

**Request for Proposals**

**Acoustic Assessment of the Distribution and Abundance  
of Widow Rockfish at Selected Survey sites off Newport,  
Oregon: A Pilot Study**

**Actual issue date: February 23, 2005**

**Schedule/Instruction/Provisions/Clauses**

**DEADLINE FOR SUBMISSIONS: March 11, 2005**

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## Section 1: PROPOSED SCHEDULE

### Acoustic Assessment of the Distribution and Abundance of Widow Rockfish at Selected Survey sites off Newport, Oregon: A Pilot Study

February 23, 2005	RFP distributed
March 1, 2005	Deadline for written questions on RFP (See Page 15) Questions should be directed to: Jim Benante PSMFC 2725 Montlake Blvd. E Seattle, WA 98034 Email- <a href="mailto:Jimb@psmfc.org">Jimb@psmfc.org</a> Phone- (206) 860-6794 FAX- (206) 860-6792
March 3, 2005	PSMFC distribute responses to written questions
March 9, 2005	Deadline for proposals One (1) original to: Pacific States Marine Fisheries Commission Attn: Jim Benante 2725 Montlake Blvd. E Seattle, WA 98112 (206) 860-6794      FAX: (206) 860-6792 ALT Fax: (206) 860-3394
March 11, 2005	Select Contractor
March 14, 2005	Project begins with mobilization in Newport, Oregon
March 19, 2005	Project ends with demobilization in Newport, Oregon

## **Section 2: DESCRIPTION/SPECIFICATIONS/WORK STATEMENT**

The Contractor shall furnish the necessary crew, material, equipment, services and facilities to perform the following Statement of Work/Specifications.

### **2.1. GENERAL**

Pacific States Marine Fisheries Commission (PSMFC) intends to charter a vessel to participate in a pilot research project to examine the distribution and abundance of widow rockfish at selected survey sites off Newport, OR. This project will be in collaboration with the National Marine Fisheries Service (NMFS). NMFS will be responsible for designing the project and will provide all necessary deck scientific equipment. The Contractor, will support the scientific operations as the Project Design requires. The project will begin approximately March 21, 2004. Mobilization and demobilization for the charter will be conducted from Newport, OR.

The scientific crew in cooperation with the vessel crew will systematically collect acoustic data along predetermined transects (Figure 1) in selected survey areas (Figure 2). The number of areas to be surveyed will be determined by: (1) weather, (2) observed fish distributions, (3) and other logistical concerns or study objectives. Acoustic sounding will occur on different operation days both during day and at night as part of the study; the captain and crew need to be available during these times for the duration of the study.

Under the direction of the Chief Scientist, the vessels will navigate the vessel along survey transects at speeds and directions determined by the scientist. Sounding will occur in designated areas assumed to contain ideal habitat for widow rockfish previously identified as historical "hot spots" for this species off the Newport, OR area (see Figure 2). As this is a pilot project, there will likely be changes to the Project Design in response to observed fish behaviors.

The rationale for this project is to investigate potential alternative methods of widow rockfish assessment as per the results of discussions held during West Coast trawl industry/NMFS sponsored workshops held in conjunction with previous meetings of the Pacific Fisheries Management Council. The goals of these workshops were:

- To develop a catalog of widow rockfish distribution that identifies major concentrations, past and present,
- to document fishermen observations of behavior relative to vessel, season and oceanographic factors such as tides,
- To identify and delineate potential index sites based on distribution and fishermen estimated relative abundance,
- To use fishermen knowledge for determining best approach – transects – N/unit area (survey box), and
- To establish an ad hoc cooperative industry/scientist working group.

In addition, the Contractor agrees to assist in deploying a camera sled that will house an underwater camera and other oceanographic sampling instruments. The sled will weigh approximately 100-150 lbs. and its dimension will be approximately 65" (L) x 18" (W) x 19" (H). The sled will need to be deployed from the vessel's deck and will remain attached to the vessel via a cable spooled onto a winch. The camera deployments will occur while the vessel is drifting, however it may be necessary for the vessel to maneuver or be underway while the underwater camera sled is deployed. The camera will provide real-time video to the surface. The scientific crew will control the depth of the sled by adjusting the amount of cable paid out by the winch. The sled deployments will occur as the vessel drifts or may be towed at low speeds (less than two knots). When the camera sled is not in use it will be stored on deck.

Contractor agrees to furnish a vessel and crew for operation of the vessel in the survey of widow rockfish. NMFS will supply the expertise to operate the scientific fish sounding gear to be used during the survey.

## **2.2. GOALS AND OBJECTIVES OF THE PROJECT**

As this is a pilot project, there will be refinements to the Project Design, some of which may need to be implemented during the course of the charter. PSMFC, NMFS, and the selected Contractor will work together to revise the Project Design and/or gear to better meet the goals of the program. The initial goals of the project include:

1. Test the ability to acoustically map and assess the status of widow rockfish congregations.
2. Provide comparisons of fish behavior between sites and different times of day.
3. Correlate shoal patterns with various environmental and habitat conditions.
4. Increase collaboration between scientist and industry.

## **2.3. PROJECT DESCRIPTION**

2.3.1. This research charter will be conducted for a maximum of 6 days. The project will occur in mid – late March 2005. Precise cruise dates will be somewhat flexible given sampling, weather, logistical, and personal constraints. The project will consist of up to 6 days of acoustic sampling and will include mobilization and demobilization.

2.3.2. The port for mobilization/demobilization shall be off Newport, OR.

2.3.3. The sampling areas onboard the charter vessel will be pre-determined and outlined in the Project Design which will be presented to the vessel captain before embarking on the cruise.

2.3.4. The proposed sampling schedule:

Project Dates; March 21, 2005-March 27, 2005

The days and the dates on which sampling will take place shall be subject to joint determination by PSMFC and the Contractor, within the following limitations: (1) No more than 6 sampling days will be conducted. The Chief Scientist in consultation with the Contractor will determine the vessel's sampling schedule. The research cruise will terminate when, as determined jointly by the captain and Chief Scientist, either: (1) the scientific objectives of the cruise have been met; (2) available funds have been exhausted; or (3) due to equipment failure, inclement weather, or other cause it appears that the scientific objectives cannot be met within a reasonable time frame; or when, (4) the limit of compensable sampling days has been reached.

2.3.5. If the project is terminated before 6 sampling days have been completed, an additional cruise may be scheduled at the discretion of PSMFC, at a time determined jointly by PSMFC and the Contractor.

2.3.6. For the terms of this agreement, only days meeting the definition of "sampling days" as defined in Section 3, are compensable. If, during a cruise, inclement weather, vessel equipment failure, or other development makes it impossible or unwise to continue sampling operations, the Contractor may elect to terminate the cruise and return to port. Alternatively, PSMFC and the Contractor may jointly elect to suspend sampling operations and wait for conditions to improve. Time lost due to vessel equipment breakdown or time spent at the dock, such as waiting for the tide, or waiting for fuel, supplies or crew, is not compensable under this agreement. Partial payment may be made at the sole discretion of PSMFC. If, during the course of the cruise, the acoustic or electronic equipment becomes damaged or otherwise inoperable, the Chief Scientist may elect to continue the cruise and modify the sampling plan by prioritizing other aspects of the research.

2.3.7. Prospective sampling stations will occur within an area bounded by 44° 53' latitude N on the north and 43° 56' latitude N (approximately the area in association and north of Hecta Bank, OR) located near the 200 m contour (see Figure 2).

2.3.8. At the end of the project, the vessel will return to Newport, OR.

## **2.4. VESSEL REQUIREMENTS**

2.4.1. The vessel must be at least 50 feet in registered length. It must be seaworthy and suitable navigating in the area mentioned above during the seasons indicated. The vessel will need an operating scientific grade fishery echosounder operating a 38 kHz split-beam transducer.

- 2.4.2. The vessel must have sufficient deck space to accommodate a winch with the following dimensions: 27" (L) x 20.5" (W) x 37.5" (H) (at top of flanges). Ideally, the vessel will have an A-frame, gantry, or boom that can suspend a block and support a minimum of 500 lbs. If this is not possible, the vessel must have adequate cleats, rails, or other tie-downs sturdy enough to support the temporary installation of a portable A-frame and the winch.
- 2.4.3. The vessel must have clean and sanitary living conditions and adequate space for up to four scientific crew (men and women) in the form of sleeping quarters and two meals a day. The scientific crew will provide bedding and/or sleeping bags for themselves. In addition, enough stowage for personal items such as clothes must be provided for the scientific crew.
- 2.4.4. The vessel must have one head and a functional shower available for use by the scientific crew. Doors to toilet or bathing facilities must be fitted with an operational lock or latch to ensure the user's privacy. The vessel will furnish soap, toilet paper, and paper towels.
- 2.4.5. The vessel must have workspaces and berthing spaces that are adequately ventilated and free from excessive engine noise, tobacco smoke, and hydrocarbon fumes.
- 2.4.6. The Contractor hereby assumes full responsibility for the operation, repair, and maintenance of the boat and other equipment furnished by him/her. Contractor agrees to provide labor to repair the vessel as needed.
- 2.4.7. The vessel must have been actively used for commercial in the on the US West Coast in the past six months, or used for research on groundfish.

## **2.5. CREW REQUIREMENTS**

- 2.5.1. The crew shall consist of at a minimum two licensed Captains and one deckhand. In addition to the normal duties reserved for the deckhand, the deckhand may also accomplish the responsibilities of engineer and/or cook.
- 2.5.2. The Captain shall have a minimum of three (3) years of experience as master of a comparable-sized vessel in Pacific coastal waters and at least five (5) years total fishing experience as a master.
- 2.5.3. The deckhand(s) undertaking the responsibilities of cook or engineer shall have a minimum of two (2) years experience.
- 2.5.4. Captains and deckhands with previous research experience are highly desirable, though not required.

## **2.6. SCIENTIFIC CREW**

- 2.6.1. The scientific crew shall consist of three individuals and may include women.
- 2.6.2. One scientist will be designated Chief Scientist. That person will be responsible for implementation of the Cruise Plan, compliance with charter terms, disposition of catches, and the conduct and performance of scientific crew about the vessel.
- 2.6.3. Scientific crew will provide their bedding, towels, and survival suits.

## **2.7. OPERATING PROCEDURES**

- 2.7.1. The Contractor shall provide at least two (2) nutritionally balanced meal and snacks during each operational charter day. Meal times will be coordinated between the Captain and the Chief Scientist to accommodate both the need to complete sampling work and the time required by the cook to prepare meals. The vessel will provide meals for the scientific crew during all sampling days.
- 2.7.2. Work day length and hours will be determined by the Chief Scientist in consultation with the Captain. The vessel may need to run two shifts at the helm to allow acoustic transects to be conducted up to 16 hours a day if necessary. Because of safety concerns the captain of the vessel must not be at the helm for more than 12 consecutive hours at a time. Work schedule decisions will be based on the type of activity expected (in-port preparations, transit, sampling, etc.), prevailing weather conditions, and the provisions of the Cruise Plan. The Chief Scientist has the final authority except in matters relating to safety of the vessel and crew. For all operational days, a minimum of an 8-hour rest time will be observed successive shifts for the scientific crew. It is likely that the vessel will return to port several times during the course of the charter.
- 2.7.3. The Chief Scientist and Captain will work together to resolve all problems, which may occur regarding the project. In the event the Chief Scientist and Captain are unable to resolve any problem which has the potential for invalidating the project or threatens the safety or welfare of the scientific crew, the Chief Scientist will direct the vessel to return to port where an acceptable solution will be arranged between the PSMFC and the Contractor or the research cruise will be terminated. In such situations the vessel will go off charter if required to return to port and will remain off charter until the problem has been resolved and the vessel has returned to the project area. Note: Grounds for such actions include specifically the requirement that scientific crew not be harassed, assaulted, opposed, impeded, intimidated, threatened, interfered with, or subject to unwelcome advances.
- 2.7.4. The crew will perform all operations connected with navigation. If camera is used, the scientific crew will be responsible for operating the winch, but will be assisted by

the vessel crew in setting and retrieving the camera sled.

- 2.7.5. The Captain may be asked to help keep navigational, operational, and/or other environmental records.

## **2.8. CONTRACTOR'S RESPONSIBILITIES**

- 2.8.1. The Contractor will be responsible for maintenance of the hull, engine, and other vessel equipment, including all equipment and gear mentioned in these Specifications (other than that supplied by PSMFC) plus that which is not specifically named but is necessary to the safe and continued operation of the charter.
- 2.8.2. The Contractor will supply all fuel, lubricants, filters, or other engine room supplies, not specifically included under "Scientist's Responsibilities": as described in Section 2.9 of this section below.
- 2.8.3. The Contractor will be responsible for all vessel-related gear needs, including supplies normally needed for routine maintenance, and for any vessel-related gear lost during the course of the charter.
- 2.8.4. The Contractor will provide Coast Guard-approved safety gear such as personal flotation devices for all members of the crew required under current USCG safety regulations based on the locations of this research cruise.
- 2.8.5. All fish and shellfish taken are the property of the Government and considered research catch. All prohibited species will be promptly and carefully returned to the sea. All fish caught during the sampling time under this contract will be released when appropriate or retained for sale if possible.
- 2.8.6. The Captain and crew shall exercise due caution and follow safety procedures as directed by the Chief Scientist to help prevent damage or loss of scientific gear and equipment. The Chief Scientist may present specific safety procedures in writing to the Captain. If loss of or damage to scientific equipment is the result of negligent disregard of such instructions and procedures, repair or replacement costs may be deducted from charter payments.

## **2.9. SCIENTISTS' RESPONSIBILITIES**

- 2.9.1. Scientists will furnish their own survival suits.
- 2.9.2. Communications costs such as use of cellular phones, FAX, or Telex to conduct official project business will be reimbursed to the vessel.
- 2.9.3. During mobilization and demobilization operations at the beginning and end of each charter, Contractor will pay fees for vessel moorage. These will be on a cost

reimbursable basis.

- 2.9.4. PSMFC and/or NMFS will furnish all necessary documentation needed to authorize research sampling activities in all concerned State and Federal jurisdictions.

## **2.10.SAFETY**

- 2.10.1. The vessel Captain is responsible for all matters relating to the safety of all crew, the vessel, and equipment operation. The Captain will adhere at all times to Navigational Rules and Rules of the Road whether sampling, running, drifting, or at anchor. The Captain shall review safety procedures and equipment with the scientific crew at the beginning of each cruise leg. At all times while at sea, the Captain shall post a wheel/anchor watch (as required by CG Navigational Rules of the Road). The Captain shall post a wheel/anchor watch at night while the vessel runs to the next station, drifts, lies at anchor, or runs to the first station early in the morning to ensure that the vessel and all crew are secure.
- 2.10.2. The Contractor shall provide U.S. Coast Guard-approved Arctic-type survival suits for all vessel crew (scientific crew will provide their own suits). Adequate dry, top-side storage for all survival suits shall be provided.
- 2.10.3. The Contractor shall provide U.S. Coast Guard-approved life jackets for all crew aboard including scientific crew.
- 2.10.4. The vessel must be equipped with a currently inspected self-inflating covered life raft with capacity sufficient to accommodate all ship's crew and scientific crew.
- 2.10.5. A Category I EPIRB (Emergency Position Indicating Radio Beacon) must be affixed to the exterior of the vessel in a manner approved by the U.S. Coast Guard.
- 2.10.6. PSMFC/NMFS will provide a first-aid kit.
- 2.10.7. Before leaving the dock to commence sampling operations or when any crew change occurs, Contractor will conduct a safety drill detailing locations of all safety equipment, description of vessel station bill, and instructions on operating appropriate safety and communications equipment.

## **2.11.U.S. COAST GUARD SAFETY DECAL**

- 2.11.1. The vessels must have a valid USCG Safety Decal. The decal must remain valid during the entire contract period and all requirements of the decal must remain valid for the entire contract period. This includes EPIRB batteries and life raft repacking. For example, if a vessel has a valid sticker, but the EPIRB battery is expired the vessel will need to have the battery replaced before the project can begin. In such situations the vessel will go off charter and will remain off charter until the problem

has been resolved.

## **2.12. POST-AWARD AND POST-PROJECT MEETINGS**

- 2.12.1. Upon award of contract and prior to the start of the charter, a post-award meeting or conference call will be held to discuss issues relating to the charter and project. The vessel Captain participating in the charter is required to participate in the meeting. PSMFC, upon award of the contract, will schedule the date and time for the meeting.
- 2.12.2. After completion of the project, a post-project debriefing will be held at an agreed upon location. The purpose of the debriefing is to provide the Contractor an evaluation of the performance of the vessel and crew during the charter and for the crew to voice any suggestions or concerns they may have. The vessel Captain participating in the charter is required to attend the meeting. PSMFC, upon completion of the project will schedule the date and time for the meeting.

## **2.13. EXECUTION OF CONTRACT**

- 3.1.1. The Contractor hereby agrees to execute the Cruise Plan and Project Design as described, or a modification of said Plan or design based upon mutual agreement between the Contractor and PSMFC.

# **Section 3: INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFERORS**

## **3.1. DEFINITIONS**

As used in this provision-

- 3.1.1. “Contractor” is defined as the owner of a vessel selected to take part in this project.
- 3.1.2. “Chief Scientist” is defined as the lead biologist on the vessel, and is a member of the scientific crew.
- 3.1.3. “Sampling days” is any day or part thereof when the vessel completes some acoustic sounding.
- 3.1.4. “Bad weather days” are days at sea or in port when the Chief Scientist determines that weather conditions prohibit effective, scientifically valid sampling operations.
- 3.1.5. “Mobilization days” are those days, or portions thereof, immediately preceding scientific operations required for loading or installation of scientific furnished

equipment, gear, stores, food supplies, etc.

- 3.1.6. “Demobilization days” are those days, or portions thereof, immediately succeeding scientific operations required for unloading or removal of scientific furnished equipment, stores, gear, etc.
- 3.1.7. “Project Design” is defined as the statistical and procedural methodologies employed to determine the sampling gear, sampling stations, deck protocols, and data analyses.
- 3.1.8. “Cruise Plan” is defined as the logistical methodologies employed to implement the Project Design including determining the sequence of sites that will be sampled and charting courses between sites.
- 3.1.9. “Transect” is defined as any line selected for acoustic sampling in the Project Design. These lines will be defined by specific GPS coordinates and approximate bearing.

## **3.2. FUEL**

- 3.2.1. Fuel will be cost reimbursable. Contractors will be required to provide documentation of fuel use in the form of receipts to be eligible for reimbursement. Before the project begins the vessel will fill fuel tanks. Upon completion of the project the vessel will fill fuel tanks and submit this receipt for reimbursement.

## **3.3. QUESTIONS**

- 3.3.1. Written questions regarding this RFP will be accepted until March 1, 2005 at 3:00 PM PDT. Questions submitted after this deadline will not be accepted. Questions will be accepted via email, fax, or standard mail. Email is the preferred method. Questions should be addressed to

Jim Benante  
PSMFC  
2725 Montlake Blvd. E  
Seattle, WA 98034

Email- [Jimb@psmfc.org](mailto:Jimb@psmfc.org)  
Phone- (206) 860-6794  
FAX- (206) 860-6792

PSMFC will post questions and answers on our web site <http://www.psmfc.org/rfp/> and will distribute via email as a default unless another format is requested.

### **3.4. AMENDMENTS TO SOLICITATIONS**

- 3.4.1 If this solicitation is amended, all terms and conditions that are not amended remain unchanged. Offerors shall acknowledge receipt of any amendment to this solicitation by the date and time specified in the amendment(s).

### **3.5. SUBMISSION, MODIFICATION, REVISION, AND WITHDRAWAL OF PROPOSALS**

- 3.5.1 Deadline for proposals is March 11, 2005.

- 3.5.2 Proposals are submitted to: Pacific States Marine Fisheries Commission  
Attn: Jim Benante  
Pacific States Marine Fisheries Commission  
2725 Montlake Blvd. E  
Seattle, WA 98112  
Fax: (206) 860-6792  
Alt. Fax: (206) 860-3394

- 3.5.3 Proposals and modifications to proposals MUST be submitted in paper media or facsimile. Email/electronic commerce submission WILL NOT be accepted.

- 3.5.4 The proposal must show:

The name of the solicitation;

The name, address, and telephone and facsimile numbers of the offeror (and electronic address if available);

Names, titles, and telephone and facsimile numbers (and electronic addresses if available) of persons authorized to negotiate on the offeror's behalf with the PSMFC in connection with this solicitation;

Name, title, and signature of person authorized to sign the proposal. Proposals signed by an agent shall be accompanied by evidence of that agent's authority, unless that evidence has been previously furnished to the issuing office;

- 3.5.5. References, to include the following information on all similar contracts performed in the last two years, or the last five (5) similar contracts performed:

Name of customer  
Addresses of Customer  
Point of Contact at Customer Organization  
Telephone Number of Point of Contact

Brief Description of the Project  
Contract Value

- 3.5.6. The PSMFC reserves the right to consult with and to consider information from its own sources, including information from state and federal agencies regarding the offeror's prior performance or the status of outstanding investigations or warrants involving the offeror.
- 3.5.7. Offerors are responsible for submitting proposals, and any modifications or revisions, so as to reach PSMFC by 3:00 p.m., local time, on March 11, 2005.
- 3.5.8. Late proposals
- 3.5.8.1. Any proposal, modification, or revision received at the PSMFC office designated in the solicitation after the exact time specified for receipt of offers is "late" and will not be considered unless it is received before award is made, the Program Manager determines that accepting the late offer would not unduly delay the acquisition; and
- 3.5.8.2. There is acceptable evidence to establish that it was received at the PSMFC installation designated for receipt of offers and was under the PSMFC's control prior to the time set for receipt of offers; or
- 3.5.8.3. It is the only proposal received.
- 3.5.8.4. However, a late modification of an otherwise successful proposal that makes its terms more favorable to the PSMFC, will be considered at any time it is received and may be accepted.
- 3.5.8.5. Acceptable evidence to establish the time of receipt at the PSMFC installation includes the time/date stamp of that installation on the proposal wrapper, other documentary evidence of receipt maintained by the installation, or oral testimony or statements of PSMFC personnel.
- 3.5.8.6. If an emergency or unanticipated event interrupts normal PSMFC processes so that proposals cannot be received at the office designated for receipt of proposals by the exact time specified in the solicitation, and urgent PSMFC requirements preclude amendment of the solicitation, the time specified for receipt of proposals will be deemed to be extended to the same time of day specified in the solicitation on the first work day on which normal PSMFC processes resume.
- 3.5.8.7. Proposals may be withdrawn by written notice received at any time before award. Proposals may be withdrawn via facsimile received at any time before award, subject to the conditions specified in the provision at 52.215-5, Facsimile Proposals. Proposals may be withdrawn in person by an offeror or an authorized representative, if the identity of the person requesting withdrawal is established and the person signs a receipt for the proposal before award.

- 3.5.9. Offerors shall submit proposals in response to this solicitation in English and in U.S. dollars.
- 3.5.10. Offerors may submit modifications to their proposals at any time before the solicitation closing date and time, and may submit modifications in response to an amendment, or to correct a mistake at any time before award.
- 3.5.11. Offerors may submit revised proposals only if requested or allowed by the Program Manager.
- 3.5.12. Proposals may be withdrawn at any time before award. Withdrawals are effective upon receipt of notice by the Program Manager.

### **3.6. OFFER EXPIRATION DATE**

- 3.6.1. Proposals in response to this solicitation will be valid for 90 days following the time specified for solicitation of offers (unless a different period is proposed by the offeror).

### **3.7. RESTRICTION ON DISCLOSURE AND USE OF INFORMATION**

- 3.7.1. Offerors that include in their proposals data that they do not want disclosed to the public for any purpose, or used by the PSMFC except for evaluation purposes, shall:
  - 3.7.1.1. Mark the title page with the following legend:

“This proposal includes data that shall not be disclosed outside the PSMFC and shall not be duplicated, used, or disclosed--in whole or in part--for any purpose other than to evaluate this proposal. If, however, a contract is awarded to this offeror as a result of--or in connection with--the submission of this data, the PSMFC shall have the right to duplicate, use, or disclose the data to the extent provided in the resulting contract. This restriction does not limit the PSMFC's right to use information contained in this data if it is obtained from another source without restriction. The data subject to this restriction are contained in sheets [insert numbers or other identification of sheets]”; and
  - 3.7.1.2. Mark each sheet of data it wishes to restrict with the following legend:

“Use or disclosure of data contained on this sheet is subject to the restriction on the title page of this proposal.”

### **3.8. CONTRACT AWARD**

- 3.8.1. The PSMFC intends to award a contract or contracts resulting from this solicitation to the responsible offeror(s) whose proposal(s) represents the best value after evaluation in accordance with the factors and subfactors in the solicitation.
- 3.8.2. The PSMFC may reject any or all proposals if such action is in the PSMFC's interest.
- 3.8.3. The PSMFC may waive informalities and minor irregularities in proposals received.
- 3.8.4. The PSMFC intends to evaluate proposals and award a contract without discussions with offerors (except clarifications as described in FAR 15.306(a)). Therefore, the offeror's initial proposal should contain the offeror's best terms from a cost or price and technical standpoint. The PSMFC reserves the right to conduct discussions if the Program Manager later determines them to be necessary. If the Program Manager determines that the number of proposals that would otherwise be in the competitive range exceeds the number at which an efficient competition can be conducted, the Program Manager may limit the number of proposals in the competitive range to the greatest number that will permit an efficient competition among the most highly rated proposals.
- 3.8.5. The PSMFC reserves the right to make an award on any item for a quantity less than the quantity offered, at the unit cost or prices offered, unless the offeror specifies otherwise in the proposal.
- 3.8.6. The PSMFC reserves the right to make multiple awards if, after considering the additional administrative costs, it is in the PSMFC's best interest to do so.
- 3.8.7. Exchanges with offerors after receipt of a proposal do not constitute a rejection or counteroffer by the PSMFC.
- 3.8.8. The PSMFC may determine that a proposal is unacceptable if the prices proposed are materially unbalanced between line items or subline items. Unbalanced pricing exists when, despite an acceptable total evaluated price, the price of one or more contract line items is significantly overstated or understated as indicated by the application of cost or price analysis techniques. A proposal may be rejected if the Program Manager determines that the lack of balance poses an unacceptable risk to the PSMFC.
- 3.8.9. If a cost realism analysis is performed, cost realism may be considered by the source selection authority in evaluating performance or schedule risk.
- 3.8.10. A written award or acceptance of proposal mailed or otherwise furnished to the successful offeror within the time specified in the proposal shall result in a binding contract without further action by either party.
- 3.8.11. The PSMFC may disclose the following information in post award debriefings to other offerors:
  - 3.8.11.1. The overall evaluated cost or price and technical rating of the successful offeror;
  - 3.8.11.2. The overall ranking of all offerors, when any ranking was developed by the agency during source selection; and
  - 3.8.11.3. A summary of the rationale for award.

### **3.9. PROPOSAL EVALUATION CRITERIA**

- 3.9.1. The vessel **must have** an operational scientific grade **38 kHz split-beam transducer** to be considered for this project.
- 3.9.2. The following criteria and evaluation weightings will be used for evaluating both solicited and unsolicited proposals:
- Vessel Characteristics (55 Points);
    - Acoustic Equipment available
    - Vessel size, engines, horsepower, cruising speed, endurance, etc.
    - Deck configuration (ability to accommodate the scientific equipment in this RFP and sampling needs of the scientific crew)
    - Wheelhouse electronics, space, and layout
    - Communications equipment
    - Vessel available for charter March 14-19, 2005 and any additional availability to make up weather days
  - Vessels ability to accommodate the scientific crew (10 Points);
    - Berthing
    - Living Quarters
  - Vessel/Captain Crew's Commercial Fishing History (15 Points);
  - Research Experience (20 Points)
  - Safety (40 Points)
    - Safety Equipment
    - Stability Report
    - Crewmember with formal survival and firefighting training
    - Crewmember with certified first aid and EMT
  - Costs: Those proposals that meet or exceed technical requirements will be ranked according to technical merit and ranked by cost. The proposal with the best overall combination of technical merit and cost will be selected.

### **3.10. PROPOSAL SELECTION PROCEDURE**

- 3.10.1. All proposals will be evaluated and scored individually in accordance with the above evaluation criteria. Both Federal and non-Federal employees may be used in this process. There will be between two and four reviewers depending on the number of proposals received. Each reviewer will independently score each proposal. Reviewers will meet to score each criterion as a group and make a final decision on which proposals to fund.

## Section 4: SUPPLIES OR SERVICES AND PRICES/COSTS

Provide vessel, captain, and crew, for a charter to conduct acoustic transects for widow rockfish in accordance with all terms and conditions of this solicitation and/or subsequent contract. The project will run from March 21, 2005 through approximately March 27, 2005 depending on weather, transit and other constraints. The goal is to complete 6 sampling days. The vessel will be “on charter” for approximately 6-7 days. This includes bad weather, mobilization, and demobilization days. The cruise may extend for a slightly longer period in the event of bad weather or other delays, and any such additional days will be compensated at the applicable rate for that day’s activity. Charters will begin in Newport, OR. Further details are contained in the Statement of Work. The prices below shall include all costs of charter, i.e., vessel, crew, and equipment, except those items specifically identified as being provided by the scientists. Costs of fuel the Contractor incurs while chartered for this project shall be cost reimbursable and should not be calculated into the vessel’s daily rate below.

	Estimated Quantity/Unit	Unit Price (Per day)
2005 Charter-Basic Sampling Days	6 Days	_____
Bad Weather/Transit Days	1 Days	_____
Optional Days Additional Sampling Days Continuing Beyond the Initial 6 Days Proposed		_____

Name: \_\_\_\_\_ Name of Vessel: \_\_\_\_\_

Although fuel will be a cost reimbursable item, the fuel consumption of your vessel will need to be taken into account when evaluating proposals for cost. Please provide an estimated daily fuel consumption in gallons that your vessel is expected to consume over a 24 hour period when steaming at 8-10 knots for 24 hours/day. The offeror’s estimate will be adjusted for cost realism and used to calculate the estimated daily cost of fuel. This amount will be added to the charter cost to arrive at the dollar value that will be used in evaluating offers for award.

Estimated Average Fuel Consumption Per Day: \_\_\_\_\_ Gallons

## Section 5: ATTACHMENTS

### 5.1. ACOUSTIC ASSESMENT OF THE DISTRIBUTION AND ABUNDANCE OF WIDOW ROCKFISH AT SELECTED SURVEY SITES OFF NEWPORT, OR: A PILOT STUDY-VESSEL CHARACTERISTICS

#### 1. GENERAL VESSEL CHARACTERISTICS

Owner Name \_\_\_\_\_ Registration No. \_\_\_\_\_

Vessel Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Primary Port of Vessel: \_\_\_\_\_

Hull Type \_\_\_\_\_ Year Built \_\_\_\_\_

Vessel Length (LOA) \_\_\_\_\_ Draft \_\_\_\_\_ Beam \_\_\_\_\_

Vessel Length (Registered) \_\_\_\_\_ Fuel Capacity \_\_\_\_\_

Cruising Speed \_\_\_\_\_ Range \_\_\_\_\_

#### Main Engines:

Number \_\_\_\_\_ Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Total HP \_\_\_\_\_

#### Auxiliary Engines:

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ HP \_\_\_\_\_ KVA \_\_\_\_\_

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ HP \_\_\_\_\_ KVA \_\_\_\_\_

**2. SAFETY EQUIPMENT**

Life Raft Capacity\_\_\_\_\_

EPIRB: No. \_\_\_\_\_ Class \_\_\_\_\_ EPIRB Battery Expiration\_\_\_\_\_

US Coast Guard Safety Certificate of Inspection Expiration Date\_\_\_\_\_

Stability Report Attached: Yes\_\_\_ No \_\_\_

Other Safety features (i.e. alarms, fire fighting system, emergency communications, etc.):

\_\_\_\_\_

**3. COMMUNICATION AND NAVIGATIONAL EQUIPMENT**

**Radios/Communication Equipment:**

Type\_\_\_\_\_ Mfg.\_\_\_\_\_ Model\_\_\_\_\_

Type\_\_\_\_\_ Mfg.\_\_\_\_\_ Model\_\_\_\_\_

Type\_\_\_\_\_ Mfg.\_\_\_\_\_ Model\_\_\_\_\_

Type\_\_\_\_\_ Mfg.\_\_\_\_\_ Model\_\_\_\_\_

Cellular Telephone (if present on vessel)

Mfg.\_\_\_\_\_ Model \_\_\_\_\_

Cellular Telephone No.: \_\_\_\_\_

**GPS and/or LORAN navigator(s):**

Mfg.\_\_\_\_\_ Model\_\_\_\_\_

Mfg.\_\_\_\_\_ Model\_\_\_\_\_

Nautical Charts for Project Area? Yes\_\_\_ No \_\_\_

**Plotter:**        GPS/LORAN

Mfg.\_\_\_\_\_ Model\_\_\_\_\_

**Radar:**

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Range \_\_\_\_\_

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Range \_\_\_\_\_

**Depth Sounder and/or Sonar:**

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Range \_\_\_\_\_ Freq. \_\_\_\_\_

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Range \_\_\_\_\_ Freq. \_\_\_\_\_

Mfg. \_\_\_\_\_ Model \_\_\_\_\_ Range \_\_\_\_\_ Freq. \_\_\_\_\_

Describe any other wheelhouse electronics: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**4. DECK, OFFICE, & STORAGE SPACES**

Does the vessel have an A-frame, gantry or boom? Yes \_\_\_ No \_\_\_

Does the vessel allow for mounting of a winch or A-frame directly to the vessel? Yes \_\_\_  
No \_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Is saltwater hose available on deck? Yes \_\_\_ No \_\_\_

Is there access to fresh water on deck? Yes \_\_\_ No \_\_\_

Is there electric power supply (110 V.A.C.) available on Deck? Yes \_\_\_ No \_\_\_

Dry area in the deck house for storage of scientific supplies and equipment \_\_\_\_\_ cu. ft.

**5. LIVING QUARTERS**

Number of Berths: \_\_\_\_\_

Number of functional heads with a lock or latch: \_\_\_\_\_

Number of functional showers: \_\_\_\_\_

**6. PHOTOGRAPHS**

Please attach a photograph of the wheelhouse, back deck, and a profile of the vessel.

**7. VESSEL AVAILABILITY**

Please list the dates in March that the vessel is available if necessary outside of the listed survey dates of March 14-19.

\_\_\_\_\_

**8. COMMENTS**

Is there anything additional you would like us to know about your vessel and/or experience? Use additional paper or the backside of this form if additional space is needed.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## 5.2. VESSEL CONFIGURATION

Submit vessel blueprints or scale drawings that clearly show the locations and layout of the following contract requirements:

**Deck Layout:** location of hatch coamings and other significant obstructions. Make note of potential mounting areas for the winch and/or A-frame.

**Deckhouse Layout:** berthing arrangements, galley arrangement, heads and showers, bridge layout, location of storage areas, and desk/counter area on bridge.





**5.5. OFFEROR'S RESEACH EXPERIENCE**

OFFEROR'S NAME: \_\_\_\_\_

RESEARCH EXPERIENCE: List below similar research or resource assessment activities (if any) which you have successfully performed in the past. **INCLUDE ANY LETTERS OR REPORTS OF WORK PERFORMANCE PROVIDED BY THE CONTRACTING AGENCY ON QUALITY OF WORK PERFORMED.**

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**5.6. DESIRABLE ITEMS FORM**

1) Stability report (attach if available)

Yes\_\_\_\_\_ No\_\_\_\_\_

Comments:\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

2) Crew member with formal survival and firefighter training

Yes\_\_\_\_\_ No\_\_\_\_\_

Comments:\_\_\_\_\_

\_\_\_\_\_

3) Crew member certified first aid or Emergency Medical Technician training

Yes\_\_\_\_\_ No\_\_\_\_\_

Comments:\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4) Winch and A-frame mounting capabilities and the available areas for mounting these items

Comments:\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5) Any additional comments to be considered when evaluating your proposal:

\_\_\_\_\_

\_\_\_\_\_

**5.7. INDEMNITY AND INSURANCE**

**INDEMNIFICATION**

**Contractor agrees to indemnify PSMFC, its officers, agents, and employees, boards and commissions, against all loss, damage, expense and liability resulting from injury to or death of person, including, but not limited to, employees of PSMFC or Contractor, or injury to property, including, but not limited to property of PSMFC, Contractor, and third parties, arising out of or in any way connected with the performance of this contract, however caused, regardless of any negligence of PSMFC, whether active or passive, excepting only such injury or death or property damage as may be caused by the sole negligence or willful misconduct of PSMFC.**

\_\_\_\_\_ Yes

\_\_\_\_\_ No

**INSURANCE COVERAGE**

**1) Minimum Coverage. Please indicate if able to present evidence to show, as a minimum, the amounts of insurance coverage indicated below:**

a. Protection and Indemnity in the amount of \$1,000,000

\_\_\_\_\_ Yes

\_\_\_\_\_ No

b. Jones Act coverage for vessel crew in the amount of \$1,000,000

\_\_\_\_\_ Yes

\_\_\_\_\_ No

c. Vessel Hull and Machinery Coverage

\_\_\_\_\_ Yes

\_\_\_\_\_ No



## 5.8 Figures

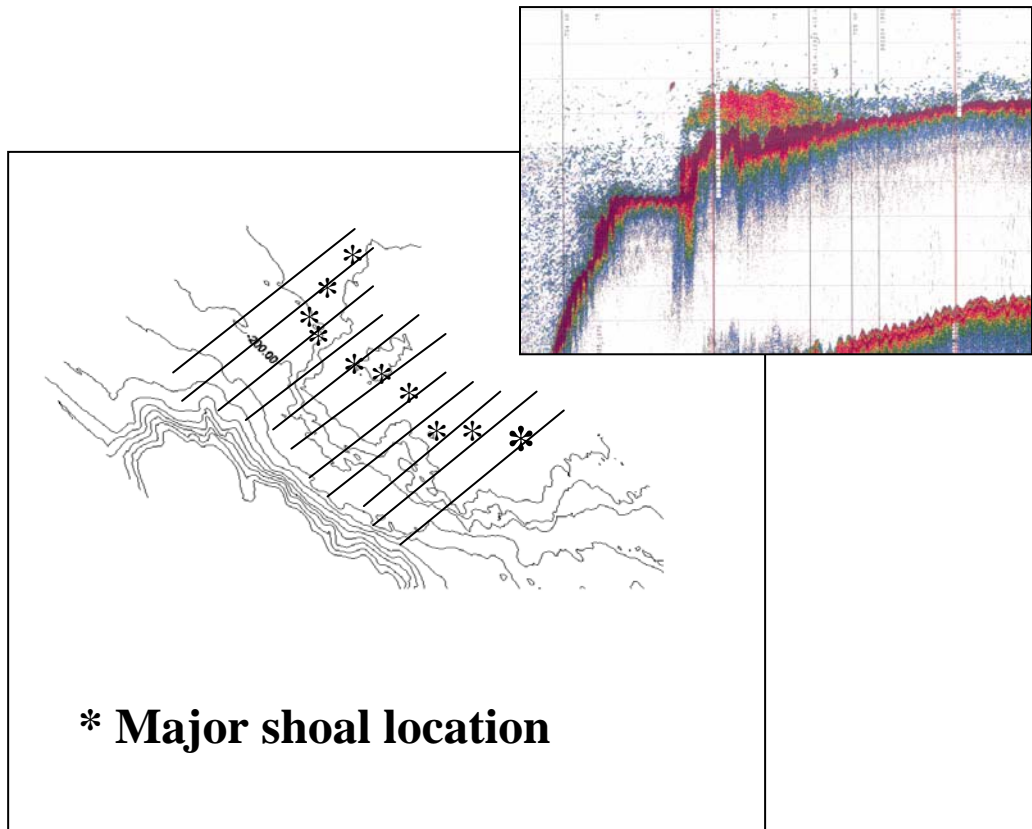


Figure 1. Example of layout of acoustic transects to survey a characteristic aggregation of widow rockfish. Parallel line transects are positioned in order to cover both range of depths and area occupied by shoal of target fish.

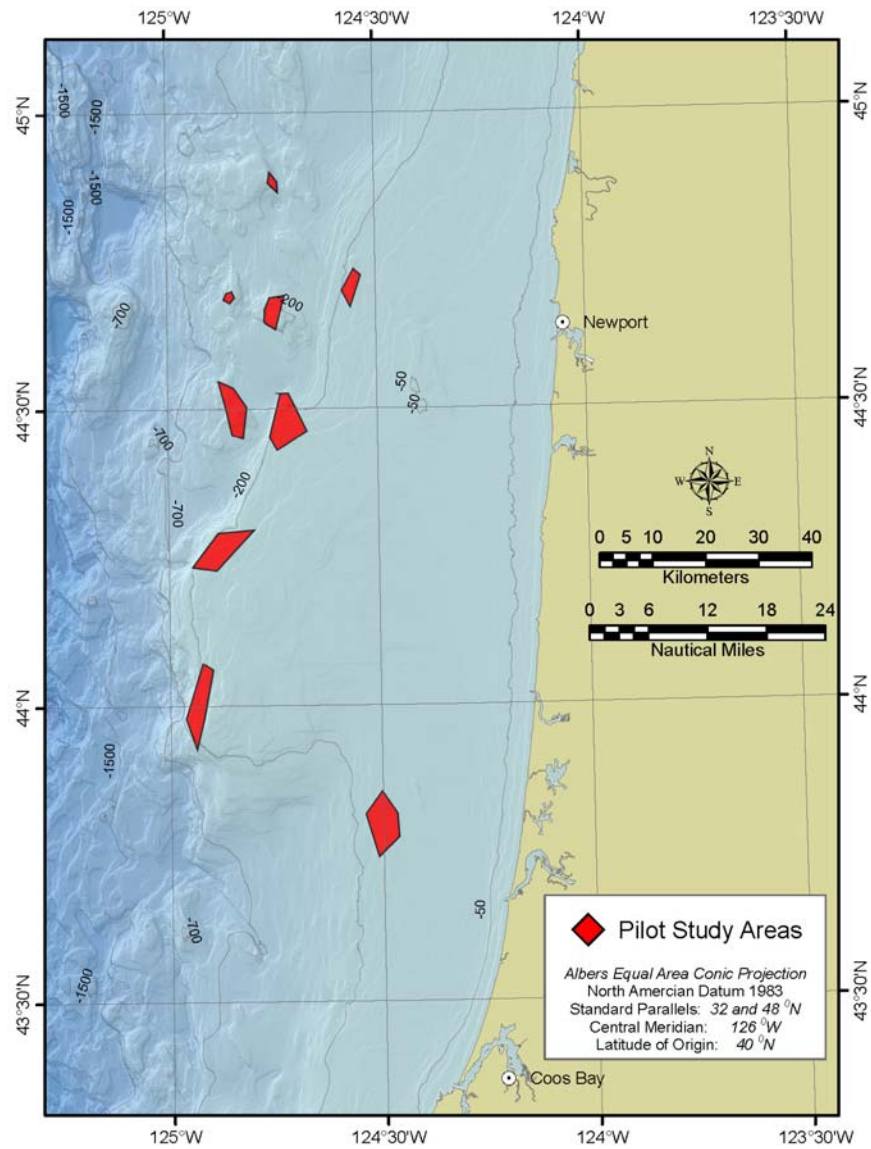


Figure 2. Locations of sites off Newport, OR identified for developing cooperative research directed toward development of an abundance index methodology for widow rockfish. These are the areas to be considered for initial acoustic surveillance.

