

Request for Proposals

**SOUTHERN CALIFORNIA BIGHT
SHELF ROCKFISH PROJECT**



Actual issue date: June 8, 2012

Schedule/Instruction/Provisions/Clauses

DEADLINE FOR SUBMISSIONS: July 12, 2012

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Section 1: PROPOSED SCHEDULE

Southern California Bight Shelf Rockfish Project

June 8, 2012	RFP distributed
June 15, 2012	Deadline for written questions on RFP Questions (preferably by email) should be directed to: Jim Benante PSMFC 2725 Montlake Blvd. E Seattle, WA 98112 Email- Jimbenante@psmfc.org Phone- (206) 860-6794 FAX- (206) 860-3394
June 20, 2012	PSMFC distributes responses to written questions
July 12, 2012	Deadline for all proposals One (1) original to: Jimbenante@psmfc.org (email submissions are preferred) or Pacific States Marine Fisheries Commission Attn: Jim Benante 2725 Montlake Blvd. E Seattle, WA 98112 (206) 860-6794 FAX: (206) 860-3394
July 20, 2012	Select Contractors
September 20, 2012	Project begins with mobilization in Newport Beach, CA; depending on weather vessel may begin steam out to first sampling station
September 21, 2012	Leg 1 sampling begins
September 26, 2012	Leg 1 of the survey ends with port call in Newport Beach, CA
September 28, 2012	Steam to first sampling station of Leg 2
September 29, 2012	Leg 2 sampling begins
October 5, 2012	Project ends with demobilization in Newport Beach, CA

Section 2: STATEMENT OF WORK

DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

The Contractors shall furnish the necessary crew, material, equipment, services and facilities to perform the following Statement of Work/Specifications. For a description of the terms used within this Statement of Work, please consult the Definitions (Section 3.1).

2.1. GENERAL

Pacific States Marine Fisheries Commission (PSMFC) intends to charter two vessels to participate in a fisheries research project in 2012. The project will be in collaboration with the National Marine Fisheries Service (NMFS).

The timeline for the project will be approximately September 20 through October 5 and will require two chartered vessels. These dates are subject to change based upon weather, logistical, or other contingencies. Mobilization and demobilization for both charters will be conducted in Newport Beach, CA. The mobilization timeframe is necessary for completing the following tasks: (1) loading gear, (2) planning use of deck space, (3) setting up electronics, and (4) orientating the scientific crew with the vessel. The demobilization timeframe will include cleaning, unloading, and packing any scientific gear brought aboard the vessel for the project.

The Contractor agrees to furnish a vessel, crew, fuel, and bait necessary for sampling between 20 and 125 fathoms in the Pacific Ocean for shelf rockfish. The Captain and crew for all selected vessels will support the scientific party in the use of hook and line fishing gear deployed via rods and reels. In an effort to standardize gear, NMFS will supply the fishing gear that will be used during the survey. During mobilization, the vessel crew will tie gangions and prepare fishing equipment (rods, reels, sinkers, etc.). Section 3.4 describes this gear.

A portion of this project will involve the operation of an underwater video camera sled on one of the chartered vessels. The Captain and crew of the vessel selected to carry the camera sled will assist in the deployment and retrieval of an underwater camera sled outfitted with a video system and oceanographic sensors (See Attachment 5.8). The equipment mounted on the sled provides real-time video and oceanographic data to a monitor and associated computer equipment mounted in the vessel's cabin.

The camera sled weighs approximately 100 lbs. in air, and its dimensions are approximately 65" (L) x 18" (W) x 19" (H) (See Attachment 5.9 for a photo). The sled will be deployed from the vessel's stern and will remain tethered to the vessel via a cable spooled onto a winch during camera operations. Sled deployments may occur both while the vessel is drifting and under power depending on local conditions. Vessel towing speeds of approximately 1.0-1.5 kts. generally provide optimal viewing conditions. The scientific party will control the depth of the sled by adjusting the amount of cable paid out from the

winch. When the camera sled is not in use, it will be stored on deck. In addition, the vessels chosen to carry the sled must provide supply reliable 120 VAC power and adequate space for the topside electronic equipment in the.

The vessels' crew, under direction from the scientific party, will systematically set and retrieve the fishing gear and/or camera sled in locations specified by the Project Design. The project will occur within the boundaries of the Southern California Bight from Point Arguello in the north to the Mexican border in the south, although not all areas of the Bight may be sampled during each of the cruises. Approximately 121 sites are scheduled to be sampled, however, the actual number of stations sampled will be determined by several factors: (1) weather, (2) cost, (3) vessel cruising speed, and (4) other logistical concerns. Fishing operations will occur between sunrise to sunset, however some camera deployments may extend past sunset. The captain and crew should be available during all scientific operations. In order to ensure full use of daylight hours, the captain and crew should make the necessary evening transit arrangements in order to be on site and ready to begin operations by sunrise.

The majority of sampling stations will consist of areas assumed to contain ideal habitat for shelf rockfish or in areas that fishermen have identified as historical "hot spots" for these species. However, some sampling will occur in non-prime areas. Although sampling stations will be established prior to the cruise, there may be changes to the Project Design in response to equipment, ocean, weather, or other conditions. Sampling stations will vary in depth from 20-125 fathoms.

2.2. GOALS AND OBJECTIVES OF THE PROJECT

The rationale for this project is to supplement existing abundance and biological information for groundfish within the Southern California Bight. Historically, NMFS' annual bottom trawl surveys did not sample south of Point Conception. However, trawl survey coverage now includes the area from Point Conception south to the Mexican Border. This project will help provide information about the Southern California Bight's rocky, untrawlable areas. Information about specific habitat types at survey sites will be collected using the underwater camera sled. The ability to accurately identify the specific habitat types that are being sampled will assist in making inferences about the catch rates of various species in different habitats.

The goals of the project include, but are not limited to:

1. Provide catch rate data and other biological information for shelf rockfish species within the Southern California Bight
2. Deploy an underwater camera sled system to provide information on the habitat types at sampling stations and provide video footage of any fish aggregations present
3. Correlate hook and line catch information with habitat types identified using the underwater camera sled.
4. Correlate hook and line catch information with catch information from other NMFS

- projects
5. Conduct additional ancillary experiments including collection of maturity samples or investigating hook saturation with hook timers or unbaited hooks.

2.3. PROJECT DESCRIPTION

- 2.3.1. Precise cruise dates will be somewhat flexible given sampling, weather, logistical, and personal constraints. The project will consist of approximately 12 sampling days per vessel and additional days for mobilization, demobilization, port calls, transit, and/or weather. One to two days will be necessary for mobilization, and up to one full day will be necessary for demobilization. Each cruise will be broken up into two legs of six sampling days each. A two-day port call will be held in the interim between the two sampling legs. The port call will be used to refuel the vessels; replenish fresh water, food, ice, and other supplies; and make personnel changes to the scientific party and vessel crew if necessary. If sampling days are lost due to weather or other factors, it may be required to make up the lost sampling days by extending the completion date of the survey.
- 2.3.2. The port for mobilization/demobilization shall be Newport Beach, CA. Any change to the location for port calls shall be determined by the Chief Scientist in consultation with the Captain and should be selected to facilitate all necessary tasks and expedite the start of the second leg(s) of the charter(s).
- 2.3.3. The sampling stations for each charter will be predetermined and outlined in the Project Design that will be presented to the vessel captain before embarking on the cruise. In most cases, a variety of factors will influence the cruise plan. It is common for the Chief Scientist and captain of both chartered vessels to consult on a daily basis about survey progress and any possible alterations to the cruise plan.
- 2.3.4. The proposed sampling schedule:

September 20, 2012 – October 5, 2012

The exact dates and total number of days 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 14 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; (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, (4) when the limit of compensable sampling days has been reached.

- 2.3.5. If the project is terminated before 12 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 as sampling days. 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 to unload product or to load ice, 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 camera system or other component of the sampling gear 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. Potential sampling stations will occur within an area bounded by 34° 30' latitude (approximately Point Arguello, CA) in the north and 32° 30' latitude (approximately the Mexican Border) in the south, and from the 20 fathom curve offshore to the 125 fathom curve. However, it is unlikely that actual sampling will span this entire geographical range. Some state and federal protected areas may be avoided.
- 2.3.8. At the end of the cruise, the vessels will return to Newport Beach, CA for demobilization.

2.4. VESSEL REQUIREMENTS

- 2.4.1. The vessel must be at least 50 feet in registered length. It must be seaworthy and suitable for hook and line sampling in the area mentioned above during the seasons indicated.
- 2.4.2. The vessel selected for the cruise that will involve the camera sled 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.

Every effort will be taken to avoid making permanent modifications to the vessel, however the winch and A-frame must be safely and securely positioned on the deck so that the scientific crew has access to them, and they pose no serious safety hazards. The Contractor will need to work with the scientific crew to determine mounting options for the winch and A-frame.

- 2.4.3. The vessel must have a cable and winch system(s) capable of safely deploying an oceanographic sensor package (“CTD”) vertically to a depth of 125 fathoms. In many cases, the anchor winch and capstan may serve this purpose.
- 2.4.4. The vessel must have an echo-sounder(s) capable of sensing bottom in 30-200 fathoms of water. Preference will be given to vessels whose sounders can export depth data in NMEA format either via a serial port or other means.
- 2.4.5. The crew and vessel must be willing and capable of remaining at sea for a minimum of six consecutive nights. Vessels and crews able and willing to remain at sea for longer periods, up to completion of the entire period, should state the maximum number of nights they are willing and able to remain at sea in their proposal. Vessels with longer endurances will receive preference.
- 2.4.6. The vessel shall be a CPFV-type boat with approximately 120 square feet of back deck space. Sufficient deck area is needed to safely deploy and operate the winch and camera sled and to permit scientific crew to properly work up the catch.
- 2.4.7. The vessel must be equipped with auxiliary electrical and hydraulic generators, radar, depth sounder, fish-finder capable of detecting aggregations in water as deep as 180 fathoms, 2 GPS navigation systems, multiple VHF radios suitable for contact with shore stations, and a navigational plotter. Preference will be given to vessels with single sideband radios.
- 2.4.8. The vessel selected to deploy the camera sled must have a minimum of three grounded, two-plug, 120 VAC receptacles that can be devoted solely to the cabin electronics gear necessary to operate the monitors, laptops, and peripheral gear associated with the camera sled system.
- 2.4.9. The vessel must have clean and sanitary living conditions and adequate space for three scientific crew (men and women). This includes, but is not limited to, adequate sleeping quarters and three meals a day. The scientific crew will provide bedding and/or sleeping bags for themselves. In addition, sufficient stowage for personal items such as clothes must be provided for the scientific crew.
- 2.4.10. The vessel must have one head and a functional hot water 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.
- 2.4.11. The vessel must have sufficient fresh water capacity to accommodate reasonable use by a three person scientific crew and a four person vessel crew. The vessel’s shower must be serviced by a hot water heater. Daily showers are not expected, however, the vessel should be able to accommodate a minimum of 2 showers per person per 6-day

leg.

- 2.4.12. The vessel must have work spaces and berthing spaces that are adequately ventilated and free from excessive engine noise, tobacco smoke, and hydrocarbon fumes.
- 2.4.13. The vessel must provide a seawater deck-hose for cleaning sampling gear. The on/off switch should be readily accessible from the working deck.
- 2.4.14. The vessel must have adequate deck lighting to support nighttime sled deployments and fish sample work ups on the back deck. Lighting from several angles to reduce shadows is desired.
- 2.4.15. 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. Contractor shall provide ice for the hold (if necessary), fuel, and bait, all of which are cost reimbursable.
- 2.4.16. The vessel must have been actively used for commercial or sport fishing in the Southern California Bight in the past six months, or used for research on groundfish.

2.5. CREW REQUIREMENTS

- 2.5.1. The crew shall consist of a Captain and three deckhands. In addition to the normal duties reserved for the deckhands, one or more of the deckhands will also accomplish the responsibilities of engineer and cook. If desired, the crew may include an additional deckhand capable of operating the vessel to provide additional flexibility for the crew and to ensure all crewmembers receive adequate rest.
- 2.5.2. The Captain shall have a minimum of three (3) years of rod and reel fishing 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 Captain shall be competent in the use of modern navigational and fish-detecting equipment.
- 2.5.4. The deckhand(s) undertaking the responsibilities of cook or engineer shall have a minimum of two (2) years' experience.
- 2.5.5. Captains and deckhands with previous research experience are highly desirable, though not required.
- 2.5.6. The vessel crew will work the scientific crew to ensure proper maintenance and stowage of the rods and reels between sampling stations and at the end of the day. Generally, this will include a fresh water rinse of each reel prior to being stowed for the night. After each sampling leg, the reels and rod roller guides should be rinsed

again and lubricated if necessary.

- 2.5.7. The crew must be capable of deploying and retrieving oceanographic equipment including the camera sled described earlier and a conductivity-temperature-depth sensor (CTD). CTD weigh approximately 60 lbs. in air and must be deployed and retrieved at each sampling location once sampling operations are completed.
- 2.5.8. The vessel crew will work with the scientific crew to ensure proper maintenance and stowage of the sampling gear between sampling stations and at the end of the day.

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, and the conduct and performance of scientific crew about the vessel.
- 2.6.3. Scientific crew will provide personal bedding and towels. The scientific crew will also provide immersion suits for all vessel personnel.

2.7. OPERATING PROCEDURES

- 2.7.1. The Contractor shall provide three (3) nutritionally balanced meals each charter day. After vessel selection and prior to beginning the charter, the Contractor should contact PSMFC to make arrangements on any special dietary requirements or preferences for any member of the vessel or scientific crew. 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 length of working days will range from 12-16 hours. 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. The work day of the vessel crew will likely exceed that of the scientific crew, since they will be required to conduct a wheel/anchor watch (as required by USCG Navigational Rules of the Road) at night while the vessel transits to the next station, drifts, lies at anchor, or runs to the first sampling station early in the morning.
- 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 negatively affecting 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. If an acceptable solution cannot be arranged, 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. Grounds for such actions include 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 fishing operations including tying the gangions, deploying and retrieving the fishing lines, and repairing and maintaining the gear. The scientific crew will be responsible for operating the winch, but will be assisted by the vessel crew in deploying and retrieving the camera sled and CTD.
- 2.7.5. It is the intention of the project to release a portion of the hooked fish alive. Fish that have high probability of survival and that are not used for biological samples (e.g., lingcod, sand dabs, wolf-eels, etc.) may be released alive. Therefore, the Chief Scientist and Captain will work to devise techniques to remove fish from the hooks while minimizing damage to the fish.
- 2.7.6. The Captain may be asked to help keep navigational, operational, and/or biological 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 floatation 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 as samples.
- 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.
- 2.8.7. During mobilization and demobilization operations at the beginning and end of each charter and during port calls, Contractor will pay fees for vessel moorage. These will be on a cost reimbursable basis.

2.9. SCIENTISTS' RESPONSIBILITIES

- 2.9.1. Scientists will furnish immersion suits for all vessel crew.
- 2.9.2. Communications costs such as use of cellular or satellite phones, FAX, or Telex to conduct official project business will be reimbursed to the vessel.
- 2.9.3. 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 PFD's for vessel and scientific crew.
- 2.10.3. The Contractor shall provide U.S. Coast Guard-approved life jackets for all crew aboard including scientific crew.

- 2.10.4. 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.
- 2.10.5. PSMFC/NMFS will provide a first-aid kit.
- 2.10.6. Before leaving the dock to commence sampling operations or when any crew change occurs, the vessel captain will provide a safety orientation to the scientific crew. This orientation will include: explanation of the vessel's station bill; tour of the vessel's safety gear; what to do in the case of man overboard, fire, or the vessel taking on water; and, basic introduction to the use of the vessel's navigational and communication electronics.
- 2.10.7. The vessel's crew including the captain and scientific crew will conduct a full safety drill during each survey leg. This may be accomplished at sea or prior to embarking the leg, however all personnel embarking on that leg must be present. Drills may include immersion suit donning, man overboard, fire, and abandon ship simulations.
- 2.10.8. The scientific crew will provide one or more inflatable safety rafts with sufficient capacity for all vessel personnel. The Contractor should provide sufficient clear space on the roof of the house for appropriate temporary mounting of the raft(s).

2.11. U.S. COAST GUARD SAFETY DECAL

- 2.11.1. 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. All vessel Captains participating in the charter are 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 by phone or 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. All vessel Captains participating in the charter are 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. “Captain” is defined as the master or primary vessel operator who will have the final say on all matters on the behalf of the vessel crew
- 3.1.3. “Chief Scientist” is defined as the lead biologist on the vessel, and is a member of the scientific crew.
- 3.1.4. “Sampling days” are any day or part thereof when the vessel completes one or more sampling stations.
- 3.1.5. “Bad weather days” are days at sea or in port when the Chief Scientist determines that weather conditions prohibit effective, scientifically valid sampling operations.
- 3.1.6. “Transit days” are days at sea when transiting from one area to another in between project operations when less than one sampling station is completed.
- 3.1.7. “Mobilization days” are those days immediately preceding scientific operations required for loading or installation of scientific furnished equipment, gear, stores, food supplies, etc.
- 3.1.8. “Demobilization days” are those days immediately succeeding scientific operations required for unloading or removal of scientific furnished equipment, stores, gear, etc.
- 3.1.9. “Port call days” are those days that will be spent in port in the interim between the two five-day sampling legs. It is anticipated that each vessel will have two port call days.
- 3.1.10. “Project Design” is defined as the statistical and procedural methodologies employed to determine the sampling gear, sampling stations, deck protocols, and data analyses.

- 3.1.11. “Cruise Plan” is defined as the logistical methodologies employed to implement the Project Design including determining the sequence of stations that will be sampled and charting courses between sampling stations.
- 3.1.12. “Sampling Station” is defined as any site selected for sampling in the Project Design. This may include, points defined by specific GPS coordinates or some other means of determining sampling areas.

3.2. FUEL

- 3.2.1. Fuel will be cost reimbursable. Contractors may be required to provide documentation of fuel use in the form of receipts to be eligible for reimbursement.

3.3. ICE

- 3.3.1. Wet ice or dry ice used for preserving bait or any other survey-related purpose will cost reimbursable. The Contractor will make arrangements to take ice prior to or on the way out of port at the beginning of the charter period.

3.4. BAIT

- 3.4.1. Contractor will provide all necessary bait (minimum of 100 lbs. of frozen squid).
- 3.4.2. Bait will be cost reimbursable. Contractors may be required to provide documentation of bait costs in the form of receipts to be eligible for reimbursement.
- 3.4.3. The fishing gear will consist of the following set up:

Reel - Penn 114H (Special 6/0 Senator)

Line - 80 lbs. spectra line

Rod - 7 ft. roller-tip rod with rail plates

Gangions – 5 shrimp flies on 60 lb monofilament

Leader/Tippet - 6” dropper loops off gangion at 16” intervals

Sinkers - One, two, three, four, and five lb sinkers will be available and will be attached to the gangion via a 24” length of 30 lb monofilament to serve as a breakaway

Shrimp flies – Size 5/0 modified J-hooks

Bait – One strip of frozen market squid per hook.

Consult **Section 5.16** for a diagram of the sampling rig.

PSFMC will provide the sinkers, shrimp flies, and monofilament. The Contractor and vessel crew will be responsible for tying sufficient gangions to conduct 12 days of research prior to vessel embarkation.

3.5. MOORAGE

- 3.5.1. Moorage will be cost reimbursable. Contractors may be required to provide documentation of fuel use in the form of receipts to be eligible for reimbursement.

3.6. QUESTIONS

- 3.6.1. Written questions regarding this RFP will be accepted until June 15, 2012 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 98112

Email- Jimb@psmfc.org
Phone- (206) 860-6794
FAX- (206) 860-3394

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

3.7. AMENDMENTS TO SOLICITATIONS

- 3.7.1. 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).

3.8. SUBMISSION, MODIFICATION, REVISION, AND WITHDRAWAL OF PROPOSALS

- 3.8.1. Deadline for proposals is July 12, 2012.
- 3.8.2. 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) 860-3394
- 3.8.3. Proposals and modifications to proposals MUST be submitted in paper media or facsimile. Email/electronic commerce submission WILL NOT be accepted.
- 3.8.4. 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;

- 3.8.5. 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

- 3.8.6. 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.
- 3.8.7. Offerors are responsible for submitting proposals, and any modifications or revisions, so as to reach PSMFC by 3:00 p.m., local time, on July 12, 2012
- 3.8.8. Late proposals:
- 3.8.8.1. 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
 - 3.8.8.2. 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
 - 3.8.8.3. It is the only proposal received.
 - 3.8.8.4. 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.
 - 3.8.8.5. 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.

- 3.8.8.6. 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.
- 3.8.8.7. 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.
- 3.8.9. Offerors shall submit proposals in response to this solicitation in English and in U.S. dollars.
- 3.8.10. 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.
- 3.8.11. Offerors may submit revised proposals only if requested or allowed by the Program Manager.
- 3.8.12. Proposals may be withdrawn at any time before award. Withdrawals are effective upon receipt of notice by the Program Manager.
- 3.8.13. **All fields of proposals must be filled out.** For example, if there is not any information about crewmembers fishing experience then no points will be awarded for this category. Without detailed information about the vessel, captain, and crew the review team will be unable to score those areas and the proposals will likely not be competitive.

3.9. OFFER EXPIRATION DATE

- 3.9.1. 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).

3.10. RESTRICTION ON DISCLOSURE AND USE OF INFORMATION

- 3.10.1. 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:

3.10.1.1. 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

3.10.1.2. 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.”

3.11. CONTRACT AWARD

- 3.11.1. 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.
- 3.11.2. The PSMFC may reject any or all proposals if such action is in the PSMFC's interest.
- 3.11.3. The PSMFC may waive informalities and minor irregularities in proposals received.
- 3.11.4. 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.
- 3.11.5. 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.
- 3.11.6. 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.
- 3.11.7. Exchanges with offerors after receipt of a proposal do not constitute a rejection or counteroffer by the PSMFC.

- 3.11.8. 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.
- 3.11.9. If a cost realism analysis is performed, cost realism may be considered by the source selection authority in evaluating performance or schedule risk.
- 3.11.10. 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.
- 3.11.11. The PSMFC may disclose the following information in post award debriefings to other offerors:
 - 3.11.11.1. The overall evaluated cost or price and technical rating of the successful offeror;
 - 3.11.11.2. The overall ranking of all offerors, when any ranking was developed by the agency during source selection; and
 - 3.11.11.3. A summary of the rationale for award.

3.12. PROPOSAL EVALUATION CRITERIA

- 3.12.1. The following criteria and evaluation weightings will be used for evaluating both solicited and unsolicited proposals:
 - Vessel Characteristics (40 Points);
 - Vessel size, engines, horsepower, fishing depth capability, 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
 - Living quarters
 - Berthing
 - Communications equipment
 - Vessel/Captain Crew's Fishing History (25 Points);
 - Other Desirable Characteristics (10 Points)
 - Safety Equipment
 - Stability Report
 - Crewmember with formal survival and firefighting training
 - Crewmember with certified first aid and EMT
 - Arrangement of deck lighting
 - Deck Lighting

- Freezer, ice hold, or other on-board fish storage
- Vessel and crew's endurance
- Past Performance during PSMFC Charters (25 points)
- 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.

3.13.PROPOSAL SELECTION PROCEDURE

- 3.13.1. 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 a shelf rockfish research project in the Southern California Bight, in accordance with all terms and conditions of this solicitation and/or subsequent contract. The project will run from approximately September 20, 2012 through October 5, 2012, depending on weather, transit and other constraints. The vessel will be “on charter” for approximately 16-20 days. This includes bad weather, mobilization, demobilization, and port call 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 and end in Newport Beach, CA. 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, bait, and moorage the Contractor incurs while chartered for this project shall be cost reimbursable and should not be calculated into the vessel’s daily rate below.

2012 Charter Costs		
	Estimated quantity per charter	Per day cost
Sampling Days	12 Days	_____
Bad Weather/Transit Days	up to 2 Days	_____
Mobilization/Demobilization	2-3 Days	_____
Optional Days Additional sampling days continuing beyond the initial 12 Days proposed		_____

Name of Vessel: _____

Authorized signature: _____ Date: _____

Printed Name: _____

Although fuel will be a cost reimbursable item, the fuel consumption of your vessel needs to be taken into account when evaluating proposals for cost. Please provide estimated daily fuel consumption in gallons that your vessel is expected to consume over a 24 hour period when fishing for 8 hours, cruising for an additional 8 hours, and anchored or drifting with generator running for 8 hours. 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

Please fill out forms with detailed information. When information is left blank or insufficient information is provided to effectively evaluate the section, then no points will awarded.

5.1. 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) _____ (ft) Draft _____ (ft) Beam _____ (ft)
Vessel Length (Registered) _____ (ft) Fuel Capacity _____ (gal)
Cruising Speed _____ (kts) Range _____ (mi)
Endurance (Maximum Number of days at sea) _____

Main Engines:

Number _____ Mfg. _____ Model _____ Total HP _____

Auxiliary Engines:

Mfg. _____ Model _____ HP _____ KVA _____

Mfg. _____ Model _____ HP _____ KVA _____

Vessel License Information:

Does your vessel have a 2012 Commercial Fishing Boat License? Yes / No

2. SAFETY EQUIPMENT

Life Raft Type: _____

Life Raft Capacity_____

EPIRB: No. _____ Class _____ EPIRB Battery Expiration_____

US Coast Guard Safety Certificate of Inspection Expiration Date_____

Number of PFDs: _____

Number of life rings: _____

Stability Letter/Report Attached: Yes___ No ___

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

3. COMMUNICATION AND NAVIGATIONAL EQUIPMENT

Radios/Communication Equipment:

Satellite Phone Yes/No

Satellite Telephone No.: _____

VHF:
Number_____

SSB Yes/No

Cellular Telephone (if present on vessel)

Cellular Telephone No.: _____

GPS

Mfg._____ Model_____

Mfg._____ Model_____

Nautical Charts for Project Area? Yes ___ No ___

Plotter:

Mfg. _____ Model _____

Radar Yes/No

Depth Sounder:

Mfg. _____ Model _____ Range _____ Freq. _____

Mfg. _____ Model _____ Range _____ Freq. _____

Describe any other wheelhouse electronics: _____

4. DECK, OFFICE, & STORAGE SPACES

Approximate clear deck area available for working catches _____ sq. ft.

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 ___

The timeline to complete this research project is approximately September 20 through October 5, 2012. Do you have any prior engagements during this time frame that would potentially conflict with conducting this research (i.e. other charter work commitments, commercial fishing activities, boat yard work, vacations, etc.)?

5.2. VESSEL CONFIGURATION

By providing detailed information about the deck and deckhouse layouts the proposal will be scored fairly. If detailed information is missing or ineligible then proper scoring is difficult or impossible. Photos with descriptions can take the place of or supplement diagrams.

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

Deck Layout: proposed placement of sampling area, 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. **Please clearly indicate all 120 VAC receptacles.**

Winches and cable: description of winches and cables available to deploy, tow and retrieve the beam trawl and CTD.

5.3. VESSEL'S FISHING HISTORY

Please be sure to clearly document the vessels fishing history by providing detailed dates and information.

List the vessel's fishing history during the past five years. Clearly designate the areas of operation, the species targeted, fishing gear used, and any other information important in evaluating the vessel's fishing capability.

Vessel name _____

Year	Region	Targeted Species	Gear	Other Information

5.10.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.**

5.11.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) Freezer, ice hold, or other on-board fish storage

Yes _____ No _____

Description and specifications: _____

6) Back deck lighting

How many lights are positioned on the back deck? _____

Where are they positioned? _____

Is lighting from multiple angles (i.e., cabin-mounted lights facing aft and transom-mounted lights facing forward) available on the back deck?

Yes _____ No _____

If lighting from several angles is not currently available, can this type of lighting be provided?

Yes _____ No _____

7) Vessel/crew ability and willingness for multiple day endurance without a port call:

Comments (please include maximum number of days vessel/crew is able and willing to remain at sea): _____

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

SUBROGATION WAIVER PROVISION

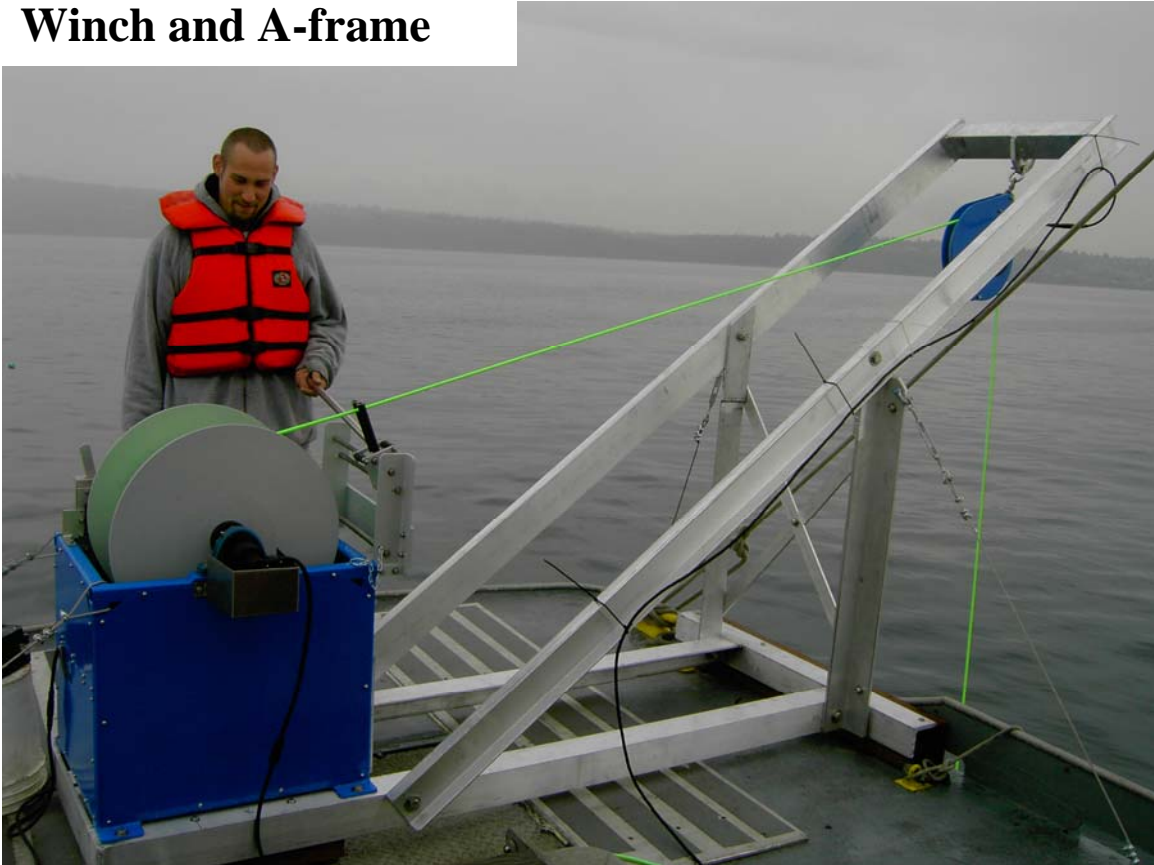
Contractor agrees that in the event of loss due to any of the perils for which Contractor is required to provide or perils insured under Maritime Employer’s Liability, and Vessel Liability or equivalent Policy coverage, Contractor shall look solely to its insurance for recovery. Contractor shall hereby grant to PSMFC, its officers, agents, employees, boards, commissions, and cooperating agency participants on behalf of any insurer providing, Maritime Employer’s Liability, and Vessel Liability or equivalent Policy coverage to either Contractor or PSMFC with respects to the services of Contractor herein, a waiver of any right to subrogate which any such insurer of said Contractor may acquire against PSMFC its officers, agents, employees, boards, commissions by virtue of the payment of any loss under such insurances.

_____ Yes _____ No

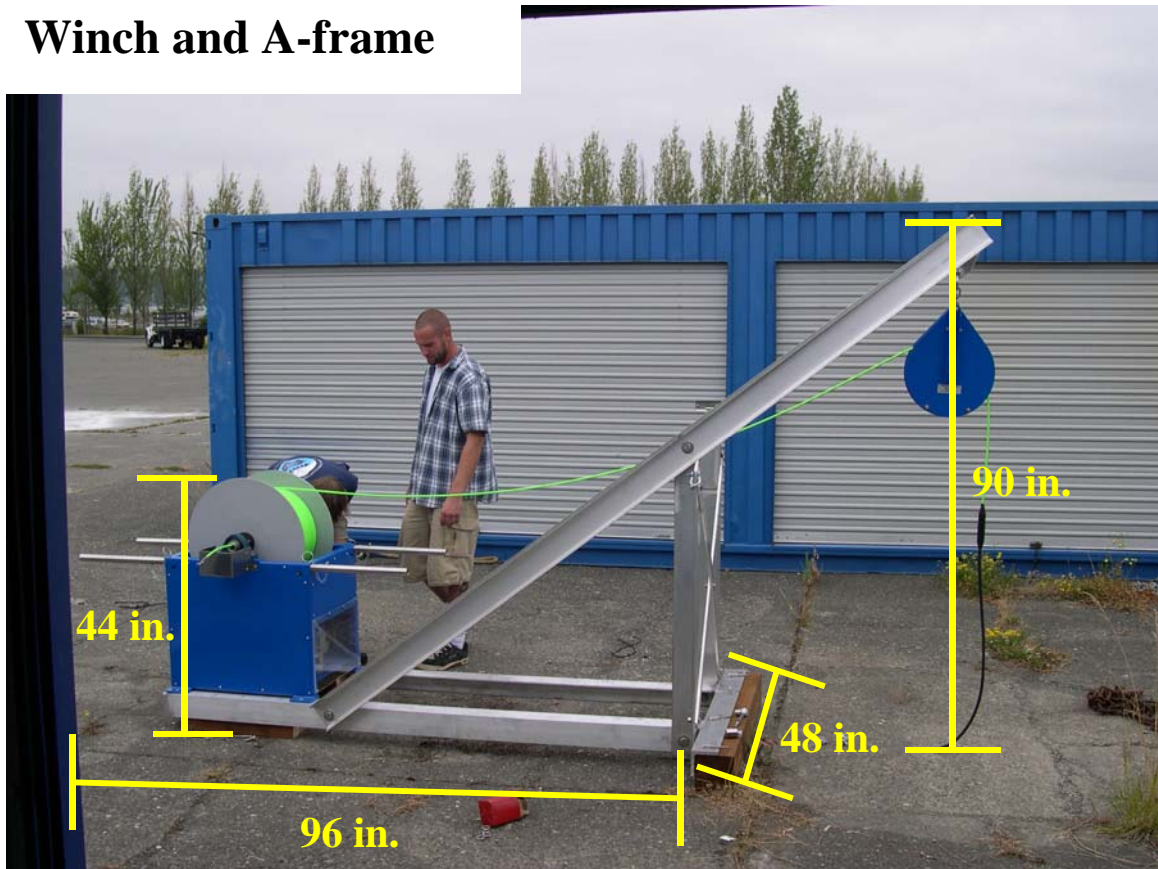
1. Evidence of Insurance Provision. Before the final execution of this contract, Contractor shall produce a standard Accord form Certificates of Insurance with Insurance Carriers acceptable to the PSMFC/NMFS, evidencing all required insurances. The Certificate shall also comply with the Subrogation Waiver Provision and forward actual endorsements from the Contractor’s insurance carriers evidencing required coverage amendments.
2. Renewal/Cancellation. The respective Insurance Carriers and the Certificate of Insurance shall allow for a minimum of 30 day written notice of cancellation, non-renewal or reduction of required coverages before the expiration date thereof and the Certificate shall delete the word(s) “endeavor” and the last two lines of a standard Accord Certificate (“But failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives”). Renewal Certificates evidencing the same shall be received 10 days prior to the expiration of the coverages so evidenced. The Certificate evidencing all requirements herein and any reduction of required coverages or cancellation shall be sent to **Rick Masters, PSMFC, 205 SE Spokane Street, Suite 100, Portland, OR 97202 Phone: (503) 650-5400 Fax: (503) 595-3232.**
3. Sufficiency of Insurance. The insurance limits or coverages required by PSMFS are not represented as being sufficient to fully protect the Contractor. Contractor is advised and responsible to determine his own adequate coverage or limits.
4. Qualifications. Insurance companies shall be legally authorized to engage in the business of furnishing insurance in the State of the exposure.

5.13.PHOTOS OF WINCH AND A-FRAME

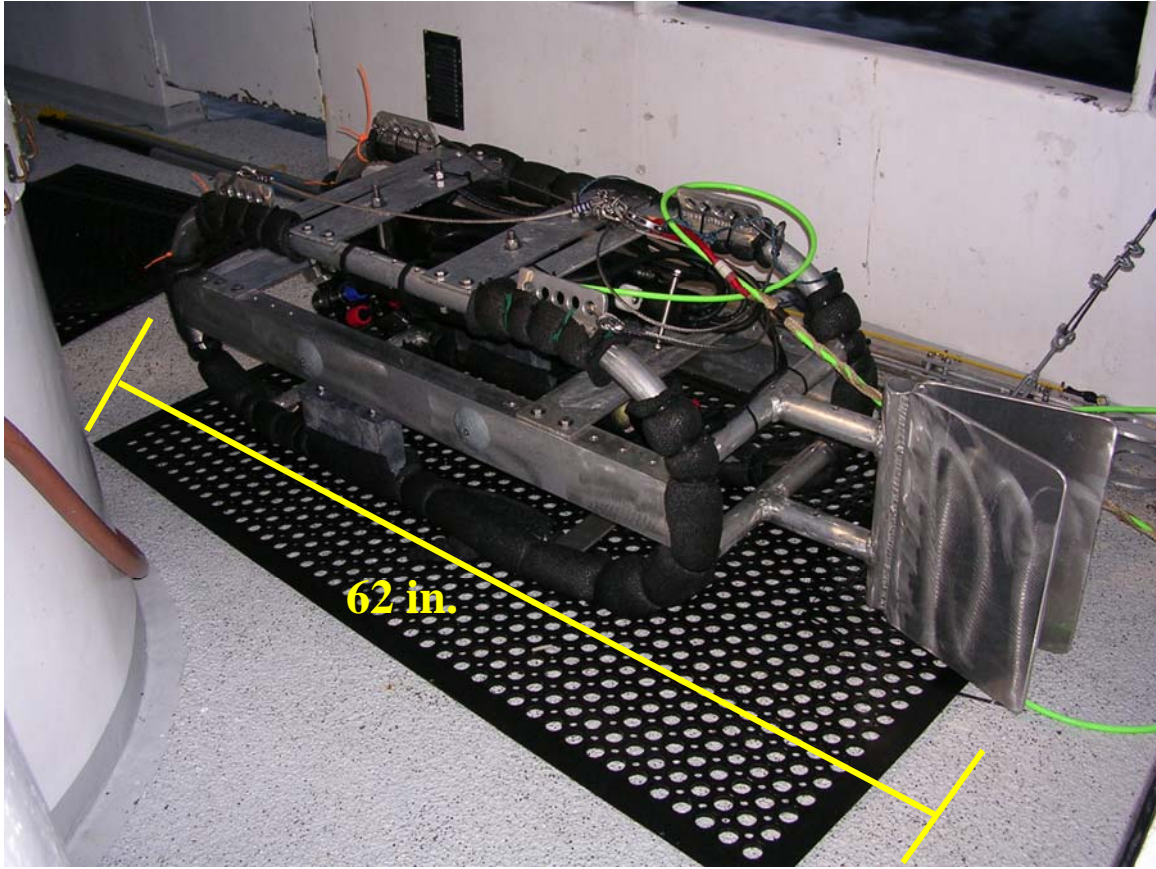
Winch and A-frame



Winch and A-frame



5.14. PHOTOS OF CAMERA SLED



5.15.PHOTOS OF CTD



5.16. GANGION SCHEMATIC

