

**SAN DIEGO UNIFIED PORT DISTRICT
PURCHASE AGREEMENT
FOR
FIRE TRAINING BARGE**

Purchase Agreement No. 131-2025MA

The parties to this Agreement are the SAN DIEGO UNIFIED PORT DISTRICT, a public corporation (District) and MARINE GROUP BOAT WORKS, LLC, a California Partnership (Vendor).

The parties agree:

1. **SPECIFICATIONS AND COST:**

(A) The Specifications and Cost for a Fire Training Barge are attached as Attachment A, Specifications and Cost, and Vendor understands the meaning, intent and requirements contained therein. The Specifications and Cost under this agreement are derived from Vendor's submitted Proposal for RFP 25-19MA for this project, and will reflect said proposal.

(B) Vendor agrees to furnish the materials to the District by the delivery date specified in strict conformity with the specifications therefore, for the prices quoted and in accordance with conditions herein.

(C) This Purchase Agreement is for the goods to be received for a Fire Training Barge, and will be incorporated into a larger District Purchase Order (PO) based on District Requisition No. 57105. Terms of the services associated with this purchase will be covered by separate services Agreement No. 131-2025MA.

2. **RECEIPT OF GOODS:**

The goods will be deemed received by District when delivered to District at Tenth Avenue Marine Terminal (TAMT), located at 1790 Water Street, San Diego, CA 92101, which shall hereinafter be referred to as the "Place of Delivery."

3. **RIGHT OF INSPECTION:**

District will have the right to inspect and accept or reject the goods when received at the Place of Delivery, and the right, within ten (10) business days after receipt, to give notice to Vendor of any claim for damages on account of the condition, quality, or grade of the goods. The District retains the right to inspect and accept or reject any goods to be delivered to a bailee, as if such were delivered to the District itself, and in such instance, Vendor will tender to District a valid and adequate negotiable document of title covering the goods or written acknowledgement from the bailee of the District's right to possession of the goods. Any attempt by District to correct any of the goods delivered in a defective or non-working condition will not constitute an acceptance of such goods where such efforts are commercially reasonable in extent and cost, and District may subsequently revoke its acceptance and reject the goods where the attempt to correct such defect has proved unsuccessful.

4. **REJECTED GOODS:**

On receipt of notification of rejection of goods, Vendor will immediately arrange to receive back the rejected goods at Vendor's expense, and [Parties to initial clause below]:

TR _____ Ship conforming goods within ten (10) business days of notice of
Vendor District rejection, unless District notifies Vendor to forego such shipment
in its notification of rejection of goods.

5. **RISK OF LOSS:**

The risk of loss from any casualty to the goods, regardless of the cause, will be on Vendor up to the time of receipt of the goods by District at the Place of Delivery, but only after any proper inspection has been completed without rejection of the goods. Thereafter, such risk will be on District, including any goods thereafter returned to Vendor until their receipt by Vendor.

6. **TRADE NAMES:**

Certain materials may be designated in the specifications by a trade name or the name of a manufacturer. Materials which are "an equal" item of equal quality and the required characteristics for the purpose intended will be permitted.

7. **DELIVERY:**

(A) Vendor shall not be held liable for failure to make delivery because of strikes, conscription of property, governmental regulations, acts of God or any other causes beyond control of vendor, provided a written extension of time to make delivery is obtained from the Executive Director of District or authorized designee.

(B) Vendor shall deliver Fire Training Barge no later than August 31, 2026, unless otherwise authorized in writing by District.

8. **FIRM PRICES:**

Prices of a bid shall be firm prices not subject to escalation. In the event the specifications provide for escalation the maximum limit shall be shown. If no limit is set to this escalation, the bid shall be rejected. In the event of a decline in market price(s) below the price(s) bid, District shall receive the benefit of such decline.

9. **ROYALTIES AND PATENTS:**

The successful vendor shall pay all royalties and patent fees. Said Vendor shall defend all suits and claims for infringements of any patent rights and shall save District harmless from loss on account thereof, including reasonable attorney's fees.

10. **TAXES:**

District shall furnish Exemption Certificates for Federal Excise Tax. District shall pay the State, City and County Sales Taxes. However, sales tax is to be added by the Vendor to the net amount invoiced.

11. **ASSIGNMENT:**

No assignment by either party of any rights, including rights to moneys due or to become due under this Agreement, or delegation of any duties under this Agreement or under any orders subject to this Agreement, will be binding upon the other party until its written consent has been obtained.

12. **CALIFORNIA LAW:**

The validity, construction, and interpretation of this bid and any Agreement shall be governed by the laws of the State of California.

13. FEDERAL GRANT REQUIREMENTS:

Where applicable, District and Vendor shall adhere to the following Federal requirements:

Appendix II to Part 200 - Contract Provisions for Non-Federal Entity Contracts Under Federal Awards

In addition to other provisions required by the Federal agency or non-Federal entity, all contracts made by the non-Federal entity under the Federal award must contain provisions covering the following, as applicable.

- (A) Contracts for more than the simplified acquisition threshold, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by [41 U.S.C. 1908](#), must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.
- (B) All contracts in excess of \$10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.
- (C) Equal Employment Opportunity. Except as otherwise provided under [41 CFR Part 60](#), all contracts that meet the definition of "federally assisted construction contract" in [41 CFR Part 60-1.3](#) must include the equal opportunity clause provided under [41 CFR 60-1.4\(b\)](#), in accordance with Executive Order 11246, "Equal Employment Opportunity" ([30 FR 12319](#), 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at [41 CFR part 60](#), "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."
- (D) Davis-Bacon Act, as amended ([40 U.S.C. 3141-3148](#)). When required by Federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act ([40 U.S.C. 3141-3144](#), and [3146-3148](#)) as supplemented by Department of Labor regulations ([29 CFR Part 5](#), "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act ([40 U.S.C. 3145](#)), as supplemented by Department of Labor regulations ([29 CFR Part 3](#), "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed

in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

- (E) Contract Work Hours and Safety Standards Act ([40 U.S.C. 3701-3708](#)). Where applicable, all contracts awarded by the non-Federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with [40 U.S.C. 3702](#) and 3704, as supplemented by Department of Labor regulations ([29 CFR Part 5](#)). Under [40 U.S.C. 3702](#) of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of [40 U.S.C. 3704](#) are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.
- (F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of "funding agreement" under 37 CFR § 401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or subrecipient must comply with the requirements of [37 CFR Part 401](#), "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.
- (G) Clean Air Act ([42 U.S.C. 7401-7671q.](#)) and the Federal Water Pollution Control Act ([33 U.S.C. 1251-1387](#)), as amended - Contracts and subgrants of amounts in excess of \$150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act ([42 U.S.C. 7401-7671q](#)) and the Federal Water Pollution Control Act as amended ([33 U.S.C. 1251-1387](#)). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).
- (H) Debarment and Suspension (Executive Orders 12549 and 12689) - A contract award (see [2 CFR 180.220](#)) must not be made to parties listed on the governmentwide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at [2 CFR 180](#) that implement Executive Orders 12549 ([3 CFR part 1986](#) Comp., p. 189) and 12689 ([3 CFR part 1989](#) Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.
- (I) Byrd Anti-Lobbying Amendment ([31 U.S.C. 1352](#)) - Contractors that apply or bid for an award exceeding \$100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee

of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by [31 U.S.C. 1352](#). Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

14. **PAYMENT:**

Payment for the materials shall be made for materials which shall be due and payable only upon acceptance by the District after the materials have been delivered and inspected and tested for compliance with the specifications

15. **ANTITRUST CLAIMS:**

These provisions are included in this Agreement as required by California Government Code Section 4550 et seq: In submitting a bid to the District, the Vendor offers and agrees that if the bid is accepted, it will assign to the District all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchase of goods, materials or services by the Vendor for sale to the District pursuant to the bid. Such assignment shall be made and become effective at the time the District tenders final payment to the vendor, without further acknowledgment by the parties.

16. **VENDOR'S WARRANTIES:**

In addition to any manufacturer's warranties associated or provided with the goods, copies of which shall be delivered by Vendor with the goods and their incorporation herein shall be deemed made by this reference, without attachment, as though fully set forth herein, Vendor expressly warrants that the goods are fit for the purpose to which Buyer desires the goods to be used (new and unused goods).

Furthermore, the parties intend that the provisions of Division 2 of the California Uniform Commercial Code ("CUCC") will apply to this Section, except where this Contract may expressly provide otherwise, and thereby Vendor intends all implied warranties there under, without limitation by reference herein, to apply to this Contract, including, but not limited to: (i) a warranty that the goods are now free, and at the time of delivery will be free, from any security interest or other lien or encumbrance, (ii) a warranty that at the time of signing the Contract, Vendor neither knows, nor has reason to know, of the existence of any outstanding title or claim of title hostile to the rights of Vendor in the goods, (iii) a warranty that the goods are of merchantable quality, and (iv) a warranty that the goods are fit for the purpose to which Buyer desires the goods to be used.

17. **INDEMNIFICATION:**

Vendor agrees to indemnify, defend and hold harmless District, its officers, agents, and employees, from and against any and all claims, liabilities, damages, demands, losses, costs, and expenses including reasonable attorney's fees arising directly or indirectly out of the obligations of this Agreement, except claims arising through the sole negligence or willful misconduct of the District.

18. **COMPLIANCE WITH LAWS:**

The Parties will comply with all applicable governmental laws, regulations, orders, and other rules of duly constituted authorities.

19. TERMINATION:

The District also reserves the right, at any time prior to delivery and acceptance of the goods and after delivery of written notice to Vendor at the above address or fax number, to terminate this Agreement, with or without cause, even though there has not been any act or omission sufficient to constitute an anticipated or actual breach of the Agreement or of any implied warranty. Termination of this Agreement in accordance with the section will serve to release both Parties from any further obligations hereunder, including but not limited to delivery of and payment for the goods.

20. NOTICES:

All notices and other communications required or authorized under this Agreement will be given in writing by: (i) personal delivery, (ii) registered mail or overnight express delivery service or (iii) email. Each party will advise the other promptly of any change in its address. It is an express condition of this Agreement that this contract shall not be complete or effective until signed by the Executive Director or designee on behalf of the District.

VENDOR:

Marine Group Boat Works, LLC

Vendor's Legal Entity Listing (DBA, etc)

Todd Roberts 10/8/2025
Vendor's Signature Date

Todd Roberts President
Signatory's Printed Name Title

SAN DIEGO UNIFIED PORT DISTRICT:

Magda Fernandez Chief of Harbor Police
Printed Name & Public Safety
Title

Signature Date

APPROVED AS TO FORM AND LEGALITY:

General Counsel

By: Assistant/Deputy Date

ATTACHMENT A SPECIFICATIONS AND COST

FIRE TRAINING BARGE FOR HARBOR POLICE DEPARTMENT

Vendor shall provide a Fire Training Barge to District according to the following:

GENERAL PARAMETERS / MINIMUM REQUIREMENTS

(In accordance with RFP 25-19MA)

The District's San Diego Harbor Police Department has a requirement for a new multi-deck Live Fire Training simulator. The need requires the removal of the current multi-deck simulator, and the installation of a new and unused simulator atop our existing Port District owned LCM-8 troop landing vessel. The removal and disposal of the existing simulator must be included in the Proposal and will be the sole responsibility of the Proposer awarded the contract and will follow all environmental standards. The Proposer will need to identify and specify where removal of the old and installation of new fire training simulator will take place, and they will incur all barge relocation cost. The Proposer will provide a reasonable and agreed upon time frame for both the removal of the old burn simulator and complete operational installation of the new burn simulator. The San Diego Harbor Police expects to accept ownership of the barge no later than August, 2026.

The live fire simulator will be a class "B" burn prop that utilizes propane as the fuel source for the live fire system(s). The Fire Training simulator will be designed to simulate a shipboard environment, with associated doors/hatches, vertical hatches, stairwells and ladders mirroring that of an actual ship. The doors will be designed with hinged closable hose cutouts in the corners so firehoses can be passed through the doorway allowing the doors to be closed with a charged firehose passing through the thresholds. There needs to be a minimum of one propane storage tank large enough to operate all burn chambers for multiple live fire training evolutions. The propane storage tank(s) shall be covered to protect them from the elements and should be designed to allow refilling from a shore-based delivery truck. The Fire Training simulator should be equipped with an exterior fire hose connection. This exterior hose connector should be connected to an interior standpipe system that supplies a minimum of one 2.5-inch male hose connector on each deck. Additionally, there should be threaded valve-controlled couplers added to this Standpipe system. These connectors will be utilized as freshwater fire attack and safety lines during live fire operations and used as freshwater rinse lines for each deck at the conclusion of live fire operations.

The standpipe system shall have an external combustion engine pump to boost hydrant water pressure to a minimum of 100 PSI to each 2 1/2-inch valve-controlled connection in the standpipe system.

This Fire Training Simulator will have a minimum of two interior burn chambers. These burn chambers should be, but are not limited to, one lower deck engine room burn chamber that reaches extreme heat, and one rollover burn chamber. The Harbor Police Department is open to additional burn chambers or will consider different types of burn chambers in place of the two listed above. The simulator will have one exterior fire propane prop on the port (left) or bow (front) of the simulator to practice external attack and initial knockdown from firefighting vessels. The Fire Training Simulator shall be equipped with the proper and necessary drainage system for

water runoff and designed with the ability to replicate/demonstrate ventilation and flow path control between rooms and decks.

This Fire Training simulator should be constructed using materials that can withstand the harsh marine environment, to prevent rust and corrosion. Any paints or coatings used to protect or prolong the life of this structure should adhere to the same requirements. The Fire Barge shall have a removable or a retractable brow/stair system, so personnel can safely board and disembark the vessel from its berth/dock during training evolutions.

The Interior of the Fire Training Simulator shall be equipped with a 110-volt electrical system. This system should consist of lighting that can be turned on or off during training evolutions. Additionally, there should be a minimum of one 110v outlet (20amp preferred) in each room to plug in equipment such as smoke machine, dehumidifiers, extension cords and recharging equipment. All lighting and electrical equipment or systems shall be watertight and utilize the proper conduit and electrical connectors. This should ensure there is absolutely no water intrusion from direct water applications such as water contact from fire hose to indirect water contact from moisture penetration due to the marine environment. An example of this is the frequent marine layer the San Diego Bay experiences on an almost daily basis. The Fire Training Simulator control room shall be isolated independently in its own room with no possibility of heat or water intrusion. Additionally, this fire control room should have the ability to be secured independently from the rest of the training simulator and accessed by authorized personnel only.

To aid in training, the Fire Training Simulator will be equipped with an International Shore Connection (ISC) adapter on the main deck area so students can tie in and pressurize onboard fire suppression plumbing. This ISC can be incorporated into the previously mentioned standpipe system. Furthermore, the Fire Training Simulator will have a forcible entry (inward and outward) breaching door, and a replaceable wall breaching prop that can be re-sheeted with plywood chop through sheets. It shall have modular confined space crawl through openings (14.5 inches wide), these should be passageway openings from room to room and interior to exterior to train firefighter extrication.

The Fire Training Simulator will be equipped with a minimum of one functional smoke machine system with the capability of directing smoke throughout the simulator. The exterior roof of the Fire Training Simulator shall have safety railing and be a working environment simulating the top deck of a ship. This top deck/railing shall have adequate anchor and tie off points to conduct High Angle Rescue Training, rappelling, and equipment hoist training.

The construction and design of the Fire Training Simulator shall follow all OSHA and NFPA standards. Included with the delivery of the Fire training simulator shall be a comprehensive operation instruction and routine maintenance manual and "in person" operation instructions for the department's Fire Instructor Cadre to include certification of those staff members as operators and as trainers so they can teach future operators. Aside from the routine maintenance conducted by the department's members, the Proposer shall provide a detailed maintenance and inspection schedule to be conducted by the Proposer for five years. Selected Service Provider shall coordinate all work with District representative.

Transportation Workers Identification Credential (TWIC)

Each Service Provider's personnel that render services on secure areas of District facilities must obtain and present a TWIC for entry to secure areas at the Tenth Avenue Marine Terminal.

An individual must provide biographic and biometric information such as fingerprints, sit for a digital photograph and successfully pass a security threat assessment conducted by the US Department of Homeland Security, Transportation Security Administration.

Service Provider shall pay for all fees and costs incurred by Service Provider and its personnel to obtain a TWIC. Service Provider shall not be entitled to reimbursement from the District for said fees and costs.

Additional information pertaining to the TWIC requirement is also available in the US Department of Homeland Security, Transportation Security Administration website, www.tsa.gov/twic.

VENDOR SCOPE AND SPECIFICATIONS:

Vendor will be responsible for the complete execution of the fire training simulator replacement project. This scope includes the safe removal, demolition, and environmentally compliant disposal of the existing simulator system, along with the transport, installation, and commissioning of a newly manufactured fire training simulator. Vendor has selected Fireblast Global as its strategic partner for this project due to their recognized expertise in the design and fabrication of advanced live-fire training systems for both maritime and industrial applications.

Upon agreement commencement, Vendor and Fireblast will coordinate closely with the District and all relevant stakeholders to finalize the design of the new simulator. The proposed solution allows for a customized configuration, provided it remains within the defined parameters and scope of the offering.

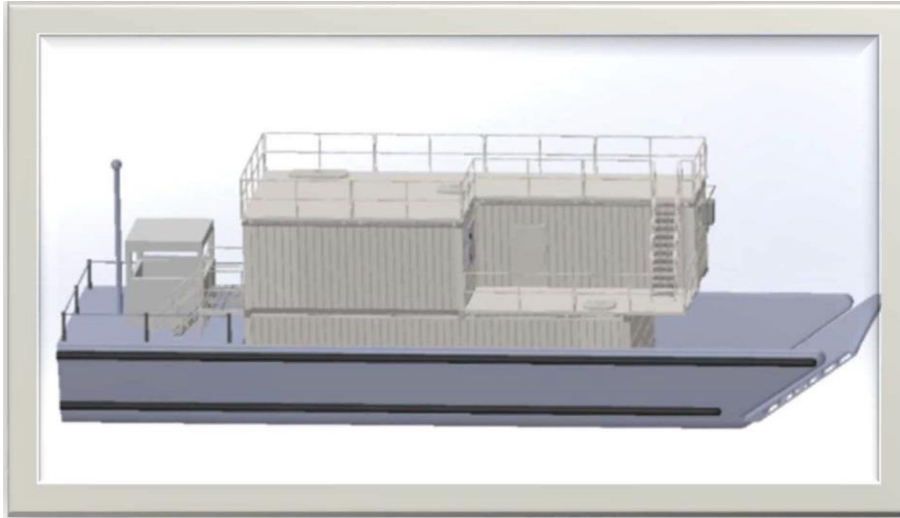
This process ensures conformance with the project's operational goals, spatial limitations of the existing barge, and budgetary constraints. Fabrication of the fire training simulator shall commence only upon final design approval by District representative. The total cost for all expenses for this project shall not exceed the amount shown in the Agreement Cost Summary below.

Once design approval is obtained, Fireblast will begin fabrication of the modular simulator system at its 34,000-square-foot manufacturing facility in Murrieta, California. The simulator is being developed as a high-performance, marine-based platform that replicates realistic shipboard firefighting conditions. The system will be fabricated in full compliance with all applicable codes and standards, including NFPA 86, 1402, 1403, 1405, 1500, OSHA, UL 508A, and MIL-STD 882D.

Proposed Simulator Design: If agreed to by District, the simulator will be constructed as follows:

Using four modular ISO containers; three of the containers will be 40-foot units (two resized to 35 feet) and one 20-foot unit which will be built with corrosion-resistant, non-combustible materials. Each container will be outfitted with self-draining, anti-slip flooring; hot-dip galvanized staircases, ladders, and catwalks; safety rails; and fire-rated insulation. In total the new simulator will have a total of (2) interior burn chambers, (1) external propane prop.

The above design is to be constructed only upon District approval. Variation of design from the above description may be allowed upon review by District and mutual approval by District and Vendor. Final approved design must be compensated at an amount not to exceed that shown in the Project Cost Summary, below.



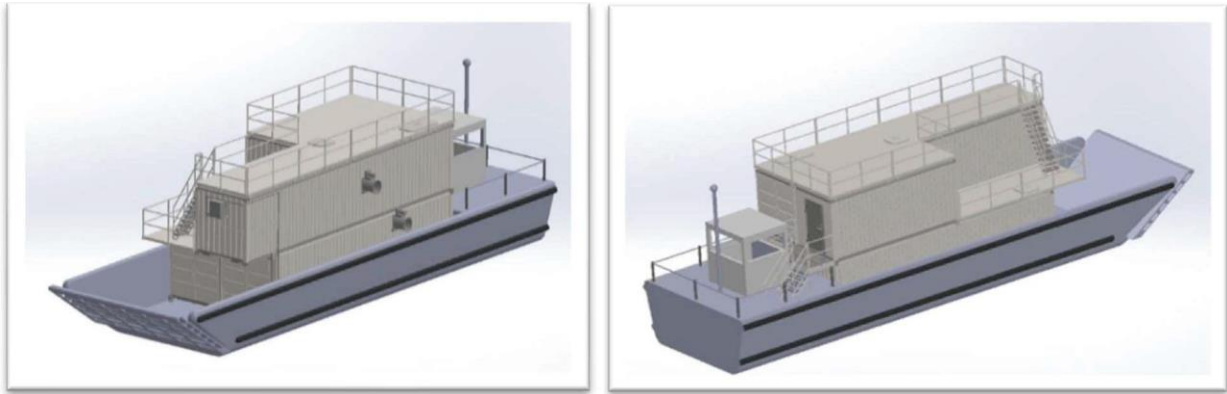
Proposed Fire Training Barge Rendering. Not intended to depict final approved design.

Key Features of the Simulator Shall Include:

- Interior and exterior training capabilities such as vertical/horizontal ventilation, hose advancement, search and rescue, and direct/indirect fire attack.
- Realistic shipboard elements, including watertight hatches, steep-angled stairwells, emergency escape ladders, and confined space zones.
- High-temperature burn chambers, insulated with 304 stainless steel and supported by A36 steel framing for thermal shock durability
- Live fire mockups, including an HD engine/bilge and stove fire simulator, utilizing Fireblast's proprietary Quickburner™ technology.
- Integrated smoke generation system, producing 60,000 CFM of non-toxic, low-visibility smoke.
- Advanced safety and control systems, featuring infrared gas detection, temperature monitoring, flame verification, exhaust interlocks, and automatic purge sequences.
- PLC-based automation, with a 12" HMI touchscreen and wireless pendant controllers for dynamic scenario control and real-time system diagnostics.
- UL/FM-rated fuel system components, stainless steel gas piping, and pneumatic flame management systems.

The system will be painted with marine/industrial-grade coatings and fitted with lockable hatches, doors, and secure enclosures in the same quantity as the existing simulator. Prior to shipment, the simulator will undergo comprehensive Factory Acceptance Testing (FAT) to verify system performance, operational reliability, and compliance with design specifications.

Upon successful FAT, the simulator will be disassembled, crated, and transported to Vendor's Chula Vista facility. Ahead of its arrival, Vendor will deploy its fully electric tugboat, *Marco V*, to relocate the existing barge from its current berth. Once at the yard, the barge will be hauled using Vendor's 820-ton Chimolai mobile boat hoist, capable of handling large-scale marine platforms with distributed weight loads.



Proposed Fire Training Barge Renderings. Not intended to depict final approved design.

With the barge secured on land, Vendor's production team will carry out the controlled demolition and removal of the existing simulator, following strict OSHA protocols and environmental regulations. All waste materials will be properly sorted and disposed of through certified waste-handling providers. A visual inspection and non-destructive evaluation of the barge's structure and simulator foundations will then be conducted, with findings documented in a formal condition report. The scope of this agreement excludes any structural repairs or maintenance to the barge; however, should deficiencies be identified, Vendor will issue a separate scope and pricing for corrective actions for District review.

Following barge clearance and verification, Vendor will proceed with installation and rigging of the new simulator, including precision alignment to existing foundation points and the addition of a new fixed aluminum boarding ladder fabricated to meet applicable marine access standards. Fireblast will complete all system terminations, including electrical, fuel, gas, and safety systems, followed by full operational calibration.

A final commissioning phase will include a complete battery of functional tests simulating live training scenarios to confirm system performance. A joint walkthrough and acceptance review will be conducted with the District. Upon approval, Vendor will re-launch the barge and return it to its operational berth using the *Marco V*.

As part of the project closeout, Vendor and Fireblast will provide a complete operations and maintenance manual and an eight-hour onsite training course for up to eight instructors covering setup, operations, and emergency procedures.

PROJECT COST SUMMARY

Item No.	Description	Total Amount
1	Removal and disposal of the existing simulator	\$106,295.00
2	Cost for all simulator equipment purchased	\$892,180.00
3	Installation of all equipment (Labor cost)	\$393,703.00
4	Delivery charges, to and from Vendor location	\$17,750.00
5	Comprehensive operation instruction and routine maintenance manual	\$7,100.00
6	In Person operation instructions / training	\$18,880.00
7	Sales Tax (7.75%)	\$69,694.20
Total cost for materials		\$968,974.20
Total cost for services		\$536,628.00
Total cost for all items, materials plus services		\$1,505,602.20

NOTE: Items Nos. 1,3,4, and 6 are included in services Agreement No. 131-2025MA. Item Nos. 2 and 5, plus sales tax, are included in this Purchase Agreement No. 131-2025MA.