



DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
OFFICE OF STATE PROCUREMENT SERVICES
STATE OF MAINE

PROCUREMENT JUSTIFICATION FORM (PJF)

This form must accompany all contract requests and sole source requisitions (RQS) over \$10,000 submitted to the Office of State Procurement Services.

INSTRUCTIONS: Please provide the requested information in the white spaces below. All responses (except signatures) must be typed; no hand-written forms will be accepted. See the guidance document posted with this form on the Procurement Services intranet site (Forms page) for additional instructions.

PART I: OVERVIEW				
Department Office/Division/Program:		Marine Resources/Bureau of Marine Patrol		
Department Contract Administrator or Grant Coordinator:		Captain Colin MacDonald		
(If applicable) Department Reference #:				
Agency Department Code:	13A	Advantage CT / RQS #:	20260708000000000041	
Amount: (Contract/Amendment/Grant)		\$16,350		
CONTRACT	Proposed/Original Start Date:	7/23/2026	Proposed/Most Recent End Date:	8/14/2026
AMENDMENT	New Effective Date:		New End Date (if Applicable):	
GRANT	Project Start Date:		Grant Start Date:	
	Project End Date:		Grant End Date:	
Vendor/Provider/Grantee Name, City, State:		Wesmac Custom Boats, Surry, Maine		
Brief Description of Goods/Services/Grant:		The requested work includes installing a heavy-duty cleat forward of the davit to improve docking operations, extending the hauling patch to better protect the hull during trap-hauling operations, adding a matching stern rail cleat to safely secure fishing gear, installing additional deck supports in the DEF tank compartment to eliminate deck vibration, and adding stainless steel angle iron to protect the starboard deck edge from rope wear. The project also includes hauling the vessel from the water, launching it upon completion of the work, and all labor and materials necessary to complete the modifications.		

PART II: JUSTIFICATION FOR VENDOR SELECTION

Check the box below for the justification(s) that applies to this request. (Check all that apply.)

☐	A. Competitive Process	☐	G. Grant
☐	B. Amendment	☐	H. State Statute/Agency Directed
☒	C. Single Source/Unique Vendor	☐	I. Federal Agency Directed
☐	D. Proprietary/Copyright/Patents	☐	J. Willing and Qualified
☐	E. Emergency	☐	K. Client Choice
☐	F. Higher Education Cooperative Project	☐	L. Other Authorization

Please respond to ALL of the questions in the following sections.

PART III: SUPPLEMENTAL INFORMATION

1. Provide a more detailed description and explain the need for the goods, services or grant to supplement the response in Part I.

The Maine Department of Marine Resources, Bureau of Marine Patrol is the State's primary marine law enforcement agency responsible for protecting Maine's coastal waters and marine resources. Bureau personnel conduct law enforcement patrols, search and rescue operations, boating safety enforcement, commercial fisheries enforcement, criminal investigations, and emergency response throughout Maine's coastal waters. The Bureau's patrol vessels are critical operational assets that must be capable of safely and reliably performing these missions under demanding marine conditions.

Following the completion of construction and acceptance of the Bureau's new 57-foot patrol vessel, P/V Allegiance, operational evaluations identified several modifications that are necessary to improve the vessel's safety, functionality, and long-term durability. The original vessel construction contract has been completed and closed. These items were not reasonably foreseeable during the design and construction process and were only identified after the vessel entered service. It is common with custom-built commercial and law enforcement vessels for operational use to reveal improvements or wear points that cannot be fully identified until the vessel is placed into real-world service.

The requested modifications are intended to correct operational deficiencies, reduce premature wear, and ensure the vessel remains mission-ready throughout its service life.

The requested modifications include:

- Installation of a large cleat forward of the davit (\$750): During docking operations, crews have determined that an additional heavy-duty cleat is required to properly secure spring lines. This modification will improve vessel handling during docking and provide a safer, more effective method for securing the vessel alongside docks and piers.
- Extend the hauling patch aft to the drain hole (\$10,940): After conducting trap-hauling operations in various fishing areas, it was discovered that the current hauling patch does not provide adequate protection for the fiberglass hull. Due to the configuration of lobster gear in certain fisheries, traps contact the vessel farther aft than anticipated during retrieval, causing significant abrasion and

PART III: SUPPLEMENTAL INFORMATION

impact damage to the fiberglass. Extending the hauling patch will provide the necessary protection, prevent continued structural damage, and substantially reduce future maintenance costs.

- Install a cleat on the port-side stern rail to match the starboard side (\$960): Marine Patrol vessels routinely transport seized and recovered fishing gear on the stern deck. An additional cleat is necessary to properly secure stacked traps and other equipment during transit. This modification improves crew safety by ensuring gear remains securely fastened while the vessel is underway and reduces the risk of equipment shifting or being lost overboard.
- Install additional vertical supports in the DEF tank compartment (No Charge): During post-delivery operation, deck vibration was observed above the DEF tank compartment. Additional structural supports will eliminate excessive deck flex and vibration, improving the vessel's structural integrity and long-term durability. The builder has agreed to complete this work at no cost.
- Install stainless steel angle iron on the starboard deck edge (\$1,200): Operational use has revealed that ropes and hauling lines consistently contact an area of exposed fiberglass that was not originally protected. Premature wear of the fiberglass is already occurring. Installing stainless steel angle protection will prevent continued abrasion, preserve the structural integrity of the deck, and eliminate the need for future fiberglass repairs caused by normal vessel operations.
- Haul and launch boat (\$2,500).

These modifications are necessary to ensure P/V Allegiance can safely and effectively perform its intended law enforcement mission while protecting the State's investment in this custom-built patrol vessel. Completing this work now will prevent further damage, reduce future repair costs, improve operational safety, and extend the vessel's service life. The requested modifications represent prudent improvements identified through actual operational experience and are consistent with the final outfitting process commonly required for custom commercial and law enforcement vessels after they enter service.

2. Provide a brief justification for the selected vendor to supplement the response in Part II. Reference the solicitation (RFP/RFA/RFQ) number if applicable.

Wesmac Boats is the only vendor that should perform these modifications because they designed and built P/V Allegiance and are familiar with every aspect of the vessel's construction. Custom fiberglass lobster-style boats are not built using standardized methods, and each builder uses its own construction techniques. Wesmac has firsthand knowledge of how this vessel was built and how these modifications need to be completed without affecting the integrity of the boat.

P/V Allegiance was built using a NidaCore-cored hull and deck. Any new hardware or modifications that penetrate the hull or deck require the core material to be removed and sealed using the proper materials and techniques to prevent water intrusion into the core. If this work is not completed correctly, moisture can enter the coring, resulting in structural damage and expensive repairs. Because Wesmac built the vessel, they know exactly how the hull and deck were constructed and can complete the work without compromising the vessel.

The largest modification is extending the hauling patch aft to the drain hole. This requires fabricating additional stainless steel that matches the existing hauling patch and follows the exact contour of the hull. The original fabricator that built the hauling patch during construction will complete this work through Wesmac. Since the hauling patch is attached to the cored hull, the installation also requires proper coring and sealing to maintain the hull's integrity.

Wesmac has also agreed to install additional supports in the DEF tank compartment at no cost after determining that additional reinforcement should have been included during the original build. Because the vessel will already be at Wesmac's facility for that work, it is practical and cost-effective to complete the remaining modifications during the same visit. This eliminates

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unnecessary transportation, reduces downtime, and ensures all of the work is completed by the builder using the same construction methods and materials used during the original build. For these reasons, Wesmac Boats is the only vendor with the knowledge, experience, and familiarity with this vessel to complete these modifications properly while protecting the State's investment in P/V Allegiance.

The original Single Source Contract for this boat build is CT 13A 20230210000000002069.

3. Explain how the negotiated costs or rates are fair and reasonable; or how the funding was allocated to grantee.

The Bureau has reviewed the proposed costs and determined that the pricing is fair and reasonable for the work being performed. These modifications involve custom fabrication and installation on a one-of-a-kind patrol vessel and cannot be completed using off-the-shelf parts or standard installation methods.

The largest expense is extending the hauling patch, which requires custom fabrication to match the existing patch, fitting it to the contours of the hull, and installing it without compromising the NidaCore-cored hull. The remaining items involve marine-grade hardware installation and fabrication that must be completed in a manner consistent with the original construction of the vessel.

Wesmac Boats has also agreed to install the additional deck supports in the DEF tank compartment at no cost after determining that additional support should have been included during the original build. Since the vessel will already be at Wesmac's facility, completing the remaining work at the same time avoids additional transportation, mobilization, and downtime that would occur if the work were completed separately.

Based on the Bureau's review of the proposed work, the materials required, the amount of skilled labor involved, and the cost savings associated with completing all of the modifications during a single visit to the builder, the negotiated pricing is considered fair, reasonable, and in the best interest of the State.

4. Describe the plan for future competition for the goods or services.

The Bureau intends to use a competitive bidding process for future vessel purchases and major modifications whenever possible. This request is different because it involves changes to a custom-built vessel after construction has already been completed. The work is specific to the way P/V Allegiance was designed and built, making it impractical to seek competition for these modifications.

As the Bureau develops specifications for future patrol vessels, the changes identified during the first months of operating P/V Allegiance will be incorporated into the original design requirements whenever appropriate. Including these items in future solicitations will allow prospective builders to include them in their bids, resulting in a competitive procurement process while reducing the need for post-construction modifications.

PART IV: AMERICAN RESCUE PLAN ACT (ARPA) / MAINE JOBS & RECOVERY PLAN (MJRP)

Does this request utilize ARPA/MJRP funds?

☐ Yes, MJRP funds (023) – If Yes, please attach the approved Business Case(s).

☐ Yes, ARPA funds (025) or (026) – If Yes, please be aware of the requirements from awarding federal agencies.

☒ No – If No, proceed to Part V.

PART V: CONFLICTS OF INTEREST (COI); CONTRACT WITH THE STATE

Maine law contains Conflict of Interest statutes directed to State Departments, State Officers, and Employees Generally under MRS [Title 5, §18](#) and [§18-A](#), in harmony with MRS [Title 17, §3104](#).

☒ The requesting department's signatory affirms, understands, and acknowledges Maine's Conflict of Interest statutes and, in accordance with those statutes and to the best of their knowledge, has determined that no conflict of interest exists at the time of this contract, renewal, or amendment.

PART VI: APPROVALS

Governor/Department Commissioner or Designee

1. The signature below indicates approval of this procurement request.

Signature of requesting
Department's Commissioner
(or designee):



Typed Name:

Matt Talbot, Colonel, BMP

Date:

07/15/2026

2. Additional signature required **ONLY if box E (Emergency) is selected in PART II**. The signature below indicates approval by the Department's Commissioner, or the designee specifically authorized to approve emergency procurement requests.

Signature of requesting
Department's Commissioner
(or designee):

Typed Name:

Date:

OSPS Section Only

Signature of DAFS
Procurement Official:

Signed by:

Sterling Doiron

Typed Name:

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Sterling Doiron

Date:

7/20/2026

PJF CT 13A 20260708-0041 Revised

Final Audit Report

2026-07-15

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Sterling Doiron

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7/20/2026 8:58:28 AM

Certified Delivered

Security Checked

7/20/2026 8:58:36 AM

Signing Complete

Security Checked

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Security Checked

7/20/2026 8:58:41 AM

Payment Events

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