

Military Enhancement Fund Grant Award Letter



October 7, 2025

Johnny P. Cribb
Berkeley County Supervisor
PO Box 6122
Moncks Corner SC 29461
johnny.cribb@berkeleycountysc.gov

Re: Award of Military Enhancement Plan Grant

Dear Mr. Cribb,

The South Carolina Department of Veterans' Affairs (SCDVA) is pleased to inform you that a Military Enhancement Fund Grant has been approved in the amount of \$1,807,154 for the acquisition of two firefighting capable boats and a heavy-duty tow vehicle.

This letter and the attached Agreement contain the terms and conditions of accepting our Grant. Please read the Agreement carefully, sign, and return no later than October 31, 2025. After we receive your signed Agreement, SCDVA will disburse your Grant funds via SCEIS. Please contact SCDVA if you require assistance in registering as a vendor in SCEIS.

The Grant funds must be used specifically for the acquisition of two firefighting capable boats and a heavy-duty tow vehicle. You may submit a written request to change the scope of the Grant as described in the Agreement. Unexpended funds must be returned to the Military Enhancement Fund. You must file the attached Quarterly Accounting Report with SCDVA until all Grant funds are exhausted. If you delegate any requirements to a subawardee, you remain responsible for assuring they are completed.

If you have any questions, please do not hesitate to contact Sandy Claypoole at sandy.claypoole@scdva.sc.gov.

Sincerely,

Todd B. McCaffrey
Major General, U.S. Army (Ret)
Secretary, South Carolina Department of Veterans' Affairs

Military Enhancement Fund Grant Award Letter



October 7, 2025

Johnny P. Cribb
Berkeley County Supervisor
PO Box 6122
Moncks Corner SC 29461
johnny.cribb@berkeleycountysc.gov

Re: Award of Military Enhancement Plan Grant

Dear Mr. Cribb,

The South Carolina Department of Veterans' Affairs (SCDVA) is pleased to inform you that a Military Enhancement Fund Grant has been approved in the amount of \$1,807,154 for the acquisition of two firefighting capable boats and a heavy-duty tow vehicle.

This letter and the attached Agreement contain the terms and conditions of accepting our Grant. Please read the Agreement carefully, sign, and return no later than October 31, 2025. After we receive your signed Agreement, SCDVA will disburse your Grant funds via SCEIS. Please contact SCDVA if you require assistance in registering as a vendor in SCEIS.

The Grant funds must be used specifically for the acquisition of two firefighting capable boats and a heavy-duty tow vehicle. You may submit a written request to change the scope of the Grant as described in the Agreement. Unexpended funds must be returned to the Military Enhancement Fund. You must file the attached Quarterly Accounting Report with SCDVA until all Grant funds are exhausted. If you delegate any requirements to a subawardee, you remain responsible for assuring they are completed.

If you have any questions, please do not hesitate to contact Sandy Claypoole at sandy.claypoole@scdva.sc.gov.

Sincerely,

Todd B. McCaffrey
Major General, U.S. Army (Ret)
Secretary, South Carolina Department of Veterans' Affairs

Military Enhancement Fund Grant Award Agreement



This Grant Award Agreement (Agreement) is made and entered into as of **October 7, 2025**, by and between the South Carolina Department of Veterans' Affairs (SCDVA) and **Berkeley (County)**.

1. Grant Amount

SCDVA agrees to grant to the County and the County agrees to accept from SCDVA a grant in the amount of **\$1,807,154** from the Military Enhancement Fund.

2. Purpose of Grant

The purpose of this Grant is for the **acquisition of two firefighting capable boats and one heavy-duty tow vehicle.**

3. Disbursement of Grant Funds

SCDVA will disburse the total funds of **\$1,807,154** to County via SCEIS following the signing of this agreement.

4. Use of Grant Funds

The County shall use the Grant funds solely for the purpose of **two firefighting boats and the heavy-duty tow vehicle.** The County shall not use the Grant funds for any other purpose. If the funds are disbursed to a subawardee, the County remains responsible for ensuring the funds are used for the **boats and tow vehicle.** Failure to do so may result in recoupment of the grant amount, disqualification from future Grant applications, or both.

5. Reporting Requirements

The County shall submit to SCDVA quarterly progress reports on the designated Quarterly Accounting Form. The County shall submit the Quarterly Accounting Form until such time as the Grant funds are exhausted. If the funds are disbursed to a subawardee, the County remains responsible for ensuring the Quarterly Accounting Form is submitted. Failure to do so may result in disqualification from future Grant applications.

6. Audit and Inspection Requirements

The County shall allow SCDVA, the State Auditor's Office, or any designee to audit the use of the Grant funds at any time until the Grant funds are exhausted and for a period of three years thereafter. If the funds are disbursed to a subawardee, the County remains responsible for ensuring the records are maintained. The County shall also allow SCDVA or its designee to conduct inspections of the project.

7. Grant Amendment

Awards may be amended in Scope. The County must return unexpended funds resulting from any amendment to SCDVA. SCDVA will not approve increases to the Grant amount.

8. Unexpended Funds

Any unexpended Grant funds remaining after the **acquisition of the two firefighting capable boats and the tow vehicle** shall be returned to the Military Enhancement Fund. If the funds are disbursed to a subawardee, the County remains responsible for the return of unexpended funds.

9. Delegation

If Grant funds are passed through to a subawardee, you remain responsible for assuring requirements in this Agreement are met.

10. Termination

SCDVA may terminate this Grant and request the return of unspent funds if the County fails to comply with any of the terms of this Agreement, or funds are not used in the timely manner stated in the proposal.

11. Publicity

The County may publicize the Grant in recognition of Military Enhancement Fund support. SCDVA and the County may each disclose the other party's name and the amount of the Grant in internal and external communications. Neither party may use any other public communications related to the Grant without the prior written consent of the other party.

12. Governing Law

This Agreement shall be governed by and construed in accordance with the laws of the State of South Carolina.

13. Scope of Agreement

This agreement governs only the award of the Grant under the Military Enhancement Fund. This agreement does not govern any other relationships between SCDVA and the County.

14. Entire Agreement

This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, representations, and understandings between the parties, whether written or oral.

15. Severability

If any provision of this Agreement is held to be invalid or unenforceable, such provision shall be struck from this Agreement and the remaining provisions shall remain in full force and effect.

16. Waiver

No waiver of any provision of this Agreement shall be effective unless in writing and signed by both parties.

17. Notices

All notices and other communications under this Agreement shall be in writing and shall be delivered via email.

If to SCDVA: Sandy Claypoole sandy.claypoole@scdva.sc.gov

If to the County: [Name]

Berkeley County

[Email Address]

lechele.brown@berkeleycountysc.gov

or to such other email address as either party may designate in writing from time to time.

18. Headings

The headings in this Agreement are for convenience only and shall not affect its interpretation.

19. Counterparts

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

For SCDVA:

Signature

Printed Name: Todd B. McCaffrey

Title: Secretary, South Carolina Department of Veterans' Affairs

For the County:

Signature

Printed Name

John P. Cribb

Title

County Supervisor

\$1,807,154



BERKELEY COUNTY SC

RICH HISTORY
BRIGHT FUTURE
One Berkeley

John P. Cribb, SUPERVISOR

August 1, 2025

Major General (Ret.) Todd B. McCaffrey
Secretary of Veterans' Affairs
South Carolina Department of Veterans' Affairs
1800 St. Julian Place, Suite 305
Columbia, SC 29204

RE: Letter of Support of Military Enhancement Plan Grant Proposal through JBC

Dear Major General McCaffrey:

As Berkeley County Supervisor, I am pleased to offer my support for the application to the South Carolina Department of Veterans' Affairs for the Military Enhancement Plan Fund by Joint Base Charleston.

I fully endorse the proposed application for the acquisition of two Firefighting Capable Boats for Water Based Emergency Response and Protection. This will give the Emergency Management Division of Berkeley County an opportunity to provide better public safety operations and be readily prepared and equipped for water emergencies.

Given the opportunity Berkeley County EMD will have strengthened their emergency response capabilities across the entire low country waterways as the two vessels will be essential to protecting local communities as well as ensures the security and continuity of military and industrial operations within the region.

This initiative aligns with the mission of the Military Enhancement Grant, supporting communities that serve our armed forces and advancing operational readiness in key areas. This will be a high impact investment for Berkeley County that will improve coordination, reduce response times, and reduce the resilience in the face of fires, environmental hazards and other emergencies that impact the area.

Thank you for the opportunity to support this endeavor and I ask that SCDVA strongly consider this request favorably as the addition of these two vessels will be critical resources to aid in the protection of not only Berkeley County, but the entire low country waterways.

The point of contacts regarding this support letter is Mr. Will Rochester, Berkeley County Emergency Management Director at 843-719-4168/will.rochester@berkeleycountysc.gov and Mrs. LeChele N. Brown, Berkeley County Grants Administrator at 843-719-4766/lechele.brown@berkeleycountysc.gov.

Sincerely,

Johnny P. Cribb
County Supervisor

Military Enhancement Plan Grant

Submitted by: Berkeley County Government
Emergency Management Department



BERKELEY
COUNTY SC

WICHES, D.C.
BRIGHT FUTURE
One Berkeley



Funding Request Amount \$1,807,154.00

August 1, 2025



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 628TH AIR BASE WING (AMC)
JOINT BASE CHARLESTON SC**

14 August 25

MEMORANDUM FOR SECRETARY TODD B. MCCAFFREY

FROM: 628 ABW/CC
102 E. Hill Blvd., Suite A
Joint Base Charleston SC 29404

SUBJECT: South Carolina Department of Veterans Affairs (SCDVA) Military Enhancement
Plan Grant Proposal

1. Secretary McCaffrey, thank you for the opportunity to apply for the 2025 SCDVA Military Enhancement Plan Grant. I fully endorse the proposed grant request for the procurement of two firefighting vessels for Berkeley County's strategic placement in the Cooper River and Lake Moultrie to provide marine fire protection and emergency services to Berkeley County waterways and neighboring jurisdictions. Providing our Joint Base mission partners and surrounding community with this added risk reduction capability is key to Joint Base Charleston's (JB CHS) success.

2. The Port Vulnerability Study, for Salvage and Marine Firefighting, published in August 2024, highlighted shipboard firefighting vulnerabilities we have been aware of in the Low Country and on JB CHS for some time. This was a key reason I endorsed North Charleston's Shipboard Firefighting Training Facility that SCDVA awarded in the September 2024 SCDVA cycle. When completed later this year, that facility will expand training for our installation and surrounding communities. However, firefighting vessels in the area are limited and would not necessarily be responsive to a shipboard fire on docks/wharfs on our installation.

3. This grant will enable multi-dimensional and multi-directional marine fire protection and emergency mitigation within an estimated response time of 15 minutes to our Moored Training Ships and other ships at the Navy Nuclear Powered Training Unit, Wharf Alpha, Transportation Core Dock, and our Short Stay recreation area. It will arm our Berkeley County partners north of the Naval Weapons Station with additional capabilities to work simultaneously with both land-based and marine resources from JB CHS and our partners to the south. In short, it will provide critical life saving capability that has been greatly needed but never previously existed.

4. Thank you for the opportunity to submit for this project. Our point of contact regarding this endorsement is Mr. Mark Dodson, Deputy Fire Chief, 628th Civil Engineering Squadron at (843) 963-3116, or via email at mark.dodson.1@us.af.mil.

PARKER.JASON.H
.1171126661
JASON H. PARKER, Colonel, USAF
Commander

Digitally signed by
PARKER.JASON.H.1171126661
Date: 2025.08.14 15:35:03 -0400

Table of Contents

Cover Letter	Page 01
Supervisor's Endorsement	Page 02
Installation Commanders Endorsement	Page 03
Table of Contents	Page 04
Project Description and Narrative	Page 05-09
Project Endorsement Letters	Page 10-18
Project Points of Contact	Page 19
Project Budget	Page 20-22
Project Quotation: Munson 32' PackMan Landing Craft	Page 23-35
Project Quotation: Munson 34' PackMan Landing Craft	Page 36-50
Project Quotation: Ford of Spartanburg F350, F450, & F550	Page 51-52
Project Quotation: Lee Transport Equipment Inc F550	Page 53-54
Berkeley County Anti-Discrimination Policy (1)	Enclosure A
Berkeley County Government – JB CHS Agreement (2)	Enclosure B
MEP Grant Proposal (3)	Enclosure C
Berkeley County Operating Financial Statement	Berkeley County Website
Berkeley County Government Budget – FY 25-26	Berkeley County Website

I. Project Title

Acquisition of Firefighting-Capable Boats for Water-Based Emergency Response and Protection

II. Applicant Information

Berkeley County Government
1003 Highway 52
Moncks Corner, SC 29461
Phone: (843) 607-0849

III. Project Location

Joint Base Charleston – Short Stay, Naval Weapons Station, and Adjacent Waterways (Lake Moultrie, Cooper River, and Port Access Points)

IV. Area Description

Naval Weapons Station Charleston (Charleston Navy Base/NWS)

Located in the Southeast corner of Berkeley County and encompassing over 17,000 acres, the Naval Weapons Station Charleston is part of the Joint Base Charleston and plays a critical role in supporting military readiness. The facility houses strategic units such as NIWC Atlantic, Naval Nuclear Power Training Command, Military Sealift Command, and the Naval Consolidated Brig Charleston. The installation also maintains multiple secured waterfront areas that require 24/7 protection and emergency response access due to their national security significance.

Short Stay Recreational Facility

Joint Base Charleston – Short Stay is a 56-acre leased recreational and educational facility located on the scenic shoreline of Lake Moultrie in Berkeley County, South Carolina. This facility serves as a year-round destination for Active-Duty Military, Retired Military, Department of Defense (DoD) Civilians, and their dependents. The site provides camping, fishing, boating, beach access, and lodging accommodation, making it a heavily trafficked hub for leisure and family activities. Due to its location on Lake Moultrie, the facility is highly accessible by water and supports a growing volume of boat traffic, particularly during holidays and peak tourism seasons.

Surrounding Waterways and Port Infrastructure

The region's waterways—including Lake Moultrie, the Cooper River, and the Tailrace Canal—serve as vital transportation and recreational corridors connecting to the North Charleston Terminal and Deyton's Shipyard, Port of Charleston, and these are some of the busiest and most strategically important ports on the East Coast. This system supports both commercial and military maritime operations. The North Charleston Terminal and Deyton's Shipyard, Port of Charleston, SC Ports Authority Wando Welch Terminal and other port assets are located downstream, representing high-value, high-risk areas in need of dedicated fire suppression and rescue capabilities. Increased recreational boating, industrial traffic, and population growth have placed significant demands on emergency services throughout this interconnected water system.

V. Project Summary

The Berkeley County Government respectfully requests funding to acquire two firefighting-capable boats to enhance our ability to respond to water-based emergencies in and around the Joint Base Charleston Short Stay recreation facility, federal, state, and local agencies in and around the SC Ports Authority Wando (Welch) Terminal, NIWC, Charleston Navy Briggs/NWS, and all waterways leading out of the Port of Charleston and inland to high-risk assets. These vessels will support firefighting, rescue, and maritime incident response operations, thereby strengthening regional emergency preparedness and public safety for Berkeley County and surrounding counties and partners.

VI. Background and Need

Joint Base Charleston Short Stay is a 56-acre recreation and education area used year-round by Active-Duty Military, Retired Military, DoD Civilians, and their families. With direct access to Lake Moultrie and the Cooper River system, this area experiences high volumes of recreational and operational water traffic. Additionally, the adjacent Naval Weapons Station and port infrastructure represent critical national defense and economic assets. Despite this strategic significance, the region lacks sufficient specialized waterborne fire suppression and rescue resources. Along with lack of resources, adding this capability also enhances the fire protection of all facilities and property. The estimated response times to the NWS assets, and various threats in the harbor along with associated waterways will be approximately fifteen to twenty minutes from the location proposed to house the marine asset.

Currently, emergency responses to waterborne incidents in this area are limited, delayed, or heavily reliant on mutual aid from distant agencies. This delay can result in severe outcomes in the event of fire, vessel accidents, drownings, or hazmat spills. With increasing recreational use and national security sensitivity, this gap poses a serious public safety risk.

VII. Proposed Solution

This grant would allow for the purchase of two modern, firefighting-capable boats outfitted with:

- Fixed fire pumps with deck guns and handline outlets
- Search and rescue equipment (e.g., throw bags, rescue sleds, thermal imaging)
- Medical response supplies (BLS/ALS kits and patient transport capabilities)
- Communication systems interoperable with local, state, and federal agencies
- Navigation and night operations systems (radar, GPS, lighting)

One vessel would be staged at Short Stay to ensure rapid access to Lake Moultrie and its feeder systems, while the second would be housed strategically to respond to Naval Weapons Station operations and critical infrastructure along the Cooper River, Port area, and river system. These assets would also support mutual aid across Berkeley County and the Lowcountry region. If this grant funding is awarded the goal is to build relationships and sign up as partners with the area Marine Incident Response Team (MIRT) with mutual/automatic aid partnerships.

VIII. Goals and Outcomes

- Improve emergency response times for water-based fire and rescue incidents
- Increase protection for military personnel, dependents, and civilian staff at Joint Base Charleston and the Naval Weapons Station
- Enhance multi-agency interoperability during maritime emergencies
- Provide critical capabilities for port security, vessel fires, environmental hazards, and mass casualty marine incidents

IX. Estimated Budget

The estimated total cost for the procurement of two fully outfitted, firefighting-capable vessels and one heavy-duty tow vehicle is approximately **\$1,807,154.00**, inclusive of all equipment, training, and initial deployment.

Should the project be awarded, **sustainability measures are already being placed** within the Berkeley County's Government budget process. A **dedicated line item** is being established to ensure continued funding for annual **maintenance, training, and operational requirements**.

A **detailed cost analysis and maintenance plan** will be provided as the project advances, along with a **comprehensive timeline**. Due to current production timelines and demand for similar marine response assets, the estimated **project duration is 24 to 28 months** from award to full operational readiness.

X. Conclusion

With this grant support, the Berkeley County Government will be better positioned to safeguard lives, protect national infrastructure, and respond to growing demands on our waterways. These boats are not just assets for today's risks—they are an investment in long-term regional safety and security. Berkeley County is one of the fastest growing counties in South Carolina. The current population of approximately 265,000 is growing at a rate of 15% per year. Traffic in the local area, along with waterway activity, has increased tremendously and is becoming more exacerbated over time. This grant request project, if fulfilled, will assist and improve life safety and emergency response capabilities in and around the facility, waterways, and for all outside partner agencies.

Procurement Method

The procurement ordinance passed by Berkeley County Council requires that any expenditure exceeding \$50,000 must be formally solicited by the Procurement Department through a public bid process. Once this process is complete and approved by the County Council, a purchase order or contract will be awarded.

Proposed Equipment

To enhance regional emergency response capabilities on the water, the following equipment has been identified as essential for the implementation of the proposed marine operations program. This comprehensive equipment package includes two specialized vessels, a support vehicle, and all necessary outfitting to ensure operational readiness.

1. **34' Rapid Response Packman Landing Craft – \$849,119.00** This firefighting-capable vessel is designed to perform a wide range of emergency operations in both inland and coastal waterways. It offers a rugged aluminum hull, a large working deck, and high-capacity firefighting equipment, making it suitable for fire suppression, search and rescue, and transport of personnel or equipment during maritime incidents. The design allows for deployment in shallow or difficult-to-access areas, improving reach and response times in critical scenarios.
2. **32' Rapid Response Fire Port Vessel – \$661,286.00.00**
This vessel is built specifically for marine firefighting and rescue operations in port and harbor environments. Outfitted with an integrated fire pump system, deck monitors, and advanced navigational electronics, this vessel will support fire suppression efforts on vessels, waterfront structures, and industrial facilities. Its maneuverability and firefighting capacity make it a critical asset for response within the SC Ports Authority and surrounding waterways.

3. Heavy-Duty Tow/Support Vehicle – \$91,749.00

A heavy-duty Ford F-550 will serve as the primary towing and support vehicle for vessel deployment. This truck will be used to transport boats to strategic launch points, carry crew and mission-critical equipment, and provide logistical support during operations. Outfitted with proper towing equipment, emergency lighting, and communications tools, this unit ensures rapid mobilization of marine assets.

4. Miscellaneous Equipment – \$150,000.00

This line item covers essential outfitting and support tools necessary for safe and effective marine operations. Equipment includes, but is not limited to:

- Personal protective equipment (PPE) for fire and water rescue
- Communications and navigation systems
- Docking, mooring, and anchoring tools
- Onboard medical gear and rescue stretchers
- Self-Contained Breathing Apparatus (SCBA)
- Portable pumps and generators
- Thermal imaging and search equipment

These resources ensure the vessels and crew are properly equipped to respond to a wide range of emergencies on the water.

5. Initial Training- \$55,000.00

Start training for members.

Total Estimated Project Cost: \$1,807,154.00

The vessel will significantly improve regional capacity for firefighting, water rescue, and maritime incident response, thereby strengthening overall emergency preparedness and public safety throughout Berkeley County and its surrounding jurisdictions. Upon receipt of the requested funding, our goal is to establish secured, strategically placed deployment locations along the Cooper River and Lake Moultrie. These staging areas will ensure rapid access and deployment capabilities, enhancing our ability to respond swiftly and effectively to emergencies within these critical waterways.

Budget Summary

Equipment	Amount	Percentage
34' Rapid Response Packman Landing Craft	\$849,119.00	100%
32' Rapid Response Fire Boat	\$661,286.00	100%
Initial Training Package	\$55,000.00	100%
Equipment and Outfitting	\$150,000.00	100%
Heavy-Duty Tow Vehicle	\$91,749.00	100%
Totals	\$1,807,154.00	100%



POLICY COMMITTEE

www.bcdco.org

Facebook Twitter Instagram @BCDCOG

CHAIRMAN: CHRISTIE RANKWATER | VICE CHAIRMAN: RUSS TOUCHBERG | EXECUTIVE DIRECTOR: RONALD E. MITCHUM

July 28, 2025

To Whom It May Concern,

I am writing to express my strong endorsement of Berkeley County's application for the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant funding to procure two firefighting vessels in support of public safety operations and regional readiness.

Berkeley County plays a vital role in supporting the state's military infrastructure, including assets associated with Joint Base Charleston and its surrounding communities. The proposed acquisition will significantly elevate emergency response capabilities across the Lowcountry, particularly within the strategic waterways of the Cooper River and Lake Moultrie. These assets are essential not only for local safety, but also for ensuring the security and functionality of nearby military and industrial operations.

Enhancing the county's maritime response capacity through these vessels will directly increase the availability and effectiveness of Marine Incident Response Teams throughout the region. This advancement will improve response times, coordination, and resilience in the face of fires, environmental threats, and other emergent challenges that affect both civilian and military stakeholders.

This initiative reflects the mission and spirit of the Military Enhancement Grant—supporting communities that sustain our armed forces and improving operational readiness in critical zones. Berkeley County's forward-looking approach and collaborative public safety framework make this investment a prudent and impactful decision.

I strongly encourage SCDVA to consider this request favorably, and I am available for further input as needed to highlight the expected benefits of adding these critical resources to protect our communities.

Sincerely,

Ronald E. Mitchum
Executive Director



BUSHY PARK

July 16, 2025

To Whom It May Concern,

I am writing to express my strong endorsement of Berkeley County's application for the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant funding to procure two firefighting vessels in support of public safety operations and regional readiness.

Berkeley County plays a vital role in supporting the state's military infrastructure, including assets associated with Joint Base Charleston and its surrounding communities. The proposed acquisition will significantly elevate emergency response capabilities across the Lowcountry, particularly within the strategic waterways of the Cooper River and Lake Moultrie. These assets are essential not only for local safety, but also for ensuring the security and functionality of nearby military and industrial operations.

Enhancing the county's maritime response capacity through these vessels will directly increase the availability and effectiveness of Marine Incident Response Teams throughout the region. This advancement will improve response times, coordination, and resilience in the face of fires, environmental threats, and other emergent challenges that affect both civilian, military and industrial stakeholders.

This initiative reflects the mission and spirit of the Military Enhancement Grant—supporting communities that sustain our armed forces and improving operational readiness in critical zones. Berkeley County's forward-looking approach and collaborative public safety framework make this investment a prudent and impactful decision.

I highly encourage SCDVA to consider this request positively, and I am available for any input as needed to highlight the anticipated benefits of providing these essential resources to defend our communities and industries. Please do not hesitate to contact me at 843-820-6825 or chris.lilkendey@bushyparksc.com.

Sincerely,

Christopher T. Lilkendey
Fire Chief
Bushy Park Emergency Services

843.820.6172 • info@bushyparksc.com • 588 Bushy Park Road, Goose Creek, SC 29445

BUSHYPARKSC.COM



Town of Mount Pleasant Fire Department
Mike Mixon, Fire Chief
100 Ann Edwards Lane
Mount Pleasant, South Carolina 29464
(843) 884-0623



July 16, 2025

To Whom It May Concern,

As Fire Chief of the Mount Pleasant Fire Department, I write in strong support of Berkeley County's application for the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant, which seeks funding to acquire two firefighting vessels that will enhance public safety operations and regional emergency readiness.

This initiative is a prime example of how regional partnerships strengthen our collective ability to protect lives, property, and critical infrastructure. Berkeley County plays a pivotal role in supporting military operations tied to Joint Base Charleston and the surrounding Lowcountry. The proposed vessels will not only enhance the County's response capabilities but will serve as shared assets that benefit the entire region.

The strategic waterways of the Cooper River and Lake Moultrie are vital corridors for both civilian and military activity. Equipping our region with modern marine firefighting resources will significantly improve our collective preparedness for fires, environmental hazards, and complex emergencies affecting industrial, residential, and military zones alike. These vessels will increase the reach and effectiveness of Marine Incident Response Teams throughout the Lowcountry, improving coordination and response times during high-risk incidents.

Our regional resilience depends on collaboration. By investing in interoperable resources that serve multiple communities, we reinforce not just local safety, but the security and stability of the broader region. This proposal aligns perfectly with the intent of the Military Enhancement Grant which is to strengthen the readiness of areas that support our armed forces while enhancing public safety for all.

I fully endorse Berkeley County's request and encourage the SCDVA to fund this important initiative.

Respectfully,

Mike Mixon, Jr.
Fire Chief



WILLIAM S. COGSWELL JR.
MAYOR

City of Charleston

South Carolina

DANIEL M. CURIA
FIRE CHIEF

Charleston Fire Department

July 23, 2025

To Whom It May Concern,

I am writing to express my strong endorsement of Berkeley County's application for the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant funding to procure two firefighting vessels in support of public safety operations and regional readiness.

Berkeley County plays a vital role in supporting the state's military infrastructure, including assets associated with Joint Base Charleston and its surrounding communities. The proposed acquisition will significantly elevate emergency response capabilities across the Lowcountry, particularly within the strategic waterways of the Cooper River and Lake Moultrie. These assets are essential not only for local safety, but also for ensuring the security and functionality of nearby military and industrial operations.

Enhancing the county's maritime response capacity through these vessels will directly increase the availability and effectiveness of Marine Incident Response Teams throughout the region. This advancement will improve response times, coordination, and resilience in the face of fires, environmental threats, and other emergent challenges that affect both civilian and military stakeholders.

This initiative reflects the mission and spirit of the Military Enhancement Grant—supporting communities that sustain our armed forces and improving operational readiness in critical zones. Berkeley County's forward-looking approach and collaborative public safety framework make this investment a prudent and impactful decision.

I strongly encourage SCDVA to consider this request favorably, and I am available for further input as needed to highlight the expected benefits of adding these critical resources to protect our communities.

Sincerely,

Fire Chief

**U.S. Department of
Homeland Security**

**United States
Coast Guard**



Commander
United States Coast Guard
Sector Charleston

1050 Register St
North Charleston, SC 29405
Staff Symbol: s
Phone: (843) 740-7072
Email: Shawn.A.Lansing@uscg.mil

5550
August 20, 2025

South Carolina Department of Veterans' Affairs
Attn: Secretary McCaffrey
1800 St. Julian Place
Suite 305
Columbia, SC 29204

RE: LETTER OF SUPPORT – BERKELEY COUNTY FIREFIGHTING VESSELS

Dear Secretary McCaffrey,

The United States Coast Guard strongly supports the acquisition of two firefighting vessels as proposed by the Berkeley County Emergency Management Division through the South Carolina Department of Veterans' Affairs Military Enhancement Plan Grant.

The Charleston port complex is a military strategic seaport and provides \$94 billion in economic impact to the regional economy. Over the coming years, the port will also serve as a home to the Coast Guard's largest base on the east coast and home to several national security, offshore patrol, and aids-to-navigation cutters.

A recent port vulnerability assessment highlighted a lack of organic marine firefighting assets as a key resource gap within the port. As the Captain of the Port, my top priority is to preserve the safety, security, economic viability, and military strategic mobility of the regional marine transportation system and Berkeley County plays a significant role in this endeavor. The proposed acquisition will elevate organic emergency response capabilities to attack fires on ships and waterfront facilities quickly and effectively, increasing resilience while reducing the risk of long-term port disruptions.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Lansing", with a long horizontal stroke extending to the right.

Shawn A. Lansing
Captain, U.S. Coast Guard
Captain of the Port, Charleston

NANCY MACE
1st District, South Carolina

HOUSE ARMED SERVICES
COMMITTEE

COMMITTEE ON OVERSIGHT
AND ACCOUNTABILITY

COMMITTEE ON VETERANS' AFFAIRS



Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON, DC OFFICE
1728 LONGWORTH HOUSE
OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3176
WWW.MACE.HOUSE.GOV

MOUNT PLEASANT OFFICE
652 COLEMAN BLVD.
SUITE 102
MOUNT PLEASANT, SC 29464
(843) 352-7672

BEAUFORT OFFICE
710 BOUNDARY ST.
BEAUFORT, SC 29902
(843) 521-2530

July 21, 2025

Major General (Ret.) Todd B. McCaffrey
Secretary of Veterans' Affairs
South Carolina Department of Veterans' Affairs
1800 St. Julian Place, Suite 305
Columbia, SC 29204

Major General McCaffrey,

We are writing to express our strong support for Berkeley County's application for funding through the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant to procure two firefighting vessels that will bolster public safety operations and regional emergency preparedness.

Berkeley County plays a critical role in supporting South Carolina's military infrastructure, particularly in connection with Joint Base Charleston and surrounding communities. The proposed acquisition will meaningfully strengthen emergency response capabilities across the Lowcountry, especially within the strategic waterways of the Cooper River and Lake Moultrie. These vessels are essential not only for protecting local communities but also for ensuring the security and continuity of military and industrial operations in the region.

By enhancing the county's maritime response capacity, this investment will expand the reach and effectiveness of Marine Incident Response Teams. It will improve coordination, reduce response times, and increase resilience in the face of fires, environmental hazards, and other emergency threats that impact both civilian and military stakeholders.

This initiative aligns with the mission of the Military Enhancement Grant—supporting communities that serve our armed forces and advancing operational readiness in key areas. Berkeley County's proactive approach and strong interagency coordination make this a high-impact investment.

We simply ask you to give this application its due and fair consideration, and welcome the opportunity to provide further input as needed to underscore the benefits of this effort. Feel free to contact my grants director at noah.longest@mail.house.gov with any additional questions or items.

Sincerely,

Nancy Mace
Member of Congress

7/21/2025

To Whom It May Concern,

I am writing to express my strong endorsement of Berkeley County's application for the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant funding to procure two firefighting vessels in support of public safety operations and regional readiness.

Berkeley County plays a vital role in supporting the state's military infrastructure, including assets associated with Joint Base Charleston and its surrounding communities. The proposed acquisition will significantly elevate emergency response capabilities across the Lowcountry, particularly within the strategic waterways of the Cooper River and Lake Moultrie. These assets are essential not only for local safety, but also for ensuring the security and functionality of nearby military and industrial operations.

Enhancing the county's maritime response capacity through these vessels will directly increase the availability and effectiveness of Marine Incident Response Teams throughout the region. This advancement will improve response times, coordination, and resilience in the face of fires, environmental threats, and other emergent challenges that affect both civilian and military stakeholders.

This initiative reflects the mission and spirit of the Military Enhancement Grant supporting communities that sustain our armed forces and improving operational readiness in critical zones. Berkeley County's forward-looking approach and collaborative public safety framework make this investment a prudent and impactful decision.

I strongly encourage SCDVA to consider this request favorably, and I am available for further input as needed to highlight the expected benefits of adding these critical resources to protect our communities.

Sincerely,

Deputy Chief Bryan Delaney



North Charleston Fire Department

Marvin "Mark" Smith
District No. 99 - Berkeley County
P. O. Box 11867
Columbia, SC 29211

Committees:

Labor, Commerce and Industry
Business & Commerce
Subcommittee, Chairman
Banking & Insurance
Subcommittee
Regulatory Review Subcommittee
Government Efficiency and
Legislative Oversight

Ad Hoc Committee:

Economic Development and
Utility Modernization



House of Representatives
State of South Carolina

1105 Pendleton Street
327-A Blatt Building
Columbia, SC 29201

Tel. (803) 212-6719
marksmith@schouse.gov

Joint Legislative Committee
on Aging
The Hunley Commission

July 31, 2025

Major General (Ret.) Todd B. McCaffrey
Secretary of Veterans' Affairs
South Carolina Department of Veterans Affairs
1800 St. Julian Place, Suite 305
Columbia, SC 29204

Dear Major General McCaffrey:

As members of the Berkeley County Delegation, we are writing to express our strong endorsement of Berkeley County's application for the South Carolina Department of Veterans' Affairs (SCDVA) Military Enhancement Grant funding to procure two firefighting vessels in support of public safety operations and regional readiness.

Berkeley County plays a vital role in supporting the state's military infrastructure, including assets associated with Joint Base Charleston and its surrounding communities. The proposed acquisition will significantly elevate emergency response capabilities across the Lowcountry, particularly within the strategic waterways of the Cooper River and Lake Moultrie. These assets are essential not only for local safety, but also for ensuring the security and functionality of nearby military and industrial operations.

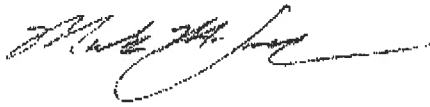
Enhancing the county's maritime response capacity through these vessels will directly increase the availability and effectiveness of Marine Incident Response Teams throughout the region. This advancement will improve response times, coordination, and resilience in the face of fires, environmental threats, and other emergent challenges that affect both civilian and military stakeholders.

This initiative reflects the mission and spirit of the Military Enhancement Grant—supporting communities that sustain our armed forces and improving operational readiness in critical zones. Berkeley County's forward-looking approach and collaborative public safety framework make this investment a prudent and impactful decision.

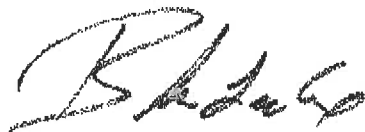
Based on the 2020 census, Berkeley County is a thriving community filled with nearly 230,000 residents. The area continues to grow. If this request is approved, it will assist in keeping the community safe for years to come.

We strongly encourage SCDVA to consider this request favorably, and we are available for further input as needed to highlight the expected benefits of adding these critical resources to protect our communities.

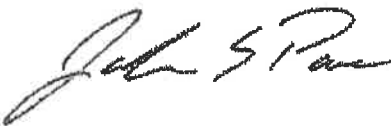
Best,



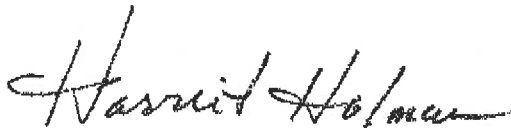
Rep. Mark Smith
SC House of Representatives
District 99- Berkeley County



Rep. Brandon L. Cox
SC House of Representatives
District 92- Berkeley County



Rep. Jordan Pace
SC House of Representatives
District 117- Berkeley County



Rep. Harriet Holman
SC House of Representatives
District 102- Berkeley & Dorchester Counties



Rep. Sylleste Davis- Chairwoman of the Medical, Military, Public and Municipal Affairs Committee
SC House of Representatives
District 100- Berkeley County



Rep. Roger Kirby
SC House of Representatives
District 101- Berkeley, Florence and Williamsburg Counties



Senator Larry Grooms- Chairman of the Transportation Committee
SC Senate
District 131- Berkeley and Charleston Counties

Signature On File

Senator Tom Fernandez
SC Senate
District 39- Berkeley, Dorchester and Orangeburg Counties

Signature On File

Senator Brian Adams
SC Senate
District 44- Berkeley and Charleston Counties



**BERKELEY
COUNTY SC**

RICH HISTORY
BRIGHT FUTURE

One Berkeley

POINTS OF CONTACT

Will Rochester, CEM

Emergency Management: Director

O: 843-719-4168

D: 843-719-1051 (Duty Officer)

M: 843-826-8031

will.rochester@berkeleycountysc.gov

www.berkeleycountysc.gov

1003 US Highway 52 Moncks Corner, SC
29461

LECHELE N. BROWN

Finance: GRANTS ADMINISTRATOR

T: 843-719-4766

C: 854-832-8443

www.berkeleycountysc.gov

1003 US Highway 52 Moncks Corner, SC 29461



John P. Cribb

COUNTY SUPERVISOR

T: 843-719-5088

johnny.cribb@berkeleycountysc.gov

www.berkeleycountysc.gov

1003 US Highway 52 Moncks Corner, SC 29461



Benjamin S. Waring

Fire Chief- Pine Ridge Fire Rescue

Vice President- Berkeley County Fire Chief's Association

565 Myers Road

Summerville, SC 29486

P: (843) 875-1822

F: (843) 871-2748

C: (843) 296-2223

E: bwaring@pineridgefd.org

Firefighting-Capable Vessel and Tow Vehicle Procurement Project

1. Executive Summary

1.1 Project Overview

This project seeks the procurement and deployment of two fully outfitted, firefighting-capable vessels along with one heavy-duty tow vehicle. These assets are intended to significantly enhance the County's capacity to respond to maritime emergencies, support firefighting and water rescue operations, and improve overall regional emergency preparedness.

1.2 Estimated Total Cost

The estimated total cost for this initiative is \$1,807,154.00, which includes:

- Two fully outfitted firefighting-capable vessels
- One heavy-duty tow vehicle
- All required equipment and outfitting
- Personnel training
- Initial deployment and integration

To ensure long-term viability, a dedicated line item will fund annual maintenance, training, and operations. A detailed cost analysis, maintenance plan, and implementation timeline will be provided, with an estimated completion period of 24 to 28 months.

2. Procurement Plan

2.1 Firefighting-Capable Vessels

Two vessels will be outfitted for fire suppression, rescue, and incident response. Features include fire pumps, foam delivery systems, communication suites, and marine rescue equipment.

2.2 Heavy-Duty Tow Vehicle

A heavy-duty tow vehicle will be procured for vessel deployment to various operational sites. It will be equipped for high-capacity towing, off-road capability, and DOT compliance.

2.3 Equipment and Training Inclusions

Procurement includes all essential tools and gear, along with initial and recurrent training for operational readiness and safety compliance.

3. Budget and Sustainability

3.1 County Budget Integration

Costs are integrated into the County's operational budget to ensure sustainability beyond initial funding sources.

3.2 Dedicated Line Item for Operations

A dedicated line item will cover maintenance, training, consumables, and operational expenses.

3.3 Annual Maintenance and Training Costs

Forecasts include preventative maintenance, certification refreshers, and supply replenishment.

4. Cost Analysis

4.1 Detailed Cost Breakdown

Category	Estimated Cost
Firefighting-Capable Vessel #1	\$849,119.00
Firefighting-Capable Vessel #2	\$661,286.00
Heavy-Duty Tow Vehicle	\$91,749.00
Equipment and Outfitting	\$150,000.00
Initial Training Package	\$55,000.00
Total	\$1,807,154.00

4.2 Funding Allocation

Funding will come from grants, County capital funds, and reallocated resources. Financial controls will ensure transparent and compliant use of funds.

5. Maintenance Plan

5.1 Preventative Maintenance Schedule

A structured preventative maintenance schedule will be followed for vessels and the tow vehicle. Vessels will undergo monthly, quarterly, and annual maintenance including fire system testing, engine diagnostics, and hull inspections. The tow vehicle will follow a high-usage service cycle with regular oil changes, brake checks, and compliance reviews.

5.2 Lifecycle Management

The vessels are expected to have a 15–20 year service life, with mid-life overhauls at Year 10. The tow vehicle has a projected 10–12 year lifespan. Lifecycle planning includes structural inspections, system upgrades, and scheduled replacements.

Vendor Support and Warranty

Procurement contracts will include warranty support and optional vendor-maintenance agreements. Certified technicians will conduct service to maintain compliance and reduce downtime. A contingency fund will be established for unplanned repairs.

6. Project Timeline

6.1 Production and Delivery Schedule

Estimated project duration is 24 to 28 months from award to full operational readiness. Key milestones include contract execution, production, outfitting, training, and final deployment.

6.2 Deployment Milestones

Assets will undergo field integration including docking, interagency training, and inclusion in mutual aid agreements.

6.3 Full Operational Readiness

Full deployment is targeted by Month 28, with all systems, personnel, and protocols fully established.



15806 Preston Place, Burlington WA USA 98233
Phone: 360 707 2752 Fax: 360 757 2442
www.munsonboats.com Jesse@MunsonBoats.com

July 28, 2025
Specification And Quotation
For One
32' PackMan Landing Craft
For
Berkeley County
Contact: Benjamin Waring
Phone: 843-296-2223
Email: bwaring@pineridgefd.org

OVERVIEW: The following describes a 32' PackMan welded aluminum high speed landing craft 2025 production model. Detailed drawings will be submitted for approval prior to construction. Boat shall exit the factory as a completed vessel, adhering to the following specifications. Pricing is based on raw material costs at time of quote. Pricing is subject to change based on actual material costs at the time of construction.

GENERAL SPECIFICATIONS:

1. Hull length: 32 feet
2. Beam: 11 feet
3. Transom Deadrise: 16 degrees
4. Person and Cargo Capacity: 5500 lbs.
5. Propulsion: Twin 300hp Suzuki Four Stroke Outboard Motors
6. Fuel Capacity: 200 gallons
7. Bow Door Width: 84 inches
8. Bottom Plating: 1/4 inch 5086-H116
9. Side Plating: 1/4 inch 5086-H116
10. Deck Plating: 3/16 inch 5052-H32
11. Centerline Vertical Keel (CVK): 1/2" x 4" 6061-T6

HULL PACKAGE:

32' PackMan modified vee hull landing craft incorporating a 84" wide bow door.

Hull shall include watertight structural bulkheads.

8" welded aluminum inspection hatches shall be installed to provide access to all below deck compartments.

Six (6) 10" welded aluminum cleats shall be installed. (3 Per Side)

A 3/4" aluminum double padeye shall be welded on centerline of the bow.

1/4" rolled plate, 7" radius bow corners shall be installed on the port and starboard sides of the bow door opening.

The transom shall be setup for outboard power and set at 103 degrees off baseline for proper outboard trim

The motor well shall be self-bailing via two 2.5" pipe drains running out through transom. Drains shall be equipped with rubber flappers to divert water from entering slop well when operating the boat in reverse.

The stern shall incorporate port and starboard corner rigging lockers, framing the motor well. Lockers will house batteries and fuel filter systems, and offer general storage. Both lockers will be outfitted with 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame, key lockable 316 series Stainless Steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and Stainless Steel pins, and 1/8" thick PORON neoprene hatch seal.

316 Series Stainless Steel fastening hardware shall be used throughout the vessel.

The hull shall incorporate a 2" pipe gunnel.

WELDING:

The hull and superstructure shall be constructed of marine grade aluminum and MIG welded throughout.

All weld seams in the hull shall be welded 100%, both interior & exterior.

A minimum of 15% helium / 85% argon inert shielding gas mix shall be used for all aluminum welding to ensure proper weld penetration and reduce the occurrence of weld porosity.

Welding shall be performed in accordance with American Welding Society Structural Welding Code for Aluminum.

All surface areas shall be shiny, mill finish, with no grind marks, splatters, or blemishes.

HULL OUTFITTING:

1 1/4" Sch 40 pipe safety railings shall be installed 36" above main deck along port & stbd sides from stern to midship.

Six (6) Open scuppers installed flush with the deck at midship and two (2) large pipe drains in the stern shall create a self-bailing main deck. Drains and scuppers shall be sized and installed in accordance with ABYC deck drainage requirements.

One (1) 1/4" x 4" Beaching wear plate shall be installed on the bow forefoot.

One (1) 26" wide side door shall be installed. Door shall swing inboard and forward in direction,

and lock in the closed position.

One (1) 15" x 24" welded aluminum deck hatches shall be installed on the main deck.

One (1) Set of tie down rails shall be installed. Tie down rails consist of 1.25" sch 40 pipe installed above the main deck on port and starboard sides with 4" of clearance below the pipe.

Two (2) 7.5 lb Divers Dream zinc anodes, shall be installed on brackets that are welded to the transom.

BOW DOOR OUTFITTING:

A 84 inch wide drop down bow door shall be installed to enable personnel transport.

The hull shall incorporate port and starboard bow lockers framing the door opening.

A Thern manual stainless steel bow door winch with brake shall be installed on the port side bow locker for opening and closing the bow door.

A 35-foot stainless steel winch cables runs through stainless steel cheek pulleys on each side of the door providing equal tension on both sides when opened and closed. Aluminum roller sheaves shall be installed on the gunnel.

The bow door shall be outfitted with two (2) ¾" stainless steel positive locking pins to prevent the bow door from opening while underway.

A replaceable rubber gasket seals the bow door watertight when closed.

The inside face of the bow door shall be double plated for a smooth working surface.

The port side bow door locker shall be extended aft and incorporate weatherproof lockable hatches to provide additional storage.

FUEL SYSTEM:

A 200 gallon non-integral fuel tank shall be installed complete with fill, vent, 12V sender and fuel level gauge on console. Fuel tank shall be built from ¼" plate, pressure tested to 4 psi and bolted into hull framing using doublers and stainless steel fasteners.

Two (2) fuel filter/water separators shall be installed complete with shut off valves. Filters to be Racor 320 or equivalent.

Fuel system shall comply with U.S. diurnal emission standards.

12V 140 CFM bilge blower installed in fuel tank compartment.

WHEELHOUSE:

A full width x 120" long x 80" tall walk through wheelhouse shall be installed. House is constructed from .190" plate and framed as per std. house framing using 1.5" square tube.

House is equipped with two Diamond Seaglaze doors, a forward hinged door, and an aft sliding door. Doors shall have windows, locks, and be keyed alike.

House has aluminum framed sliding windows installed forward on port and starboard sides, remaining windows are fixed aluminum framed style.

The wheelhouse roof is outfitted with 1" pipe top railing.

The house deck is non-skid coated.

An aluminum control console with angled face and an overhead radio bar shall be installed in the wheelhouse on the starboard side. The design will allow the operator to easily steer while both sitting & standing.

Access to the console shall be provided by a flush mounted bolt on access panel on the forward side of the console for ease of maintenance and future upgrades.

A Co-pilot console with storage shall be installed opposite the main console.

The aft side of the console shall include 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame, key lockable 316 series Stainless Steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and Stainless Steel pins, and 1/8" thick PORON neoprene hatch seal.

Two (2) Cup holders shall be installed at the console.

The wheelhouse interior shall be insulated with 1" marine grade insulation and paneled with 1/8" white paneling with sound deadening liner.

A 1" pipe overhead grab rail shall be installed running lengthwise on centerline inside the wheelhouse.

Pipe ladder rungs shall be welded to the side of the wheelhouse to provide access to the roof.

One (1) Bentley Patriot captain seat shall be installed in the pilot position on a welded aluminum seat box with storage below. Seat incorporate arm and backrest, 7 1/2" slide, and footrest.

An upholstered leaning post/seat shall be installed at the co-pilot console.

One (1) Seat/storage locker(s) with 3" seat cushion shall be installed in the wheelhouse aft of the pilot position. Access to the storage compartment is provided through a lift up seat cushion.

An EMS bench locker with 2" seat cushion and 2" backrest cushion shall be installed aft of the co-pilot station. Storage under the bench shall be accessed through a pair of 3/16" welded aluminum hatches on the face of the locker.

Two (2) Exterior lockers shall be installed on the front of the wheelhouse. Each locker storage compartment is accessed through 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame, 316 series stainless steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and stainless steel pins, and 1/8" thick PORON neoprene hatch seal.

One (1) Exterior seat locker with 2" seat cushion shall be installed on the port side of the main deck. The locker storage compartment is accessed through 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame, 316 series stainless steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and stainless steel pins, and 1/8" thick PORON neoprene hatch seal.

HEATING AND AIR CONDITIONING:

A Webasto AT40 forced air diesel fired cabin heater rated for 12,000 BTU's shall be installed complete with thermostat and outlets for windshield defrost and cabin heat. Fuel to be supplied by a 5 gallon diesel tank.

A 120V Dometic Brisk II air conditioner with heating element & control knob shall be installed on the wheelhouse roof. The A/C unit runs via genset or shorepower.

DAVIT:

A 3" pipe davit rated at 500lbs. working load shall be installed. Davit is 80" high with 42" reach, swivels 360 degrees and is lockable every 90 degrees.

A maximum capacity plaque stating the vessels maximum safe transverse heeling moment shall be installed along with an inclinometer.

A Thern stainless steel manual hand crank winch shall be installed on the davit. Winch is spooled with 30' of stainless steel line terminating with an eyelet and shackle.

A glass-reinforced nylon open face snatch block rated at 700lbs. deadweight shall be supplied.

TOWING:

A 4" Sch 80 aluminum pipe tow bitt with 1" 316 stainless crucifix pin shall be installed aft on centerline. The towing bitt shall be sized to accept one round turn and three figure eight's of the towline.

A line parting knife shall be mounted in the vicinity of the tow bit.

A tow line guide shall be integrated into the motor guard.

STERN GUARDS AND PLATFORMS:

A fixed aluminum guard made from 2" aluminum pipe shall be welded to the transom to protect the outboard motors.

Small welded aluminum swim steps with non-skid shall be installed on the port and starboard sides of the transom.

ELECTRICAL SYSTEM:

The vessel's electrical system shall be 12vDC and 120vAC.

All electrical cable shall be marine grade copper tinned boat cable and labeled for each circuit.

Cables should be routed in wireways wherever possible. Wherever exposed to potential damage, cables shall be protected with rubber.

Electrical cable shall be sized in accordance with the American Boat & Yacht Council.

All electrical cables shall be marked in accordance with the markings in electrical drawings.

All electrical switches shall be of a heavy-duty type and properly insulated.

The electrical system shall be grounded. In any case the hull shall not be used as part of a galvanic feeding loop.

GENERATOR:

A Cummins Onan 5-kilowatt diesel generator shall be installed under deck complete with ventilation and a flush and guttered deck hatch.

A remote start/stop control panel shall be installed near the console.

Generator to have 2" raw-water cooled exhaust complete with water-lock muffler. Vented loop to be installed as needed in the raw water exhaust cooling line to prevent siphoning.

3/4" raw water pickup to be installed with electric-actuated Banjo ball valve, pickup screen and sea strainer. Top of sea strainer to be located at least 6" above the resting waterline.

Racor 110A (or equivalent) fuel filter/water separator with metal bowl and shutoff valve to be installed for the generator fuel supply.

Installation includes a generator start battery with on/off switch. Battery tied to the main engine batteries via combination switch as an emergency parallel circuit.

Generator is ignition protected and may be installed in a compartment with gasoline machinery or fuel tanks.

120V AC ACCESSORIES:

A 120V 60hz 30amp shorepower circuit with transfer switch (for use with generator) shall be installed in the vessel with a Blue Seas Systems 360 series 1210 main breaker panel and ProSafe galvanic isolator. A 30 amp shore power cable shall be supplied.

A Xantrex TRUEcharge3 40A battery charger shall be installed. Includes remote panel.

Two (2) 120VAC 15 amp GFCI Duplex outlets shall be installed.

Outlet shall be installed with placard indicating the outlet supplies "120VAC/60Hz" power.

12V DC ACCESSORIES:

Two (2) 12V 8 position distribution panels shall be installed on the console.

A pair of 12V self-parking windshield wipers shall be installed on the forward windshields. Each wiper assembly consists of a fully sealed, marine rated wiper motor fitted with a heavy duty pantographic wiper arm and matching blade.

One (1) 12V air trumpet horn shall be installed with momentary push button on dash.

Two (2) 12VDC power receptacles with weather cover shall be installed.

Two (2) Dual USB outlets with weather cover shall be installed in the vessel. Outlet has one USB-A and one USB-C port.

Three (3) 12V 2200 GPH bilge pumps shall be installed with auto float switch.

LIGHTING:

One (1) LED navigation lights shall be installed to USCG requirements.

Two (2) 12V LED red/white dome lights shall be installed in the wheelhouse.

Four (4) Rigid Industries D-Series Pro 3" LED Flood lights shall be installed on the wheelhouse roof. Each is rated at 3168 lumens of output.

Two (2) Whelen PCP3 LED Scene lights shall be installed on the vessel.

One (1) GoLight 2020GT halogen search light with 225,000 candle power shall be installed on the wheelhouse roof with a control pad at the console.

One (1) Whelen Century 23" LED red light bar shall be installed on the wheelhouse roof. Controls for the light bar shall be installed at the console.

NAVIGATION ELECTRONICS:

A Garmin GPSMAP 8610xsv - 10" touchscreen chartplotter shall be installed. This includes local area maps, external GPS antenna, GT51M-TM transom mounted transducer (or equivalent) and NMEA 2000 network.

The GT51M-TM transducer supports traditional, SideVu and ClearVu sonar.

A Garmin GMR 18" Fantom solid-state radar dome shall be installed. This radar features a 50-watt, 48 nautical mile range with 5.2 degree beam width and variable rotation speed of up to 60rpm.

Solid-state radar provides advanced doppler-effect motion tracking capabilities, better resolution, and improved overall functionality over earlier generation radar systems.

The radar dome shall be mounted on a 1-1/2" Pipe radar arch.

A Garmin VHF 215 Marine Radio shall be installed complete with Shakespeare antenna and stainless steel adjustable antenna mount.

OUTFITTING AND SAFETY EQUIPMENT:

A carbon monoxide detector shall be mounted in the wheelhouse.

One (1) Kidde 10lb. CO2 fire extinguisher or equivalent shall be installed with mounting bracket. This extinguisher carries a UL 10-B:C rating and USCG approval. Lockers housing extinguishers shall be marked via USCG approved placard.

Minimum extinguisher requirements based off vessel size:

Less Than 26':	1 5-B:C
26' to Less Than 40':	2 5-B:C or 1 20-B:C
40' to 65':	3 5-B:C or 1 20-B:C and 1 5-B:C

5-B:C is a minimum sizing requirement via USCG regulation. A 20-B:C or greater extinguisher may be substituted for two extinguishers with a lower rating.

One (1) Fireboy MA2 Series automatic engine room flooding fire extinguishing system to be installed with manual pull cable at operator console.

PAINT, GRAPHICS, AND MARKINGS:

Matson Industrial Floor Grip Non-skid deck coating shall be applied to all main deck walking surfaces. (Color- 223 Gray)

Cabin interior components shall be painted with Zolatone.

The wheelhouse exterior shall be painted with marine grade topcoat paint. (color TBD)

Imron MS600 paint system is standard.

E-Paint anti-fouling bottom paint system with epoxy barrier coat applied to 4" above waterline. (Black as standard.)

Top side of hull to remain bare aluminum finish.

Non-reflective vinyl graphics shall be applied. (Specifics to be determined after order has been received)

A U.S. Coast Guard rating placard shall be installed at the dash.

A bow door warning placard shall be installed adjacent to the bow door.

PROPULSION:

Twin 300 HP Suzuki four-stroke outboard engines (Model DF300APXX5) with 30" shafts and stainless steel propellers shall be installed.

A hydraulic steering system shall be installed. Installation includes a helm pump, dual steering cylinders, solid tie bar and lines.

A two-battery engine start bank shall be installed. Batteries are connected by selector switches,

allowing each engine to be started via either battery or with both batteries in parallel.

The main helm station shall be installed with Suzuki Precision Controls (SPC 2.0) and includes electronic twin-engine binnacle control, Two (2) SMG4 digital displays (one dedicated to each engine), key switch with emergency shutoff lanyard and twin engine pushbutton start/stop panel.

Vessel speed and fuel data to the SMG4 digital display shall be supplied pertinent data via a GPS signal and Wema fuel level sender.

MACHINERY COMPARTMENT:

A machinery compartment shall be installed under the aft deck.

The machinery compartment shall be one compartment and shall include a flush and guttered engine hatch on the aft deck.

Engine hatch shall be large enough to remove the the fire pump engine, provide a weather tight seal when closed, include Flush mounted stainless steel hinges, and shall be lockable in the open position. Handles shall be inset and flush to the deck.

The machinery compartment shall incorporate two air intake boxes on the aft deck for natural ventilation and combustion air intake. The air intake boxes shall include gutters to prevent water ingestion into the engine room.

Engine stringers shall be 3/8" plate, continuously welded, and shall include gussets under the engine mounts.

FIRE SYSTEM:

Fire pump to be a Hale RSD Flex-series, single stage, centrifugal pump rated at 1500 GPM coupled to a KEM Equipment 6.2L gasoline marine engine producing 407 HP at 5,000 RPM.

RSD Flex pump gearbox gear ratio is spec'd at a 1.14:1 overdrive. Engine RPM governed to 4,300 RPM to keep pump RPM at no greater than its 5,000 RPM max rotation speed.

Installation includes:

- Pushbutton start/stop ignition panel and Pump Boss 200 controller at the firefighting console.
- Dedicated battery start bank with remote battery switch (RBS) and automatic charging relay (ACR) interconnect.
- Vane-type priming pump.
- Fuel filter (Racor 320 or equivalent) plumbed to the vessel's main fuel tank. Fuel isolation valves installed at tank and filter.
- Engine raw water cooling via an 1-1/4" thru-hull, electric ball valve wired to actuate with the engine ignition, and sea strainer.
- Wet exhaust consisting of an aluminum two-into-one tee (4" in, 5" out) and inline muffler (5"

in, 6" out). Tee and muffler fabricated by KLS Marine. Thru hull outlet outfit with an exhaust flapper.

- Fireboy automatic engine room fire extinguishing system with manual pull cable located at operator console.

- High water alarm system.

- A 3" in-line blower will be installed in the engine room for USCG compliance.

Fuel recommendations are 91-octane for best performance, 87-octane minimum with reduction in engine performance.

A 6" welded aluminum thru-hull intake shall supply the fire pump. Intake includes removable strainer plate affixed to the underside of the hull and a serviceable sea chest capped with an aluminum 6" Cam Lok cover for clean out access.

A 6" manually-operated 316SS butterfly valve sandwiched between a pair of 150# aluminum ANSI flanges shall be installed between the thru-hull and pump to serve as an isolation valve.

A section of 6" corrugated wet exhaust hose installed between the butterfly valve and pump intake will provide a buffer from engine vibration.

The pump discharge will supply a 4" diameter fire main assembled from schedule 80 seamless aluminum pipe and fittings.

Stainless steel Victaulic couplers to be used at all pipe breaks.

A 3" fire main branch shall extend to the port bow and terminates at a fire monitor station with 4" ANSI flange.

A Task Force Tips "Valve Under Monitor" (V.U.M.) shall be installed at the station. V.U.M. will be outfitted with a 4" ANSI inlet and a 4" ANSI outlet. V.U.M. will feature two (2) 2.5" MNH gated 90 degree elbows with integral quarter-turn valves. Each gated elbow will be equipped with 2.5" FNH x 1.5" MNH reducer and a 1.5" FNH blind cap.

Gated elbows allow for hand tack lines to be used off the V.U.M.

Stainless steel Victaulic couplers to be used at all pipe breaks.

A Task Force Tips Hurricane monitor equipped with a quad-stacked tip and stream straightener to be installed at the port bow station. Monitor has a 4" ANSI flange inlet and 2.5" NHM outlet.

A 3" fire branch terminating at a fire monitor station shall be located on the wheelhouse roof forward on centerline. A 4" electric remote-controlled V.U.M. valve shall be installed in the branch to control water flow.

A Task Force Tips Monsoon remote-controlled monitor equipped with a Master Stream RC nozzle to be installed at the monitor station. Monitor has a 4" ANSI flange inlet and 2.5" NHM outlet.

Monitor, nozzle, and valve are operated via a TFT joystick and control panel at the fire control

console.

Stainless steel Victaulic couplers to be used at all pipe breaks.

TRAILER:

Vessel shall include one (1) Tuff Trailer MTT15600SG 15,600lb capacity galvanized triple axle bunk trailer complete with disc brakes on all three axles, 2-5/16" ball receiver, manual strap winch, safety chain, heavy duty jack stand, DOT approved lighting, spare tire with carrier.

SEA TRIALS:

Vessel shall undergo testing (Sea Trials) after completion to verify proper function and performance of all systems. (Sea Trials to take place at factory location)

SHIPPING:

Shipping of the completed vessel to Berkeley County, SC shall be provided.*

Owner/Buyer to be responsible for any off loading charges.*

DOCUMENTATION & KEYS:

One (1) Operation & Maintenance Manual shall be supplied with the craft. Includes OEM technical literature for all supplied equipment, operator/safety instructions, as-built boat drawings, as-built electrical system drawings.

Vessel to include two (2) complete key sets. (Doors, Hatches, Ignition)

Original Bill of Sale and Manufacturer's Statement of Origin documents shall be delivered with the boat conveying free and clear title(s).

Total For GSA Items: \$660,939.00

GSA Discount (2.5%): \$16,523.00

Adjusted Price: \$644,416.00

Industrial Funding Fee (IFF): \$4,870.00

Total Price For GSA Items: \$649,286.00

Total Price For Custom Items: \$12,000.00

TOTAL GSA PRICE, F. O. B BERKELEY COUNTY, SC:___\$661,286.00

For William E. Munson Company,

Jesse Munson, CEO







15806 Preston Place, Burlington WA USA 98233
Phone: 360 707 2752 Fax: 360 757 2442
www.munsonboats.com Jesse@MunsonBoats.com

July 28, 2025
Specification And Quotation
For One
34' PackMan Landing Craft
For
Berkeley County
Contact: Benjamin Waring
Phone: 843-296-2223
Email: bwaring@pineridgefd.org

OVERVIEW: The following describes a 34' PackMan welded aluminum high speed landing craft 2025 production model. Detailed drawings will be submitted for approval prior to construction. Boat shall exit the factory as a completed vessel, adhering to the following specifications. Pricing is based on raw material costs at time of quote. Pricing per GSA Contract Number 47QSWA22D006M. An asterisk (*) following a line item indicates a custom item.

GENERAL SPECIFICATIONS:

1. Hull length: 34 feet
2. Beam: 11 feet
3. Transom Deadrise: 16 degrees
4. Person and Cargo Capacity: 6000 lbs.
5. Propulsion: Triple 300hp Suzuki Four Stroke Outboard Motors
6. Fuel Capacity: 300 gallons
7. Bow Door Width: 84 inches
8. Bottom Plating: 1/4 inch 5086-H116
9. Side Plating: 1/4 inch 5086-H116
10. Deck Plating: 3/16 inch 5052-H32
11. Centerline Vertical Keel (CVK): 1/2" x 4" 6061-T6

HULL PACKAGE:

34' PackMan modified vee hull landing craft incorporating a 84" wide bow door.

Hull shall include watertight structural bulkheads.

8" welded aluminum inspection hatches shall be installed to provide access to all below deck compartments.

Six (6) 10" welded aluminum cleats shall be installed. (3 Per Side)

A ¾" aluminum double padeye shall be welded on centerline of the bow.

¼" rolled plate, 7" radius bow corners shall be installed on the port and starboard sides of the bow door opening.

An outboard motor bracket shall be installed on the transom and set at 106 degrees off baseline for proper outboard trim.

The stern shall incorporate a full width cross seat/locker forward of the motor well. Lockers will house batteries and fuel filter systems and offer general storage. Locker will have two (2) 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame. kev lockable 316 series Stainless Steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and Stainless Steel pins, and 1/8" thick PORON neoprene hatch seal.

316 Series Stainless Steel fastening hardware shall be used throughout the vessel.

WELDING:

The hull and superstructure shall be constructed of marine grade aluminum and MIG welded throughout.

All weld seams in the hull shall be welded 100%, both interior & exterior.

A minimum of 15% helium / 85% argon inert shielding gas mix shall be used for all aluminum welding to ensure proper weld penetration and reduce the occurrence of weld porosity.

Welding shall be performed in accordance with American Welding Society Structural Welding Code for Aluminum.

All surface areas shall be shiny, mill finish, with no grind marks, splatters, or blemishes.

HULL OUTFITTING:

1¼" Sch 40 pipe safety railings shall be installed 36" above main deck along port & stbd sides from stern to midship.

Six (6) Open scuppers installed flush with the deck at midship and two (2) large pipe drains in the stern shall create a self-bailing main deck. Drains and scuppers shall be sized and installed in accordance with ABYC deck drainage requirements.

One (1) 1/4" x 4" Beaching wear plate shall be installed on the bow forefoot.

Two (2) 26" wide side door shall be installed. Doors shall swing inboard and forward in direction, and lock in the closed position.

Two (2) 15" x 24" welded aluminum deck hatches shall be installed on the main deck.

One (1) Set of tie down rails shall be installed. Tie down rails consist of 1.25" sch 40 pipe installed above the main deck on port and starboard sides with 4" of clearance below the pipe.

Johnson Duramax DB-503 3" D-rubber fender shall be installed on the gunwale, port and starboard sides. D-rubber shall be permanently attached with a full length capture rail 100% welded to the hull and mechanically fastened on each end to prevent "shrinkage" in cold temperatures. All breaks in the D-Rubber shall be capped with welded aluminum, interruptions shall be flat plate, terminations shall be angled aluminum tubing to create a smooth transition. (Skip welding techniques shall not be used)

Large 3" D-rubber push knees shall be installed on the port & starboard sides of the bow door. Push knees shall be 1/4" plate double wall construction.

Two (2) 7.5 lb Divers Dream zinc anodes, shall be installed on brackets that are welded to the transom.

BOW DOOR OUTFITTING:

A 84 inch wide drop down bow door shall be installed to enable personnel transport.

The hull shall incorporate port and starboard bow lockers framing the door opening.

A Thern manual stainless steel bow door winch with brake shall be installed on the port side bow locker for opening and closing the bow door.

A 35-foot stainless steel winch cables runs through stainless steel cheek pulleys on each side of the door providing equal tension on both sides when opened and closed. Aluminum roller sheaves shall be installed on the gunnel.

The bow door shall be outfitted with two (2) 3/4" stainless steel positive locking pins to prevent the bow door from opening while underway.

A replaceable rubber gasket seals the bow door watertight when closed.

The inside face of the bow door shall be double plated for a smooth working surface.

The port and starboard bow door lockers shall be extended aft and incorporate weatherproof lockable hatches to provide additional storage.

FUEL SYSTEM:

A 300 gallon non-integral fuel tank shall be installed complete with fill, vent, 12V sender and fuel level gauge on console. Fuel tank shall be built from 1/4" plate, pressure tested to 4 psi and bolted into hull framing using doublers and stainless steel fasteners.

Two (2) fuel filter/water separators shall be installed complete with shut off valves. Filters to be Racor 320 or equivalent.

Fuel system shall comply with U.S. diurnal emission standards.

12V 140 CFM bilge blower installed in fuel tank compartment.

WHEELHOUSE:

A full width x 144" long x 80" tall walk through wheelhouse shall be installed. House is constructed from .190" plate and framed as per std. house framing using 1.5" square tube.

House is equipped with two Diamond Seaglaze extra wide doors, a forward hinged door, and an aft sliding door. Doors shall have windows, locks, and be keyed alike.

House has aluminum framed sliding windows installed forward on port and starboard sides, remaining windows are fixed aluminum framed style.

The wheelhouse roof is outfitted with 1" pipe top railing.

The house deck is non-skid coated.

An aluminum control console with angled face and an overhead radio bar shall be installed in the wheelhouse on the starboard side. The design will allow the operator to easily steer while both sitting & standing.

A co-pilot console with storage shall be installed opposite the main console.

Access to the console shall be provided by a flush mounted bolt on access panel on the forward side of the console for ease of maintenance and future upgrades.

The aft side of the console shall include 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame, key lockable 316 series Stainless Steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and Stainless Steel pins, and 1/8" thick PORON neoprene hatch seal.

Two (2) Cup holders shall be installed at the console.

The wheelhouse interior shall be insulated with 1" marine grade insulation and paneled with 1/8" white paneling with sound deadening liner.

Two (2) 1" pipe overhead grab rails shall be installed inside the wheelhouse, running lengthwise, offset from centerline. (one port, one starboard)

Pipe ladder rungs shall be welded to the side of the wheelhouse to provide access to the roof.

Two (2) Bentley Patriot captain seats shall be installed in the pilot and co-pilot positions on welded aluminum seat boxes with storage below. Seats incorporate arm and backrest, 7-1/2" slide, and footrest.

An "Airwave" adjustable suspension base shall be installed between each captain seat and seat box.

Two (2) EMS bench lockers with 2" seat cushion and 2" backrest cushion shall be installed in the wheelhouse, aft of the pilot and co-pilot stations. Storage under the bench shall be accessed through a pair of 3/16" welded aluminum hatches on the face of the locker.

Two (2) Exterior lockers shall be installed on the front of the wheelhouse. The locker storage compartment is accessed through 3/16" welded aluminum weatherproof hatches with 1-1/2"

angle aluminum frame, 316 series stainless steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and stainless steel pins, and 1/8" thick PORON neoprene hatch seal.

HEATING AND AIR CONDITIONING:

A Webasto AT40 forced air diesel fired cabin heater rated for 12,000 BTU's shall be installed complete with thermostat and outlets for windshield defrost and cabin heat. Fuel to be supplied by a 5 gallon diesel tank.

A 120V Dometic Brisk II air conditioner with heating element & control knob shall be installed on the wheelhouse roof. The A/C unit runs via genset or shorepower.

DAVIT:

A 4" pipe davit rated at 1,000lbs. working load shall be installed. Davit is 80" high with 42" reach, swivels 360 degrees and is lockable every 90 degrees.

A maximum capacity plaque stating the vessels maximum safe transverse heeling moment shall be installed along with an inclinometer.

A socket for a 4" pipe davit shall be installed on the vessel. (socket only – no davit)

Power shall be supplied to the socket and assembled to meet the requirements of the hoist, capstan, or pot puller installed on the davit.

A 12v Powerwinch Capstan 1000 shall be installed on the davit and shall be controlled by a deck-mounted foot switch. The windlass is rated at 40 feet per minute at 1000 lbs. maximum load.

A glass-reinforced nylon open face snatch block rated at 700lbs. deadweight shall be supplied.

ANCHORING:

Vessel will include an anchor package consisting of one (1) 22lb Rocna anchor, 15' of 5/16" galvanized chain and 150' of 9/16" 3-strand Proset anchor line.

Proper storage for the anchor shall be provided.

A Lewmar 1000 anchor windlass shall be installed. Anchor shall be secured in the "up" position by a pin or chain tensioner (dependent on space and application).

Accepts 5/16" HT chain and either 9/16" or 5/8" 3-strand line.

A tie-off point will be supplied for the anchor line while at anchor.

TOWING:

A 4" Sch 80 aluminum pipe tow bitt with 1" 316 stainless crucifix pin shall be installed aft on centerline. The towing bitt shall be sized to accept one round turn and three figure eight's of the towline.

A line parting knife shall be mounted in the vicinity of the tow bit.

A tow line guide shall be integrated into the motor guard.

DIVING:

A removable flip out dive ladder shall be installed on the bow door.

STERN GUARDS AND PLATFORMS:

A fixed aluminum guard made from 2" aluminum pipe shall be welded to the transom to protect the outboard motors.

A full width welded aluminum swim step with non-skid shall be installed on the transom.

ELECTRICAL SYSTEM:

The vessel's electrical system shall be 12vDC and 120vAC.

All electrical cable shall be marine grade copper tinned boat cable and labeled for each circuit.

Cables should be routed in wireways wherever possible. Wherever exposed to potential damage, cables shall be protected with rubber.

Electrical cable shall be sized in accordance with the American Boat & Yacht Council.

All electrical cables shall be marked in accordance with the markings in electrical drawings.

All electrical switches shall be of a heavy-duty type and properly insulated.

The electrical system shall be grounded. In any case the hull shall not be used as part of a galvanic feeding loop.

GENERATOR:

A Cummins Onan 5-kilowatt diesel generator shall be installed under deck complete with ventilation and a flush and guttered deck hatch.

A remote start/stop control panel shall be installed near the console.

Generator to have 2" raw-water cooled exhaust complete with water-lock muffler. Vented loop to be installed as needed in the raw water exhaust cooling line to prevent siphoning.

3/4" raw water pickup to be installed with electric-actuated Banjo ball valve, pickup screen and sea strainer. Top of sea strainer to be located at least 6" above the resting waterline.

Racor 110A (or equivalent) fuel filter/water separator with metal bowl and shutoff valve to be installed for the generator fuel supply.

Installation includes a generator start battery with on/off switch. Battery tied to the main engine batteries via combination switch as an emergency parallel circuit.

Generator is ignition protected and may be installed in a compartment with gasoline machinery or fuel tanks.

A 10 gallon non-integral diesel fuel tank shall be installed complete with fill, vent, 12V sender and fuel level gauge on console. Gauge shall have a placard reading "Diesel" installed. Fuel tank shall be pressure tested to 4 psi and bolted into the hull using brackets and stainless steel fasteners.

120V AC ACCESSORIES:

A 120V 60hz 30amp shorepower circuit with transfer switch (for use with generator) shall be installed in the vessel with a Blue Seas Systems 360 series 1210 main breaker panel and ProSafe galvanic isolator. A 30 amp shore power cable shall be supplied.

A Xantrex TRUEcharge3 20A battery charger shall be installed. Includes remote panel.

Two (2) 120VAC 15 amp GFCI Duplex outlet shall be installed.

Outlet shall be installed with placard indicating the outlet supplies "120VAC/60Hz" power.

12V DC ACCESSORIES:

Two (2) 12V 8 position distribution panels shall be installed on the console.

A pair of 12V self-parking windshield wipers shall be installed on the forward windshields. Each wiper assembly consists of a fully sealed, marine rated wiper motor fitted with a heavy duty pantographic wiper arm and matching blade.

One (1) 12V air trumpet horn shall be installed with momentary push button on dash.

Two (2) 12VDC power receptacles with weather cover shall be installed.

One (1) Dual USB outlet with weather cover shall be installed in the vessel. Outlet has one USB-A and one USB-C port.

Three (3) 12V 2200 GPH bilge pumps shall be installed with auto float switch.

LIGHTING:

LED navigation lights shall be installed to USCG requirements.

Four (4) 12V LED red/white dome lights shall be installed in the wheelhouse.

Four (4) Rigid Industries D-Series Pro 3" LED Flood lights shall be installed on the wheelhouse roof. Each is rated at 3168 lumens of output.

One (1) GoLight 20204GT LED search light with 544,000 candle power shall be installed on the wheelhouse roof with a control pad at the console.

One (1) Whelen Century 23" LED red light bar shall be installed on the wheelhouse roof. Controls for the light bar shall be installed at the console.

NAVIGATION ELECTRONICS:

A Garmin GPSMAP 8612xsv - 12" touchscreen chartplotter shall be installed. This includes local area maps, external GPS antenna, GT51M-TM transom mounted transducer (or equivalent) and NMEA 2000 network.

The GT51M-TM transducer supports traditional, SideVu and ClearVu sonar.

An additional Garmin GPSMAP 8612 12" touchscreen chartplotter shall be installed for dual-screen setup.

A Garmin GMR 18" Fantom solid-state radar dome shall be installed. This radar features a 50-watt, 48 nautical mile range with 5.2 degree beam width and variable rotation speed of up to 60rpm.

Solid-state radar provides advanced doppler-effect motion tracking capabilities, better resolution, and improved overall functionality over earlier generation radar systems.

The radar dome shall be mounted on a 1-1/2" Pipe radar arch.

A Garmin VHF 215 Marine Radio shall be installed complete with Shakespeare antenna and stainless steel adjustable antenna mount.

Radio circuit shall be installed and wired, complete with VHF antenna and mount. Customer to install radio after delivery.

A Whelen 295 SL100 siren system with 100W speaker horn shall be installed on the vessel. The system controller and microphone shall be installed at the console.

A FLIR M-Series, model M364C, multi-spectral (thermal and low-light) camera shall be installed.

The M364C has a thermal detection range of 1.7 nautical miles for a 30-foot vessel and 0.5 nautical miles for a human.

The unit has the following features:

- 640 x 512 pixel thermal imaging.
- High Definition 1920 x 1080 low-light imaging.
- Optical color overlay on thermal imaging for better night identification.
- 4x digital zoom for thermal imaging.
- 30x optical and 12x digital zoom for visible imaging.
- 360 degree continuous pan and 90 degree tilt.
- Automatic window defrost.
- Radar integration for target tracking.
- Gyro-stabilized gimbal allows the camera to auto-pan and tilt with ocean movement.

A joystick control pad shall be installed at the dash. Imaging shall be fed to and displayed on the multifunction display.

OUTFITTING AND SAFETY EQUIPMENT:

A carbon monoxide detector shall be mounted in the wheelhouse.

One (1) Kidde 10lb. CO2 fire extinguisher or equivalent shall be installed with mounting bracket. This extinguisher carries a UL 10-B:C rating and USCG approval. Lockers housing extinguishers shall be marked via USCG approved placard.

Minimum extinguisher requirements based off vessel size:

Less Than 26':	1 5-B:C
26' to Less Than 40':	2 5-B:C or 1 20-B:C
40' to 65':	3 5-B:C or 1 20-B:C and 1 5-B:C

5-B:C is a minimum sizing requirement via USCG regulation. A 20-B:C or greater extinguisher may be substituted for two extinguishers with a lower rating.

One (1) Fireboy MA2 Series automatic engine room flooding fire extinguishing system to be installed with manual pull cable at operator console.

PAINT, GRAPHICS, AND MARKINGS:

Matson Industrial Floor Grip Non-skid deck coating shall be applied to all main deck walking surfaces. (Color- 223 Gray)

Cabin interior components shall be painted with Zolatone.

The wheelhouse exterior shall be painted with marine grade topcoat paint. (color TBD)

E-Paint anti-fouling bottom paint system with epoxy barrier coat applied to 4" above waterline. (Black as standard.)

Top side of hull to remain bare aluminum finish.

Non-reflective vinyl graphics shall be applied. (Specifics to be determined after order has been received)

A U.S. Coast Guard rating placard shall be installed at the dash.

A bow door warning placard shall be installed adjacent to the bow door.

PROPULSION:

Triple 300 HP Suzuki 4.0L V6 outboard engines (Models DF300APX5 and DF300APXX5) with Suzuki Precision Control (SPC 2.0) and stainless steel propellers shall be installed. Port and starboard engines shall have 25" shafts, the center engine shall have a 30" shaft.

A hydraulic steering system shall be installed. Installation includes helm pump, dual steering cylinders, dual solid tie bars and lines. Steering cylinders shall be installed in parallel configuration with a cylinder on each outer engine and dual tie bars linked at the center engine.

A SeaStar power steering assist unit shall be installed.

Battery start banks shall be installed. Banks are connected by selector switches, allowing each engine to be started by any battery bank via emergency parallel.

The main helm station shall be installed with Suzuki Precision Controls (SPC 2.0) and includes electronic triple-engine binnacle control, three (3) SMG4 digital displays (one dedicated to each engine), key switch with emergency shutoff lanyard and triple engine pushbutton start/stop panel.

Vessel speed and fuel data to the SMG4 digital displays shall be supplied pertinent data via a GPS signal and Wema fuel level sender.

SeaStar Optimus 360 Electronic Power Steering (EPS) shall be installed with electronic helm, joystick, CanTrak color display and SeaStation GPS anchoring. Autopilot functionality is included automatically with the Optimus 360 package.

MACHINERY COMPARTMENT:

A machinery compartment shall be installed under the aft deck.

The machinery compartment shall be one compartment and shall include a flush and guttered engine hatch on the aft deck.

Engine hatch shall be large enough to remove the the fire pump engine, provide a weather tight seal when closed, include Flush mounted stainless steel hinges, and shall be lockable in the open position. Handles shall be inset and flush to the deck.

The machinery compartment shall incorporate two air intake boxes on the aft deck for natural ventilation and combustion air intake. The air intake boxes shall include gutters to prevent water ingestion into the engine room.

Engine stringers shall be 3/8" plate, continuously welded, and shall include gussets under the engine mounts.

FIRE SYSTEM:

Fire pump to be a Hale RSD Flex-series, single stage, centrifugal pump rated at 1500 GPM coupled to a KEM Equipment 6.2L gasoline marine engine producing 407 HP at 5,000 RPM.

RSD Flex pump gearbox gear ratio is spec'd at a 1.14:1 overdrive. Engine RPM governed to 4,300 RPM to keep pump RPM at no greater than its 5,000 RPM max rotation speed.

Installation includes:

- Pushbutton start/stop ignition panel and Pump Boss 200 controller at the firefighting console.
- Dedicated battery start bank with remote battery switch (RBS) and automatic charging relay (ACR) interconnect.
- Vane-type priming pump.
- Fuel filter (Racor 320 or equivalent) plumbed to the vessel's main fuel tank. Fuel isolation

valves installed at tank and filter.

- Engine raw water cooling via an 1-1/4" thru-hull, electric ball valve wired to actuate with the engine ignition, and sea strainer.

- Wet exhaust consisting of an aluminum two-into-one tee (4" in, 5" out) and inline muffler (5" in, 6" out). Tee and muffler fabricated by KLS Marine. Thru hull outlet outfit with an exhaust flapper.

- Fireboy automatic engine room fire extinguishing system with manual pull cable located at operator console.

- High water alarm system.

- A 3" in-line blower will be installed in the engine room for USCG compliance.

Fuel recommendations are 91-octane for best performance, 87-octane minimum with reduction in engine performance.

A 6" welded aluminum thru-hull intake shall supply the fire pump. Intake includes removable strainer plate affixed to the underside of the hull and a serviceable sea chest capped with an aluminum 6" Cam Lok cover for clean out access.

A 6" manually-operated 316SS butterfly valve sandwiched between a pair of 150# aluminum ANSI flanges shall be installed between the thru-hull and pump to serve as an isolation valve.

A section of 6" corrugated wet exhaust hose installed between the butterfly valve and pump intake will provide a buffer from engine vibration.

The pump discharge will supply a 4" diameter fire main assembled from schedule 80 seamless aluminum pipe and fittings.

Stainless steel Victaulic couplers to be used at all pipe breaks.

A 3" fire main branch shall extend to the port bow and terminates at a fire monitor station with 4" ANSI flange.

A Task Force Tips "Valve Under Monitor" (V.U.M.) shall be installed at the station. V.U.M. will be outfitted with a 4" ANSI inlet and a 4" ANSI outlet. V.U.M. will feature two (2) 2.5" MNH gated 90 degree elbows with integral quarter-turn valves. Each gated elbow will be equipped with 2.5" FNH x 1.5" MNH reducer and a 1.5" FNH blind cap.

Gated elbows allow for hand tack lines to be used off the V.U.M.

Stainless steel Victaulic couplers to be used at all pipe breaks.

A Task Force Tips Hurricane monitor equipped with a quad-stacked tip and stream straightener to be installed at the port bow station. Monitor has a 4" ANSI flange inlet and 2.5" NHM outlet.

A 3" fire branch terminating at a fire monitor station shall be located on the wheelhouse roof forward on centerline. A 4" electric remote-controlled V.U.M. valve shall be installed in the

branch to control water flow.

A Task Force Tips Monsoon remote-controlled monitor equipped with a Master Stream RC nozzle to be installed at the monitor station. Monitor has a 4" ANSI flange inlet and 2.5" NHM outlet.

Monitor, nozzle, and valve are operated via a TFT joystick and control panel at the fire control console.

Stainless steel Victaulic couplers to be used at all pipe breaks.

SEA TRIALS:

Vessel shall undergo testing (Sea Trials) after completion to verify proper function and performance of all systems. (Sea Trials to take place at factory location)

TRAILER:

Vessel shall include one (1) Tuff Trailer MTT18200SG 18,200lb capacity galvanized triple axle bunk trailer complete with disc brakes on all three axles, 2-5/16" ball receiver, manual strap winch, safety chain, heavy duty jack stand, DOT approved lighting, spare tire with carrier.

SHIPPING:

Shipping of the completed vessel to Berkeley County, SC shall be provided.*

Owner/Buyer to be responsible for any off loading charges.*

DOCUMENTATION & KEYS:

One (1) Operation & Maintenance Manual shall be supplied with the craft. Includes OEM technical literature for all supplied equipment, operator/safety instructions, as-built boat drawings, as-built electrical system drawings.

Vessel to include two (2) complete key sets. (Doors, Hatches, Ignition)

Original Bill of Sale and Manufacturer's Statement of Origin documents shall be delivered with the boat conveying free and clear title(s).

Total For GSA Items: \$852,144.00

GSA Discount (2.5%): \$21,304.00

Adjusted Price: \$830,840.00

Industrial Funding Fee (IFF): \$6,278.00

Total Price For GSA Items: \$837,119.00

Total Price For Custom Items: \$12,000.00

TOTAL GSA PRICE, F. O. B BERKELEY COUNTY, SC:____\$849,119.00

For William E. Munson Company,

Jesse Munson, CEO







FORD OF SPARTANBURG		7/31/2025	
David Vetter 864.585.3600			
2026 F350, F450 AND F550 DUAL REAR WHEEL CHASSIS MODELS			
Contract #: 4400035159			
Standard Equipment Included:			
Heavy Duty Vinyl Floor		Power Steering	
Automatic Transmission		Power Brakes	
A/C		Cruise Control	
AM/ FM Radio		Vinyl 40/20/40 Front Bench Seat	
Spare Tire and Wheel and Tire Jack Not Included		Power Windows and Door Locks	
ADDITIONAL INCLUDED FACTORY OPTIONS:			
W5H - 203	F550 Crew Cab 4x4 Dual Rear Wheel Chassis w/ 203" Wheelbase and 84" Cab-to-Axle		
99T	6.7L Diesel Engine		
XXX	Limited Slip Rear Axle 4.10		
TGM	225/70x19.5 All Terrain Tires (4 Tires on Rear Only - 4x4 F450 and F550 Models Only)		
41P	Skid Plate Package (4x4 Only)		
18B	Factory Installed Cab Steps		
872	Rear View Camera Prep Kit for Chassis Models		
AS	Vinyl 40/20/40 Bench Seat		
SC STATE CONTRACT PRICE:		\$71,969.00	
IMF-Sales Tax		\$500.00	
Body Installed per Lee Quote# BC72925A		\$15,585.00	
Vendor Coordination Fee - When Body Installation on Purchase Order		\$800.00	
Warn Zeon 12,000lb Winch & Black Grill Guard w/ Steel Cable		\$2,795.00	
Delivery		\$300.00	
TOTAL SC STATE CONTRACT PRICE:		\$91,749.00	
AVAILABLE FACTORY INSTALLED OPTIONS - SELECT NEEDED OPTIONS:			
Engines and Rear Axle Options:			
99T	6.7L Diesel Engine		
Tires and Wheels			
512	Spare Tire and Wheel		
TGK	225/70x19.5 All Terrain Tires (All Tires Front and Rear - 4x4 F450 and F550 Models Only)		
61J	Tire Jack		
Groups and Packages			
47A	Ambulance Prep Package		
96V	XL Chrome Package		
67H	Heavy Service Suspension Package		
68D	Payload Downgrade Package - F450 and F550 Only		
68M	Payload Plus Upgrade Package - F550 Only		
473	Snow Plow Prep Package (4x4 Models Only)		
86S	Low Deflection Package - F450 and F550 Only		
41H	Engine Block Heater		
62R	Transmission Power Take-Off (Available w/ Diesel Engine Only)		
Electrical - Battery and Alternator Options:			
86M	Dual Batteries - 6.2L and 7.3L Gas Engines		
67B	397 Amp Alternator (7.3L Gas Engine Requires 86M Dual Batteries)		
Exterior Options			
59H	Center High-Mounted Stop Lamp		
595	Fog Lamps - Requires 17F - XL Décor Package		
43C	110V/400W Outlet		
61L	Wheel Well - Front Only		
592	Roof Clearance Lights - Standard		
Trailer Options:			
52B	Trailer Brake Controller		
535	High Capacity Trailer Tow Package - Available on F450 and F550 Models Only w/ 6.7L Diesel Engine		
Functional Options:			
66S	Upfitter Switches		
76C	Exterior Back Up Alarm/Chime		
942	Daytime Running Lights		
435/924	Sliding Rear Window w/ Defrost and Privacy Glass		
Seating Options - XL Package - Regular Cab Models:			
L	Vinyl 40/Mini-Console/ 40 Seats		
4	Cloth 40/Mini-Console/ 40 Seats		

1	Cloth 40/20/40 Bench Seat				
	Available After Market Installed Options:				
	Warn Zeon 12,000lb Winch & Black Grill Guard w/ Steel Cable		\$2,795.00		
	Warn M12 12,000lb Winch & Black Grill Guard		Call for Availability and Quote		
	Brush Guard for Warn Winch		\$425.00		
	2" Ball, Receiver Tube and Pin for Frame Mounted Hitch		\$45.00		
	3 - Ball Hitch		\$125.00		
	Combo Ball and Pintle Hook w/ 2" Ball		\$295.00		
	Combo Ball and Pintle Hook w/ 2 5/16" Ball		\$295.00		
	4-Corner Flashing Strobe System (LED Lights)		\$895.00		
	LED Mini-Light Bar (Amber/Clear) Roof Mounted w/ 4-Corner LED Strobes		\$1,195.00		
	FMVSS Safety Kit (Fire Ext., Triange and First Aid Kit)		\$135.00		

BERKELY COUNTY SC

Personal Contact:
PATRICIA TRAVIS



1300 BLUFF ROAD COLUMBIA, SC 29201
PHONE# 877-799-7860 WEBSITE: WWW.LEETRANSPORT.NET

Date: BC72925A
Phone # 7/31/2025

PRICING:

SC STATE CONTRACT # 4400035733 FOR TRUCK BODIES / EQUIPMENT	\$ -
REFERENCE FORD F550 W/ 84" CA AND CAMERA PREP	\$ -
FURNISH AND INSTALL 11' CM TM DELUXE GOOSENECK HAULER BED	\$ 15,465.00
ALL STANDARD FEATURES	\$ -
INSTALL OEM FORD CAMERA	\$ 120.00

Standard Equipment Information

All steel frame construction
4" structural steel channel frame rails
2" Steel rail framed 3/16" channel crossmembers
Full-length side skirt with stainless fenders and aluminum crossplate trim
12" Tumble toolboxes (2 on each side) with 12" handle combination lock
Angled fenders
Full-length rear skirt
Tapered rear corner for maximum turning radius
Rear bumper with aluminum crossplate trim
Drop-down rear tailgate with center handle
Full-size box
Danceably line

LED cargo light with toggle switch
50,000 lb. rated 65W gooseneck hitch with 7 way electrical plug
24,000 lb. rated 100W bumper pull hitch
Truck Bed Lighting features include:
2 - LED recessed tail, brake and backup lights mounted in headstake each
LED stop, turn, tail, brake and side tag lights in skirt
LED DOT required lighting (clearance and marker lights)
LED work lights in rear

Exclusive Feature:

2 - MegaBox toolboxes (one per side)



Customers chassis covered with primary coverage insurance while
in the care and the custody of L.T.E. Product Liability insurance carried.

Chassis:	CA:	Paint:	Net Price:	\$ 15,585.00
Other Data:			Discount:	
			State Sales Tax:	
			Total Price:	\$ 15,585.00

Tax Exempt No Terms: Delivery Date: Lee Transport Equipment, Inc.
Accepted By Date: By: BILL CECIL





BERKELEY COUNTY GOVERNMENT

Title VI Policy Statement

Berkeley County Government operates its services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Human Resource Department of Berkeley County Government at 843-719-4163 or via email webhrd@berkeleycountysc.gov.

For additional information on the Title VI Program you may contact BCG Title VI Coordinator at the contact information provided above.



Johnny Cribb
Berkeley County Supervisor

Date

AGREEMENT FOR MUTUAL AID IN FIRE EMERGENCY SERVICES

JB CHS Agreement Number: FB4418-25147-303

This Mutual Aid Agreement (the "Agreement") is made and entered into this 20 day of MAY 2025, between the Secretary of the Air Force (the "Air Force") acting by and through the Commander, Joint Base Charleston, pursuant to the authority of 42 U.S.C. § 1856a and the Berkeley County Special Fire Tax District. Together, the Air Force and the Berkeley County Special Fire Tax District are hereinafter referred to as the "Parties."

WITNESSETH:

WHEREAS each of the Parties hereto maintains equipment and personnel for the suppression of fires and the management of other emergency incidents occurring within areas under their respective jurisdictions; and

WHEREAS, as set forth in 42 U.S.C. § 1856 the term 'fire protection' includes personal services and equipment required for fire prevention, the protection of life and property from fire, firefighting, and emergency services, including basic medical support, basic and advanced life support, hazardous material containment and confinement, and special rescue incidents involving vehicular and water mishaps, and trench, building, and confined space extractions; and

WHEREAS the Parties hereto desire to augment the fire protection capabilities available in their respective jurisdictions by entering into this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, obligations and agreements herein established, the Parties hereby agree as follows:

- a. The authority to enter into this Agreement is set forth in 42 U.S.C. § 1856a, and Title 15 U.S.C. § 2210, the regulations implementing same at Title 44 Code of Federal Regulations (CFR), Part 151 Emergency Management and Assistance and DAFI 32-2001, *Fire and Emergency Service (F&ES) Program*.
- b. This Agreement will serve as the agreement between the Parties for securing to each mutual aid in fire protection services as defined above.
- c. On request to a representative of the JB CHS fire department by a representative of a Berkeley County fire district, fire protection equipment and personnel of the JB CHS fire department will be dispatched to any point within the area for which a Berkeley County fire district normally provides fire protection services as designated by the representatives of the requesting Berkeley County fire district.
- d. On request to a representative of a Berkeley County fire district by a representative of the JB CHS fire department, fire protection equipment and personnel of a Berkeley County fire district will be dispatched to any point within the jurisdiction of JB CHS as

designated by the representative of the installation.

e. Any dispatch of equipment and personnel by the Parties pursuant to this Agreement is subject to the following conditions:

(1) Any request for aid hereunder will include a statement of the amount and type of equipment and personnel requested and will specify the location to which the equipment and personnel are to be dispatched, but the amount and type of equipment and the number of personnel to be furnished will be determined by the responding organization. The requesting organization will ensure access to site for the responding organization.

(2) The responding organization will report to the officer in charge of the requesting organization at the location to which the equipment is dispatched and will be subject to the orders of that official.

(3) The responding organization will be released by the requesting organization when the services of the responding organization are no longer required or when the responding organization is needed within the area for which it normally provides fire protection.

(4) Sharing of non-encrypted Radio Frequencies/Interoperability capability between agencies specifically during Mutual Aids for accountability of personnel and assets, including sharing of valuable information between Incident Command and firefighters.

(5) HAZMAT incident response will include the response to, and control and containment of any release or suspected release of any material suspected to be or known to be hazardous. Where the properties of a released material are not known, it will be considered hazardous until proven otherwise by the requesting organization using all technical resources available. Cleanup and removal of contained HAZMAT will be the responsibility of the requesting organization.

(6) In the event of a crash of an aircraft owned or operated by the United States or military aircraft of any foreign nation within the area for which a Berkeley County fire district normally provides fire protection services, the chief of the JB CHS fire department or his or her representative may assume full command on arrival at the scene of the crash.

(7) Regardless of local agencies assigning an incident safety officer, an Air Force representative will be assigned to act as the incident safety officer for JB CHS to observe Air Force support and operations at an incident. Local agencies are encouraged to assign a safety officer to observe the agencies support and operations at an incident on the installation.

f. Each Party hereby agrees that its intent with respect to the rendering of assistance to the

other Party under this Agreement is not to seek reimbursement from the Party requesting such assistance.

(1) Notwithstanding the above, the Parties hereby recognize that pursuant to Section 11 of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. § 2210) and Federal regulations issued there under (44 CFR, Part 151), a Berkeley County fire district is permitted to seek reimbursement for all or any part of its direct expenses and losses (defined as additional firefighting costs over normal operational costs) incurred in fighting fires on property under the jurisdiction of the United States. Furthermore, under the authority of 42 U.S.C. § 1856a, and pursuant to any applicable state or local law each Party hereby reserves the right to seek reimbursement from the other for all or any part of the costs (defined as additional firefighting costs over normal operational costs) incurred by it in providing fire protection services to the other Party in response to a request for assistance.

(2) The JB CHS fire department will not support the request or use of firefighting foams, chemicals, or other materials off the installation except where DoD assets or aircraft are involved and it is required for the expedient protection and mitigation of incidents involving DoD assets, life safety, and/or the preservation of property.

g. Both Parties agree to implement the National Incident Management System during all emergency responses on and off Installations IAW National Fire Protection Association Standard 1561.

h. Each Party waives all claims against the other Party for compensation for any loss, damage, personal injury, or death occurring as a consequence of the performance of this Agreement. This provision does not waive any right of reimbursement pursuant to paragraph f.

i. All equipment used by a Berkeley County fire district in carrying out this Agreement will, at the time of action hereunder, be owned by it; and all personnel acting for a Berkeley County fire district under this Agreement will, at the time of such action, be an employee or volunteer member of a Berkeley County fire district.

j. The rendering of assistance under the terms of this Agreement will not be mandatory; however, the Party receiving a request for assistance will endeavor to immediately inform the requesting Party if the requested assistance cannot be provided and, if assistance can be provided, the quantity of such resources as may be dispatched in response to such request.

k. Neither Party will hold the other Party liable or at fault for failing to respond to any request for assistance or for failing to respond to such a request in a timely manner or with less than optimum equipment and/or personnel, it being the understanding of the Parties that each is primarily and ultimately responsible for the provision of fire

protection services needed within their own jurisdictions.

l. Disputes. Parties to Negotiate. If a dispute should arise, the Parties agree to first attempt to resolve the dispute using unassisted negotiation techniques (i.e., without the assistance of a neutral third party). Either Party may request in writing that unassisted negotiations commence. As part of the unassisted negotiation, the Parties shall consider employing joint fact-finding, if material factual disputes are involved, and shall use other early resolution techniques appropriate to the circumstances. If the dispute involves material issues of fact, the Parties may employ a neutral third party to provide a confidential evaluation of the issues of fact.

m. Alternative Dispute Resolution.

(1) If the dispute is not resolved within sixty (60) days after the request for unassisted negotiations, and the Parties do not mutually agree to continue the unassisted negotiations, the Parties shall employ alternative dispute resolution procedures involving nonbinding mediation of the dispute by a neutral third party. The alternative dispute resolution procedures employed shall include a confidential evaluation of both the facts and the law and the issuance of confidential recommendations by the neutral third party.

(2) By entering into this Agreement, the Parties have voluntarily adopted alternative dispute resolution procedures 1AW 5 U.S.C. § 572(c). These procedures shall not be employed if determined by either Party to be inappropriate after taking into consideration the factors enumerated at 5 U.S.C. § 572(b). A Party rejecting alternative dispute resolution as inappropriate shall document its reasons in writing and deliver them to the other Party. The Parties shall enter into a master written alternative dispute resolution Agreement governing alternative dispute resolution proceedings that may be amended as needed to fit individual proceedings.

(3) The Government's obligation to make any payment arising out of an agreement resolving a dispute under this Agreement is contingent upon the availability of funds proper for such payment. A Berkeley County fire district obligation to make any payment arising out of an agreement resolving a dispute under this Agreement is contingent upon the availability of funds proper for such payment.

n. All notices, requests, demands, and other communications which may or are required to be delivered hereunder will be in writing and will be delivered by messenger, by a nationally recognized overnight mail delivery service or by certified mail, return receipt requested, at the following addresses:

For the Air Force:
Joint Base Charleston
c/o Commander
102 E. Hill Blvd, Bldg. 16000
JB Charleston, SC 29404

And:

Department of the Air Force
Air Force Civil Engineer Center/CXF
139 Barnes Dr, Suite 1
Tyndall AFB, FL 32403-5319

*And:

Joint Base Charleston
c/o Installation Fire Chief
103 South Bates Street
Joint Base Charleston, SC 29404-5004

For: The following Districts that fall under the Berkeley County Special Fire Tax District in accordance with South Carolina Code of Laws Section 4-21-10:

- Caromi Fire District
- Pine Ridge Fire District
- Goose Creek Rural Fire District
- Pimlico Fire District
- Central Berkeley Fire and EMS District
- Moncks Corner Rural Fire District
- North Berkeley Fire District
- Cainhoy Fire District

Berkeley County Government County Supervisor
1003 US Highway 52
Moncks Corner, SC 29461

TERMS OF THE AGREEMENT

o. This Agreement will become effective on the date of the last signature to the Agreement and will remain in effect for five years (insert date) from that date (the "Term"). The Parties to this agreement shall conduct an annual review for currency to respective regulatory and policy guidance and shall acknowledge review by cover letter signature from both Parties' senior fire officers. Either Party may unilaterally terminate this Agreement during the Term by sending notification of its intent to terminate to the other Party at 180 days in advance of the proposed date of termination. Such notification will be in the form of a written submission to the other Party.

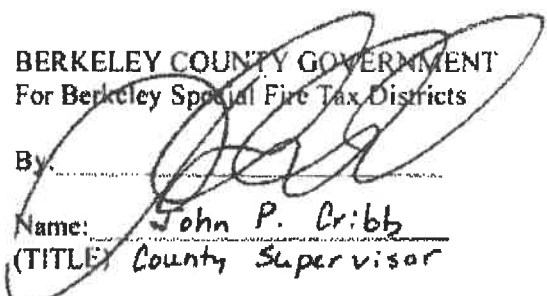
p. Upon becoming effective, this Agreement will supersede and cancel all previous agreements between the Parties concerning the rendering of assistance from one to the other for the purposes stated in this Agreement.

q. The modification or amendment of this Agreement, or any of the provisions of this Agreement, will not become effective unless executed in writing by both Parties.

r. This Agreement may be executed in one or more counterparts, each of which will be deemed an original.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives on the dates shown below:

BERKELEY COUNTY GOVERNMENT
For Berkeley Special Fire Tax Districts

By: 

Name: John P. Cribb
(TITLE) County Supervisor

Date: 4-29-2025

THE UNITED STATES OF AMERICA
for the Secretary of the Air Force

By: PARKER.JASON Digitally signed by
PARKER.JASON.H.1171126661
Date: 2025.05.27 18:50:59
+04'00'
.H.1171126661

Name: JASON H. PARKER, Col, USAF
COMMANDER, JB Charleston

Date: 27 May 25

Military Enhancement Fund Grant Proposals

Effective 1 Jul 25

For fiscal year 1 Jul 25 – 30 Jun 26



The South Carolina Department of Veterans' Affairs (SCDVA) administers the Military Enhancement Plan as directed in Budget Provisos which state, "Funds appropriated to the department for the Military Enhancement Plan may be allocated to items including, but not limited to, land acquisition, recreational purposes, educational purposes, and facilities for military personnel. **Eligible recipients are counties and municipalities with federal military installations.**"

Federal military installations, as defined in South Carolina Code 6-29-1625 (A), include Fort Jackson, Shaw Air Force Base, McEntire Joint National Guard Base, Joint Base Charleston, Marine Corps Air Station Beaufort, Beaufort Naval Hospital, Marine Corps Recruit Depot Parris Island, Charleston Naval Weapons Station, and Fort Gordon, GA. For the purposes of this program, US Coast Guard installations in South Carolina are also considered federal military installations, as are any subordinate federal installations of those named above.

Section One - Eligibility Criteria

The grant applicant must be one of the following counties or municipal government agencies with a federal military installation, as defined above, within or adjacent to your jurisdictional boundaries:

Richland, Sumter, Charleston, Berkeley, Dorchester, Georgetown, Beaufort, Orangeburg, Aiken, or Edgefield.

The maximum grant amount is \$2,000,000.

Deadlines for proposals to be accepted for review are 1 March and 1 September.

Section Two – Application Requirements

To be considered for a grant under this program, your proposal must include the following documents and information in the order it is listed below. A proposal which does not meet any of the requirements below will not be considered.

- A. Cover letter on the letterhead of your county or municipality with a reference line including the project name and amount requested. The letter should give a brief description of the scope of the proposal, the military installation(s) it will benefit, and whether there will be a financial match from the applicant.
- B. Signed letter of support by the local installation commander(s) stating how the military installation will benefit from the proposal.
- C. Detailed explanation of the proposal, and how it will enhance military value, installation resilience, or military family quality of life at the supported military installation(s) or community.
- D. Detailed budget for the proposal, to include a spending timeline.
- E. List of specific project objectives and how they will be achieved.
- F. Timeline for completing the project to include start dates, milestones, and completion dates.
- G. Independent, third-party estimate of the cost of the proposal, prepared by a qualified entity. If property is being purchased, a fair market appraisal must be included in the proposal.
- H. Detailed account of any other funding source you intend to apply for in conjunction with this grant, to include source and dollar amount (if, for example, your grant proposal covers only a sub-project as part of a larger project).
- I. Copy of the anti-discrimination policy of the applying county or municipality.
- J. Most recent operating financial statement of the applying county or municipality.

List the name, email and phone contact information for the primary and alternate personnel overseeing the project.

Will Rochester ^{843/719-4168}
Primary point of contact will.rochester@berkeleycountysc.gov

LeChele Brown
Alternate point of contact lechele.brown@berkeleycountysc.gov
⁸⁴³⁻⁷¹⁹⁻⁴⁷⁶⁶

Section Three - Evaluation Criteria

Eligible grant proposals will be evaluated based on 1) its effect on mission readiness; 2) its effect on military quality of life, 3) its effect on the surrounding community; 4) its timeliness; and 5) the degree to which the costs of the project(s) are shared with other funding sources. The score sheet used for evaluating proposals, as well as this document can be found on our website at <https://scdva.sc.gov/military-enhancement-fund-grants-proposals>.

The Department makes every effort to fund grants at the amount requested. However, the Secretary may adjust award amounts based on the availability of funds and other considerations. Final decision authority for awarding grants under this program rests with the Secretary of Veterans' Affairs.

Section Four - Agreement Statement

If awarded a grant, I agree to provide to the South Carolina Department of Veterans' Affairs quarterly reports, detailing how all grant funds were spent to date and the progress on achieving the objectives defined in the grant proposal. I am aware the information provided in my report will be reviewed by the Senate Finance Committee and the House Ways and Means Committee and is subject to audit by the State Auditor. Additionally, I agree to provide the South Carolina Department of Veterans' Affairs additional reports and supporting documents as may be required, and to allow the South Carolina Department of Veterans' Affairs or its designee to conduct inspections of the project.

Signature of Applicant

John P. Cribb

Name of Applicant

County Supervisor

Title of Applicant

Date

\$1,807,154.00

Amount of Proposal Request

Johnny.Cribb@berkeleycountysc.gov

Email Address

Section Five - Administrative Instructions

Send completed proposals to MEF@scdva.sc.gov no later than the application closing date. If you have not received a confirmation of receipt of your application within 3 business days, contact Sandy Claypoole at 803-683-1361 or Jason Fowler at 803-683-0242.

Military Enhancement Plan Eligibility Criteria Cover Sheet

1 Sept 2025



Project: Berkeley County Fire Boats

Amount: \$1,807,154

Application Cycle: September 2025

Criteria Review Date: September 9, 2025

Review Team:

Director of Military Affairs – Sandy Claypoole

Director of Government Affairs – Ed Bell

Yes	No	Initials
☒	☐	SDC
☒	☐	EAB

Eligibility Criteria:

- ☒ 1. Applicant is one of the following counties or municipal government agents/agencies with a federal military installation, as defined above, within or adjacent to your jurisdictional boundaries: Richland, Sumter, Charleston, Berkeley, Dorchester, Georgetown, Beaufort, Orangeburg, Aiken, or Edgefield.
- ☒ 2. Proposal clearly demonstrates how it will enhance military value, military installation resilience, or military family quality of life at the supported military installation(s). Proposal may include, but is not limited to, land acquisition, recreational purposes, education purposes, and facilities for military personnel.
- ☒ 3. Amount requested is no more than \$2 million.
- ☒ 4. Proposal includes a cover letter on the letterhead of the applicant with a reference line including the project name and amount requested. The cover letter gives a description of the scope of the proposal the military installation(s) it will benefit, and whether there will be a financial match from the applicant.
- ☒ 5. Proposal includes a signed letter of support by the local installation commander(s) representing the installation(s) or military community(ies) that will benefit from the proposal.
- ☒ 6. Proposal includes a detailed explanation of how the proposal will enhance military value, military installation resilience, or military family quality of life at the supported military installation(s) or community.
- ☒ 7. Proposal includes a detailed budget with a spending timeline.
- ☐ 8. Proposal includes a list of specific project objectives and how they will be achieved.
- ☒ 9. Proposal includes a timeline for completing the project to include start dates, milestones, and completion dates.
- ☒ 10. Proposal includes an independent, third-party estimate of the cost of the proposal, prepared by a qualified entity. If property is being purchased, a fair market appraisal must be included in the proposal.

✓ 11. Proposal includes a detailed account of any other funding source applicant intends to apply for in conjunction with this grant, to include the source and dollar amount (if, for example, the grant covers only a sub-project of the larger project).

✓ 12. Proposal includes a copy of the anti-discrimination policy of the applying county or municipality.

✓ 13. Proposal includes the most recent operating financial statement of the applying county or municipality. online @ berkeleycounty sc. gov/forms-documents/?
goto = Finance

✓ 14. The proposal form contains point of contact information, along with applicant contact information and signature.