

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Anchorage****Federal Tax ID: 92-0059987****Project Title:****Project Type: Equipment and Materials**

Anchorage - Fire Department Light Rescue Boat

State Funding Requested: \$260,000
One-Time Need**House District: Anchorage Areawide (16-32)****Brief Project Description:**

Light rescue boat for rescues in the Cook Inlet water ways, including Knik and Turnagain Arms.

Funding Plan:

Total Project Cost:	\$260,000
Funding Already Secured:	(\$0)
FY2012 State Funding Request:	<u>(\$260,000)</u>
Project Deficit:	\$0

*Funding Details:**Operating budget***Detailed Project Description and Justification:**

Seeking funding for a light rescue boat for rescues in the Cook Inlet water ways, including Knik and Turnagain Arms. Approximate cost of \$260,000. The boat is constructed using an Extreme Duty Reinforced Collar System, which resists punctures, leaks and other maintenance problems. The SAFE boat will include a small cabin to protect the operators from the elements and are successfully used by many public safety organizations including the US Coast Guard and the Alaska State Troopers.

The AFD currently has one older model NAIAD boat, providing no back up in the event the primary responders encounter an emergency of their own. Further, the NAIAD's reliability has been poor due to maintenance issues and the need for major repairs; the NAIAD is constructed using inflatable pontoons. If the SAFER boat is acquired, the NAIAD will serve as the back-up boat.

While the Cook Inlet is a not necessarily within the Anchorage Fire Service Area, because of its proximity to Anchorage, the AFD generally receives initial 911 calls from citizens who might be encountering an emergency. Residents use the Anchorage Small Boat Launch to traverse the Cook Inlet for recreational purposes. The Port of Anchorage receives large container ships in addition to some cruise ships. There is heavy aviation traffic over the area including general aviation aircraft into and out of Merrill Field, commercial aircraft operating at Anchorage International Airport and military traffic at JBEAR. Additionally, many people access Turnagain Arm from the Seward Highway for wind surfing. As a result, while generally infrequent, emergencies due occur in the Cook Inlet area.

Depending on the location of assets, many agencies may respond to emergencies in the Cook Inlet area. The AFD coordinates with the other agencies which include the Rescue Coordination Center, the Alaska State Troopers, the Anchorage International Airport, and the US Coast Guard. In many instances, the AFD is the only organization with assets

in the area.

For FY2011, the AFD requested \$100,000 for a NAIAD style boat, but due to the problems encountered with the existing boat and the high reliability of the SAFE boat, the AFD is requesting \$260,000 for FY2012.

Project Timeline:

2012 purchase and placed into service

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

Anchorage Fire Department

Grant Recipient Contact Information:

Name: John Drozdowski
Title: Deputy Fire Chief
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Anchorage, Alaska 99501
Phone Number: (907)267-5091
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Has this project been through a public review process at the local level and is it a community priority? Yes No



31' Walk Around Cabin
Available in Other Lengths and Configurations



Physical Characteristics	
Design Length	31'
Length Overall (LOA):	33.4'
Beam Overall:	10'
Operational Draft:	30"
Fuel Tank Capacity:	300
Propulsion Machinery:	Triple Mercury 275 HP 4 Stroke *Other Propulsion Available
Weight, (fully outfitted):	11,301 Lbs
Weight, (fully outfitted with trailer):	12,785 Lbs
Operational Characteristics	
Crew Capacity:	4
Passenger Capacity:	8
Maximum Speed:	60 MPH
Cruise Speed (full load condition):	40 MPH
Maximum Range at Cruise Speed:	250 Miles
Maximum Operating Winds:	25 Knots
Maximum Operating Seas:	8' significant wave height
Outside Air Temperature:	0°F to 105°F
Outside Water Temperature:	28°F to 95°F



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GOD, COUNTRY & FAST BOATS**BOATS****Boats****Collar****Hull****Collar**

SAFE Boats International is the sole source manufacturer of foam-stabilized water craft in North America. Working under a set of exclusive patents and licenses allows only SAFE Boats International to utilize a full-sized foam collar system for flotation, stability and fendering (Patent Numbers: #5,282,436 #5,647,297, and #5,870,965).



Many different manufacturers attempt to use a pneumatic tube system which is susceptible to deflation and catastrophic failure. Some of these tubes are enclosed within a cloth or nylon sheath and may contain as many as three different components. This elaborate system often requires excessive maintenance and costly repairs in order to

maintain its air-tight integrity. A SAFE Boats sponson repair can be made by an inexperienced boater within hours as opposed to days or weeks.

The polyethylene foam for the SAFE Boats collar system was designed to insulate the Alaska oil-pipeline. It is inherently UV stable, impervious to petroleum products, harsh solvents and extreme weather conditions.

The Standard SAFE Boats collar system has been proven to stop small-arms fire from penetrating the hull. With the addition of ballistic material placed behind or actually laminated into the collar, it has been shown to withstand ammunition of up to 7.62 mm. A recent test was performed at a 3-meter stand off and with both hardball and JHP-rounds.



If you have any questions about the specifics of our collar system and how it can be beneficial to you please feel free to contact the SAFE Boats International [Sales](#) department. Patent-related material can be obtained through the United States Patent Office (Patents #5,282,436 #5,647,297 and #5,870,965).

[Collar Repair Instructions](#)

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