be mounted to the top and bottom rudder bars by use of 3/8" thick x 2" x 3" stainless steel flat bar brackets welded in place. The lower brackets are to be connected by further utilization of 1/8" thick by 1 1/2" flat bar strut to the fantail thru bolted in place top and bottom approximately 2.5" from the transom.
11. The propeller guard to be designed and fitted to the vessel and motor stand to provide the minimal tip clearance between the tip of the propeller and the propeller guard of 2.75" or what the manufacturer suggests for safe operation. The greater distance of the two will be accepted.

Propeller:

1. The propeller will be a Water Walker 3-blade Falcon series (or equal) Propeller that has an 80" diameter composite propeller with a left-hand rotation.
2. The distance from the center of the propeller to the hull of the boat shall be approximately 54.5" to 56.5".

Rudders:

Twin airfoil shaped rudders to be provided and installed as per the following specs.

1. Two aluminum rudders, approximately 28"x48" envelope style and foam filled. Rudder to be air foil shaped
2. Both rudders will have a ½" schedule 40 aluminum pipe running through them welded in place, and will be fitted at each end with polymer bushings for 3/8" stainless steel rudder rods. Additionally, these rudders are to have grease zerts located on top and bottom.
3. Rudders are to have .063" thickness and constructed out of marine grade aluminum.
4. The foot of the rudders is to have 1.5" wide by ¼" thick flat bar that extends in front of the rudder for attachment of the steering cable and jockey bar. This flat bar will extend well past the pivot point where the rudder rod attaches.
5. A stainless steel adjustable tie (jockey) bar to be installed between the rudders attaching at the forward foot of the rudders.
6. The steering is to be set up and equalized so the vessel will run straight when the steering arm is in a neutral or centered position, centering the rudders. Use of a trim tab on the aft end of the rudder is acceptable to accomplish this

Grass Rake:

One removable grass rake for attachment to the vessel at the bow to be built and provided, installed on the vessel as per the following specs.

1. Removable 30" solid grass rake located at the bow of the hull will be approximately 59" wide at the front.
2. Front plate is to be constructed from 3/16" 5086 aluminum.
3. Sides to be constructed of 1/8" 5086 aluminum plate.
4. One step approximately mid point of the height of the rake built of 1/8" 5086 aluminum plate with a 10" width across the top and a 2" crimped down lip aft. Step to be fully welded at all attachments to the grass rake
5. The rake will have a 2" ID pipe aluminum spud hole running through the 10" step. Positioned to the port side of the rake
6. 12" X 1/2" pipe aluminum handles on both sides of the grass rake.
7. A 5" X 5" square hole to be cut in the grass rake on the centerline near the bottom for access to the bow pad by a slide cover to be installed over this hole. 3/16" 5086 aluminum plate.

Engine and drive train:

1. A new GM OFF ROAD High Performance 383 Stroker crate engine that produces 425 hp with aluminum heads will power the boat. The engine will have a new warranty, alternator, mounted fuel filter/water separator, adequate carburetor for engine horsepower, all parts such as headers, manifolds, etc. will be of high quality and high performance specifications. Include required safety equipment, and be in excellent running condition.
2. An airboat belt driven reduction unit Century CH3 (or equal) will be used that will provide a 2.3 to 1 gear ratio. The reduction drive belt will be a Black Hawk or equal belt.
3. Provide and install as described An all aluminum racing radiator that is equivalent to a 4 core radiator and will adequately cool the engine under extreme conditions
4. Provide and install an engine oil cooler. The oil cooler is to be a 1'x 2' Hayden brand or equal mounted by a bracket inside the top of the cage in front of the propeller.
5. The Engine will be provided with a flame retardant soft cover covering the top
6. The following marine grade analogue gauges are to be provided:
 - a. Tachometer
 - b. Oil pressure
 - c. Water temperature
 - d. Volt meter
 - e. Hour meter
 - f. Fuel Gauge
7. The engine to be fitted with 12VDC components marine starter and marine alternator.

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8. The engine control box to be installed along the starboard side of the driver seat and contain engine start/stop switches, engine instruments and accessories switches. Engine control box to be constructed of 1/8" 5086 H116 marine grade aluminum plate four sides and top all welded in place fully. The bottom of the box will be open with a removable bottom cover to be fabricated of 1/8" aluminum plate and recessed 1/2" from the bottom of the control box. Bottom edge of the control box fitted with U-shaped rubber edging. Access will be gained from the under side of the box.

Exhaust:

Conventional dry exhaust with engine headers, flex and hard pipe installed with thru transom outlet. Built as specified below:

1. The engine exhaust is to be a stainless steel header to a 3" collector head with small tack welds applied as barbs to end of the collector where the flex pipe attaches.
2. A 3" Stainless steel flex pipe approximately 15" long to be provided to attach the header to the exhaust pipe.
3. One 3" 409 alloy Stainless steel exhaust pipe extending thru the transom at the support plate previously described in the hull section
4. Exhaust pipe bends will be made using the appropriate 3" mandrel bender to prevent kinks in the exhaust.

Electrical and electrical components and accessories:

Built to and following the specifications as listed below:

1. The electrical system is to 12VDC ships service and engine start.
2. All electrical components such as switches, wires connectors etc will be marine grade Circuit protection to be provided for each circuit and be marine grade fuses and fuse holders protected from the weather and moisture.
3. All wiring to be marine grade and securely mounted and protected from chafe damage.
4. Provide and install two rubber-armored, impact resistant 12VDC spotlights and will be mounted inside the cage facing forward.
5. Provide and install 12VDC Rule 2000 GPH bilge pump or equal at the transom with outlet under gunnel.
6. Provide and install two 12 volt Optima RedTop®; Battery; Group 34; Cold Crank Amps 800; Crank Amps 1000; Reserve Capacity 110; Ampere Hour 50; Top Terminal, or equal Batteries to be installed as per local and federal requirements

properly secured and protected. Batteries to be installed in the frame of the motor stand under the driver seat area and secured and covered as required.

7. One Double battery switch Perko 8501 or equal to be provided and bolted through a sized matched piece of polymer and to a mounting bracket mounted on the right hand side of the motor stand basket just below the instrument panel in arms reach of the driver seat
8. Perko running lights or equal. Mounted as per Coast Guard regulations. All lights mounted inside the cage.
9. Provide and install Three 12 volt cigarette lighter style outlets located on the control box.
10. Placement of the switches for the running lights trim tab and sprayer will be determined by the customer.

Tankage:

A single aluminum fuel tank mounted in the motor stand frame.

1. A 50 gallon aluminum fuel tank to be provided and will mount inside the motor stand on top of the 2 X 2 x 1/8" angles. The angles will be coated with a layer of silicone (from the tube) across the full width of the angle. The tank will meet all required certifications and be provided with shut off valve at the outlet. All fuel lines are to be Type A-1 and meet all local and federal requirements. The fuel tank is to be mounted to the outboard longitudinal runners of the motor stand assembly by use of aluminum flat bar over the lip of the tank and fastened with ss thru bolts.
2. A marine grade fuel/water separator filter to be provided and mounted in an appropriate location to afford easy access for maintenance.

Trailer:

1. One Aluminum framed airboat trailer sized to fit this vessel.
2. Drive on type with wood style longitudinal runners and side guide on runners, all carpet lined.
3. Double axle trailer with fenders and with galvanized steel rim tires.
4. All required DOT lighting
5. Manual bow w" and w" stand complete with w" rope or strap.
6. Two tensioning tie down straps for the transom.
7. Trailer to be adjusted to fit the boat for easy on-off operation, and balanced for proper road use
8. Tongue jack manual type fold away style properly sized for trailer load.

9. Spare tire same as trailer tires including galvanized rim and mounted to the frame member of the trailer forward.
10. Safety chains fitted on hitch assembly properly sized and safety tie down chain at bow w" stand.

Miscellaneous:

1. All stainless steel metal work will be powder coated. This will consist of sandblasting, priming, and top coated. The color shall be black.
2. A Forward seat assembly to be fabricated and installed. Easily removable two man fiberglass cushioned seat on its own mount with stainless steel wire mesh basket beneath the seat. The seat will mount directly in front of the driver to hull runners utilizing 4 bolts. This will position the passenger's seat at or near the same height as the driver's feet. This seat structure will be constructed of 1" x 1", 16 gauge stainless steel square tubing vertical legs with 1.5" x 1.5" angles welded to the bottom of the square tubing that will be used as mounts to the hull runners. The basket mesh will be 1"x 2" for the first approximately 6" from the bottom and 2"x 4" for the remainder.
3. All Flooring, front deck, side steps, and rake step will have a "**non-slip tape**" applied for secure footing.
4. All fiberglass seats will have removable cushions and covers.
5. Provide 12" hand rails along the inside of the gunnel adjacent to both side jump seats
6. Provide and install an 8 gallon capacity large mouth polyethylene sprayer tank placed in its' own removable mount. Sprayer will be powered by a 60 psi 12VDC Flojet (or equal) chemical pump (mounted under the driver seat) with a 1.6 gallon per minute spray capacity. The sprayer is to utilize two spray heads mounted in the hull at the bow. The spray heads are to be protected by 1/8" thick clam shell shaped sprayer guards mounted to the hull. All fitting to be brass with a plastic tee and chemical resistant tubing.
7. A single 18" wide trim tab assembly to be provided and installed on centerline at the transom. Trim tab to use a 12VDC electric powered ram. Trim tab assembly is to be set up on a spring loaded cantilever mechanism to prevent damage to the ram if the unit strikes an object while under way. The unit will incorporate (4) galvanized springs.
8. A drivers seat shade umbrella to be provided. FEMCO model TU-56 or equal. This is an industrial machinery type umbrella approximately 54" X 54" square. It requires an approximately 22" height pipe style mounting bracket to accommodate a 1 1/4" O.D. pipe standard welded in place in the propeller cage

assembly. Umbrella and bracket to be positioned over the driver's seat and above the driver's head to a height where in and out access to the seat is comfortable for the driver. This is not to be used while underway or making way, and not to be used while the engine is running.

Note:

1. All bolts and nuts will be stainless steel construction except the motor mount bolts and exhaust band clamp bolts.
2. All metal work will be either marine grade aluminum or stainless steel. See detailed specifications for locations.
3. Gunwale rails and all exposed pipes will be capped and closed.
4. All edges will be finished and dressed. No sharp edges will be accepted.
5. All pipe welds will be coped and fitted before they are welded. Crimped pipe welds will not be accepted.
6. This will be a "turn-key" operation and will include all required safety equipment as per USCG regulations. Also to include ear and eye protection for driver and 3 passengers, 3/4" bowline of proper length, and suitable anchor and rode.
7. The customer will at his own discretion send inspectors during all phases of construction to ensure specifications are being met. The customer will not be limited to the number of inspections. Inspections will be made once the hull is complete and before any components or polymer are attached. During the first inspection the engine should be delivered to the vendor for inspection as well. An inspection will be made after the polymer has been attached and all rivets set. An inspection will be made once the propeller guard, motor/seat stand, and grass rake are completed or are near completion but before powder coating. The final inspection will be made once the boat is complete and before the workmanship is accepted.
8. Vendor will be recognized as authorized dealer for all repairs/servicing associated with this airboat.
9. Vendor will provide a warranty against defects in workmanship accessories etc.
10. It is the responsibility of the successful bidder to pick up and return the airboats for warranty work. This will be done at the vendors' expense.