

Request for Proposals

Vessel Assistance Needed for a Project Examining the Effect of Artificial Light on Salmon Behavior and Escapement in a Pacific Hake Trawl



Actual issue date: 22 March 2013

Schedule/Instruction/ Provision/Clauses

DEADLINE FOR PROPOSALS: 26 April 2013

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Section 1: PROPOSED SCHEDULE

Vessel Assistance Needed for a Project Examining the Effect of Artificial Light on Salmon Behavior and Escapement in a Pacific Hake Trawl

22 March 2013	Requests for Proposals (RFP) distributed
16 April 2013	Deadline for written questions on RFP Any questions should be directed to: Mark Lomeli Pacific States Marine Fisheries Commission 2032 SE OSU Drive Newport, OR 97365 Email: mlomeli@psmfc.org Phone: (541) 867-0544 Fax (541) 867-0505
19 April 2013	PSMFC answers to written questions posted on website: www.psmfc.org/procurements
26 April 2013	Deadline for proposals One (1) original to: Michael Arredondo Pacific States Marine Fisheries Commission 205 SE Spokane Street, Suite 100 Portland, OR 97202 Email: marredondo@psmfc.org Phone: (503) 595-3100 Fax: (503) 595-3444
01 May 2013	Select contractor
15 May to 31 Aug. 2013	Desired timeline to complete research project

Section 2: STATEMENT OF WORK

DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

The contractor 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

The Pacific States Marine Fisheries Commission (PSMFC) intends to charter one vessel to participate in a project looking to examine if artificial light can enhance the escapement rates of Chinook salmon out an open escape window bycatch reduction device (BRD) in a Pacific hake trawl. This project seeks to conduct 10 sample days (depending on vessel charter rate) between 15 May and 31 August 2013. Data on Chinook salmon escapement will be collected using two autonomous, high-resolution, low-light, color video camera systems. The number of tows conducted per day will be determined by catch rates, weather, and other logistical concerns. The port used for mobilization and demobilization will be determined once a contractor has been selected. The mobilization time is necessary for loading gear, setting up equipment, and orienting the scientific crew with the vessel. The demobilization time frame will include offloading the scientific gear brought aboard the vessel during the project. PSMFC will be responsible for providing all scientific equipment needed for the project. This project will be a collaborative study between the PSMFC, Pacific hake fishing industry, and the NMFS Northwest Fisheries Science Center (NWFSC).

The contractor agrees to furnish a vessel, captain and crew, trawl, and all additional gear necessary for fishing for Pacific hake. The captain and crew of the vessel selected will assist in the deployment and retrieval of the video camera systems and oceanographic sensors. The captain and crew must be available during all scientific operations. In order to ensure full use of each sample day, the captain and crew should make any necessary transit arrangements in order to begin fishing operations at the start of each sample day. PSMFC will reimburse the contractor for all fuel costs accrued during the project. The contractor is not required to carry an observer during this project. All fish caught during this project are for research and will not be considered part of the contractor's individual fishing quota. Proceeds from any fish sales will go to PSMFC.

2.2. Goals and Objectives of the Project

2.2.1. The BRD to be used for this study is built around a four-seam tube of diamond netting (4" single 6 mm twine) that is 135 meshes deep and 136 meshes in circumference, excluding meshes in each selvedge. This gear is designed to be inserted into a trawl between the last tapered section of the trawl and the beginning of the packer/stuffer tube. This BRD design consists of two square-mesh ramps that are inserted inside the BRD tube of netting that are used to guide actively swimming fish towards large escape windows that have been cut out of each side of the tube of

netting on the upper portions of the port and starboard side panels of the net (Fig. 1). The concept is that fish displaying strong swimming abilities (i.e. Chinook salmon) can escape through the open windows, whereas fish exhibiting weak swimming abilities (i.e. Pacific hake) will pass into the codend. While this BRD shows promise for reducing Chinook salmon bycatch, recent data suggests that the use of artificial light may further enhance the escapement of Chinook salmon by attracting them towards the open escape window areas of the BRD.

The objective of this study is to determine in detail if artificial light can improve the escapement of Chinook salmon out a BRD in a Pacific hake trawl. More specifically, can artificial light influence which escape window they utilize when exiting the BRD?

2.3. Project Description

- 2.3.1. The success of this project depends upon the contractor's knowledge of fishing areas where Chinook salmon and Pacific hake are likely to be encountered.
- 2.3.2. This project looks to conduct 10 sample days (depending on charter rate) between 15 May and 31 August 2013. However, additional days will be required for mobilization, demobilization, offloading fish, and/or if necessary for port call days. Precise cruise dates will be somewhat flexible given weather, sampling logistics, and personal constraints on personnel. One full day will be necessary for mobilization and demobilization. Port calls will be used as needed to replenish supplies, make personnel changes to the scientific crew and/or vessel crew, avoid inclement weather conditions, and/or allow for any mechanical and electrical equipment repair.
- 2.3.3. To examine the influence of artificial light on Chinook salmon escapement, a randomized block design approach will be used to determine the sequence in which the port and starboard side escape windows will be illuminated. LED lights will be used for illumination. One light will be placed at each escape window selected from the randomized block design. Light levels will be measured at each escape window using a Wildlife Computers TDR-MK9 archival tag. Data on fish escapement will be collected using two autonomous, high-resolution, low-light, color video camera systems.
- 2.3.4. All tows conducted during this project will occur with a closed codend. Unsorted catches will be delivered to a shore-side processing plant where catch compositions, weights, and lengths will be collected using fish ticket data. Combined, data collected from the video camera systems and fish ticket data will allow for an accurate measurement of Chinook salmon escapement. Proceeds from fish caught during this project will go to PSMFC.
- 2.3.5. This research cruise will terminate when, as determined jointly by the vessel 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) the limit of compensable sampling days has been reached. The chief scientist, in consultation with the contractor, will determine the vessels sampling schedule. If the project is terminated before the limit of compensable sampling days has been reached, 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 terms of this agreement, only days meeting the definition of “sample days” as defined in Section 3.1, are compensable as sample days. If, during a cruise, inclement weather, vessel equipment failure, or other development makes it impossible or unwise to continue sampling operations, the contractor and PSMFC may elect to terminate the cruise and return to port. Alternatively, PSMFC and the contractor may jointly elect to suspend sampling operation 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, supplies or crew, is not compensable under agreement (except as mobilization and demobilization days). If, during the course of a cruise, the BRD or other component of the sampling gear becomes damaged or otherwise inoperative, the chief scientist may elect to continue the cruise and modify the sampling plan by prioritizing other aspects of the research.

2.4. Vessel Requirements and Operations

- 2.4.1. The vessel must be an active Pacific hake fishing vessel and have at least 500 square feet of back deck space. Sufficient deck area is needed to permit the scientific crew to affix the video camera systems and oceanographic sensors to the BRD. Though not required, vessels using a forward net reel to deploy their trawl are desired.
- 2.4.2. The vessel must provide all gear necessary for fishing for Pacific hake. PSMFC will be responsible for providing the BRD and all scientific equipment needed for this study.
- 2.4.3. PSMFC will reimburse the contractor for all fuel costs accrued during the project.
- 2.4.4. The contractor is not required to carry an observer during this project. All fish caught during this project are for research and will not be considered part of the contractor’s individual fishing quota.
- 2.4.5. The vessel must have work spaces and berthing spaces that are adequately ventilated and free from excess engine noise and hydrocarbon fumes. Smoking of tobacco inside the vessel is prohibited while on charter.
- 2.4.6. The vessel must have adequate deck lighting to support early-morning or nighttime operations to fix and/or modify the camera system and/or BRD. Lighting from several angles to reduce shadows is desired.

- 2.4.7. The vessel must have available 110-volt power, as well as sufficient free space for charging several camera batteries.
- 2.4.8. 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.
- 2.4.9. The vessel must have sufficient fresh water capacity to accommodate reasonable shower use by a two to three person scientific crew and a three person vessel crew. The vessel's shower must also be serviced by a hot water heater.
- 2.4.10. The vessel must have clean and sanitary living conditions and adequate space for two to three scientific crew members (men and/or women).
- 2.4.11. 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.

2.5. Captain and Crew Requirements

- 2.5.1. The Captain must have a minimum of five years of midwater trawl fishing experience as master of a comparable-sized vessel in ocean waters and at least 10 years total fishing experience. The captain must have experience fishing for Pacific hake.
- 2.5.2. The captain shall be competent in the use of modern navigational and fish-detecting equipment.
- 2.5.3. The vessel crew will assist the scientific crew with repairs that may need to be made to the BRD or video camera systems.
- 2.5.4. The crew shall consist of a captain and at least two deckhands. In addition to the normal duties reserved for the deckhands, one or more of the deckhands or the captain 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 crew members receive adequate rest.
- 2.5.5. The deckhand undertaking the responsibilities of engineer shall have a minimum of five years of experience.
- 2.5.6. Captain/crew members with previous research experience and knowledge of bycatch reduction devices are highly desired.

2.5.7. The captain must record logbook data on all tows conducted during the research project. At conclusion of the project a copy of the logbook data must be provided to PSMFC.

2.6. Scientific Crew

2.6.1. One scientist will be designated the Chief Scientist. This person will be responsible for implementing the cruise plan, compliance with charter terms, and disposition of catches. The Chief Scientist 1) ensures that research is conducted according to established protocols, 2) follows good scientific practices to ensure data quality, 3) serves as the supervisor of the scientific staff, 4) ensures that the entire team adheres to safety regulations and rules of conduct, 5) has the necessary contact information for all scientific personnel, and 6) confirms all permits, emergency contact information, cruise plans, and protocols are read, understood and aboard prior to departure.

2.6.2. Communication costs such as use of cellular and/or satellite phones, FAX, or Telex to conduct official project business will be reimbursed to the vessel if used by the scientific crew.

2.6.3. The scientific crew shall consist of two to three individuals and may include women.

2.6.4. The scientific crew will provide personal bedding, towels, work vests, and emersion suits.

2.7. Permits & Procedures

2.7.1. NMFS/NWFSC and PSMFC will provide all state and federal permits necessary for conducting the research and selling fish.

2.7.2. Marine Mammal Protocol: The Chief Scientist must confirm with the captain or the bridge that no marine mammal(s) have been seen in the vicinity for 10 minutes prior to the deployment of any gear. In general, if marine mammal(s) are in the vicinity (i.e. < 1 nmi), the vessel will remain on site for 10 minutes to see if they move off. If the marine mammal(s) do not move off or reappear during the second 10-minute watch, the site may be abandoned and the vessel will proceed to an alternate area. If a marine mammal is sighted after the trawl doors are deployed, the trawl operation will proceed through completion.

2.8. Operating Procedures

2.8.1 Before departure and commencement of operations, the Chief Scientist will provide a joint orientation meeting for captain, and vessel and scientific crew. This orientation will cover the objectives of and methods for accomplishing the project.

- 2.8.2. The length and hours of a workday will be determined by the Chief Scientist in consultation with the captain. The length of working days will range from 12 to 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 be awake and conduct a wheel/anchor watch (as required by the United States Coast Guard (USCG) Navigational Rules of the Road) at night while the vessel runs to the next station, drifts, lies at anchor, or runs to the first sampling station early in the morning. **FAILURE TO BE AWAKE while conducting a wheel/anchor watch (as required by the United States Coast Guard [USCG] Navigational Rules of the Road) will result in a breach of contract and termination of charter work.**
- 2.8.3. 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.
- 2.8.4. The contractor shall provide three nutritionally balanced meals each sampling day. Meal times will be coordinated between the captain and the Chief Scientist to accommodate both the need to complete sampling and the time required by the cook to prepare meals. The vessel will provide meals for the scientific crew during all sampling days.

2.9. Contractor Responsibilities

- 2.9.1. The contractor will be responsible for all vessel-related gear needs (other than that supplied by PSMFC), including supplies normally needed for routine maintenance, and for any vessel-related gear lost or damaged during the course of the charter.
- 2.9.2. Contractor shall be responsible for the sale of all fish. Contractor should consult with Chief Scientist on locating a suitable buyer(s) for the fish. PSMFC personnel may assist in locating potential buyer(s) in certain ports in the case the buyer(s) selected by the contractor are unable to accept the catch.
- 2.9.3. 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.

2.10. Safety

- 2.10.1. The vessel captain is responsible for all matters related to the safety of all crew, the vessel, and equipment operation. The captain will adhere at all times to Navigational 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 the USCG 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. **FAILURE TO BE AWAKE while conducting a wheel/anchor watch (as required by the United States Coast Guard [USCG] Navigational Rules of the Road) will result in a breach of contract and termination of charter work.**
- 2.10.2. The contractor shall provide USCG approved survival suits for all vessel crew members. The scientific crew members will provide their own suits. Adequate dry storage for all survival suits shall be provided.
- 2.10.3. The contractor shall provide USCG approved work vests for all vessel crew members. The scientific crew members will provide their own work vests.
- 2.10.4. The vessel must be equipped with a USCG approved self-inflating covered life raft with capacity sufficient to accommodate all vessel crew and scientific crew members.
- 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 USCG.
- 2.10.6. Before leaving the dock to commence sampling operations or when any crew change occurs, the 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. Station bills must be posted in prominent places. NOAA vessels normally post station bills on cabin doors. For contracted vessels, the chief scientist will consult with the captain to determine the location of the station bill.
- 2.10.7. No Sex, alcohol, or drugs – This rule will be stated as part of the Chief Scientist's orientation before the common.

2.11. United States Coast Guard Safety Decal

2.11.1. The vessel 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 personnel participating in the charter work are encouraged 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. All vessel personnel participating in the charter work 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

2.13.1. The contractor hereby agrees to execute the 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 OFFEROR'S

3.1. Definitions

As used in this provision –

3.1.1. “Contractor” is defined as the owner of a vessel selected to take part of the project

3.1.2. “Captain” is defined as the master or primary vessel operator who will have final say on all matters on the behalf of the vessel crew.

3.1.3. “Chief Scientist” is defined as the member of the scientific team who is in charge of the research operations on board the vessel.

- 3.1.4. “Sample day” is defined as a day when the vessel completes one or more tows.
- 3.1.5. “Port call day” is defined as a day spent in port due to inclement weather conditions prohibiting effective, scientifically valid sampling operations or days spent in port due to repair of scientific equipment. Port call days are only payable if the vessel is restricted in use because scientific gear is aboard the vessel. Port call days do not apply to Fish Offloading Days (refer to 3.1.11.).
- 3.1.6. “Mobilization day” is defined as a day preceding scientific operations required for loading or installing of scientific equipment, BRD, etc.
- 3.1.7. “Demobilization day” is defined as a day succeeding scientific operations required for unloading or removal of scientific equipment, BRD, etc.
- 3.1.8. “Project Design” is defined as the statistical and procedural methodologies employed to determine the sampling gear, sampling stations, deck protocols, and data analyses.
- 3.1.9. “Cruise Plan” is defined as the logistical methodologies employed to implement the project design.
- 3.1.10. “Fish Offloading Day” is defined as a day or time when the vessel is offloading fish caught during the research project. A fish offloading day does not count as a sample day or a port call day.

3.2. Questions

- 3.2.1. Questions shall be submitted in writing no later than 16 April 2013 to:

Mark Lomeli, Pacific State Marine Fisheries Commission

2032 SE OSE Drive

Newport, OR 97365

Phone: (541) 867-0544 / Fax: (541) 867-0505 / Email: mlomeli@psmfc.org

3.3. Amendments to Solicitations

- 3.3.1. If this solicitation is amended, all terms and conditions that are not amended remain unchanged. Offeror’s shall acknowledge receipt of any amendment to this solicitation on offeror’s proposal.

3.4. Submission, Modification, Revision, and Withdrawal of Proposals

- 3.4.1. Deadline for proposals is 26 April 2013.

3.4.2. Proposals must be submitted to:

Pacific States Marine Fisheries Commission

Attn: Michael Arredondo

205 SE Spokane St., Suite 100

Portland, OR 97202

Email: marredondo@psmfc.org

Phone: (503) 595-3100 / Fax: (503) 595-3444

3.4.3. Proposals and modifications to proposals must be submitted in paper media, facsimile, or email.

3.4.4. Proposals must include the completed forms found in Sections 4 and 5 of this RFP.

3.4.5. In addition to requested information (Section 4 and 5), the proposal must show:

The name of the solicitation;

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

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

3.4.6. 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.

3.4.7. Offeror's are responsible for submitting proposals, and any modification or revisions, so as to reach PSMFC by 4:00 p.m., local time, on 26 April 2013.

3.4.8. Late proposals

3.4.8.1. 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

3.4.8.2. There is acceptable evidence to establish that it was received at the PSMFC

installation designation for receipt of offers and was under the PSMFC's control prior to the time set for receipt to offers; or

- 3.4.8.3. It is the only proposal received.
- 3.4.8.4. 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.
- 3.4.8.5. Acceptable evidence to establish 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.
- 3.4.8.6. 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.
- 3.4.8.7. Proposals may be withdrawn by written notice received at any time before award. Proposals may be withdrawn via facsimile received at any time before the award, subject to the conditions specified in the provisions in Federal Acquisition Regulation (FAR) 52.215-5, Facsimile Proposals. Proposals may be withdrawn in person by an offer 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.
- 3.4.8.8. Offeror's shall submit proposals in response to this solicitation in English and in U.S. dollars.
- 3.4.8.9. Offeror's 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.
- 3.4.8.10. Offeror's may submit revised proposals only if requested or allowed by the Program Manager.

3.5. Offer Expiration Date

- 3.5.1. Proposals in response to this solicitation will be valid for 30 days following the time specified for solicitation of offers (unless a different period is proposed by the offeror).

3.6. Restrictions on Disclosure and Use of Information

- 3.6.1. Offeror's that include in their proposals data that they do not want disclosed to the public for any purposes, or used by the PSMFC except for evaluation purposes, shall: 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 Mark each sheet of data it wishes to restrict with the following legend: "Use of disclosure of data contained on this sheet is subject to the restriction on the title page of this proposal".

3.7. Contract Award

- 3.7.1. The PSMFC intends to award a contract or contracts resulting from this solicitation to the responsible offeror(s) whose proposal(s) represent the best value after evaluating in accordance with the factors and subfactors in the solicitation.
- 3.7.2. The PSMFC may reject any or all of the proposals if such action is in the PSMFC's interest.
- 3.7.3. The PSMFC may waive informalities and minor irregularities in proposals received.
- 3.7.4. The PSMFC intends to evaluate proposals and award a contract without discussions with offeror's (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.

- 3.7.5. The PSMFC reserves the right to make an award on any item for a quantity less than a quantity offered, at the unit cost or price offered, unless the offer specifies otherwise in the proposal.
- 3.7.6. The PSMFC reserves the right to make multiple awards if, after considering the additional administrative cost, it is in the PSMFC's best interest to do so.
- 3.7.7. Exchanges with offeror's after receipt of a proposal do not constitute a rejection or counteroffer by the PSMFC.
- 3.7.8. The PSMFC may determine that a proposal is unacceptable if the prices proposed are materially unbalanced between line items or subline items. Unbalanced prices 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 balances poses an unacceptable risk to the PSMFC.
- 3.7.9. If a cost realism analysis is performed, cost realism may be considered by the source selection authority in evaluating performance or schedule risk.
- 3.7.10. 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.
- 3.7.11. The PSMFC may disclose the following information in post award debriefings to other offeror's:
- 3.7.11.1. The overall evaluated cost of price and technical rating of the successful offeror;
 - 3.7.11.2. The overall ranking of all offeror's, when any ranking was developed by the agency during source selection; and
 - 3.7.11.3. A summary of the rationale for award.

3.8. Proposal Evaluation Criteria

3.8.1. The following criteria and evaluation weighting will be used for evaluating both solicited and unsolicited proposals.

- Vessel characteristics (35 Points)
 - Vessel size, horsepower, fuel consumption, trawling capabilities
 - Presence/ absence of a third wire system
 - Net reel specifics
 - Trawl specifics
 - Wheelhouse electronics, space and layout
 - Available deck space and lighting
 - Communication equipment
 - Number of available berths
 - Vessel availability

- Charter rate/costs (25 Points)

- Captain/crew members fishing experience, particularly for Pacific hake (20 Points)

- Vessels experience with BRDs and/or research (10 Points)

- Safety (10 Points)
 - Safety equipment
 - Crewmember with formal survival and firefighting training
 - Crewmember with certified first aid and EMT

3.9. Proposal Selection Procedure

3.9.1. 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 then meet and score each criterion as a group. The proposal with the best overall combined score from the above evaluation criteria section (3.8.1.) will be awarded the contract.

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Section 4: SUPPLIES OR SERVICES AND PRICE/COSTS

Provide vessel, captain, crew, and all fishing gear necessary for trawling for Pacific hake. This project seeks to conduct 10 sample days (depending on charter rate) between 15 May and 31 August 2013. However, additional days will be required for mobilization, demobilization, offloading fish, and/or if necessary for port call days. Additional days will be compensated at the applicable rate for that day’s activity. PSMFC will reimburse the contractor for all fuel costs accrued during the project. Proceeds from any fish sales will go to PSMFC.

	Quantity of Full Charter Days	Daily Charter Rate	Vessel Bid Amount
Sampling Days	10	\$ _____	\$ _____
Mobilization Day	1	\$2,000 *	\$ _____
Demobilization Day	1	\$2,000 *	\$ _____
Port Call Day (if necessary)	1	\$1,500 *	\$ _____
Optional Charter Days Additional sampling days continued beyond the initial 10 days proposed		\$ _____	\$ _____

Name of Vessel: _____

Authorized signature: _____

Printed Name: _____

“*” Amount PSMFC will pay up to for Mobilization, Demobilization, and Port Call Days.

Section 5: ATTACHMENTS

5.1. Bid Proposal Worksheet: Vessel Characteristics

General Vessel Characteristics

Owner Name_____

Registration
No._____

Vessel Name_____

Phone
(____)_____

Address_____

Primary Port of Vessel_____

Hull Type_____

Registered Vessel Length (LOA)_____

Vessel Back Deck Width _____

On average, how many gallons of fuel does the vessel typically consume per day when fishing for Pacific hake_____

Headrope fishing depths capable of up to _____ fathoms.

Third Wire System Available: Yes / No

Main Engines:

Number_____ Mfg._____ Model_____ Total HP_____

Auxiliary Engines:

Mfg._____ Model_____ HP_____ KVA_____

Mfg._____ Model_____ HP_____ KVA_____

Vessel License Information

Does the vessel have a 2013 Oregon Commercial Fishing Boat License? Yes / No

Does the vessel have a 2013 Washington Food Fish Trawl License? Yes / No

Net Reel(s) Specifics

What is the number and location of available fishing net reel(s)?

Number _____, Location on deck _____

Which net reel do you typically use for deploying the trawl? Forward reel / Aft reel

Trawl Specifics

What are the headrope and footrope lengths of your net (ft)? Headrope = _____ Footrope = _____

What is the number of open meshes per panel of your intermediate/last tapered section? _____

What is the number of open meshes per panel of your packer/stuffer tube? _____

What brand of catch sensors does your vessel use (i.e. Simrad, Wesmar, etc.)? _____

If there is anything additional you would like us to know about your trawl please mention below?
Use additional paper or the backside of this form if additional space is needed.

Wheelhouse Electronics, Space, and Layout

Is there available electrical power supply (110 V.A.C.) in the wheelhouse? Yes / No

Is there available space in the wheelhouse (or any other area) for the scientific crew to store and use their laptop computers and view video footage? Yes / No

Please note any other available wheelhouse electronics other than communication and navigational electronic equipment.

Available Deck Space and lighting

Does the vessel have at least 500 square feet of available open deck space? Yes / No
Comments (if needed):_____.

Is there 110 V.A.C. electrical power supply available on the deck? Yes / No

Is there available dry deck space for storing of scientific equipment? Yes / No

Is lighting available from several angles on the deck? Yes / No

Communication and Navigational Electronic Equipment

Does the vessel have a functioning satellite telephone? Yes / No

Plotter: GPS / LORAN

Mfg._____ Model_____

Please note any other available communication and navigational electronic equipment.

Living Quarters

Number of Berths_____

Number of functional heads with a lock or latch_____

Number of functional showers_____

If there is anything additional you would like us to know about your vessel please mention below? Use additional paper or the backside of this form if additional space is needed.

5.2. Captain/Crew Members Fishing History and Experience

(One sheet each for captain and each crew member)

Name _____ Position _____

Vessel Name _____

Year(s) Target/Gear & Location Responsibilities

5.3. Vessels Experience with Bycatch Reduction Devices (BRDs)

List any BRD experience the vessel has had within the past five years.

Fishery _____ Type of experience _____

Example: hake and pollock Salmon excluder 2011 - 2012

5.4. Vessels Research Experience

List any research experience the vessel has had within the past five years.

Type of experience _____

Example: Groundfish bottom trawl survey 2010-2012

5.5. Safety Equipment and Training

Life Raft Capacity _____

EPIRB: No. _____ Class _____

EPIRB Battery Expiration _____

USCG Certification of Inspection Expiration Date _____

Have all crew members had formal survival and firefighting training? Yes / No

Comments: _____

Do all crew members have a certified first aid and Emergency Medical Training? Yes / No

Comments: _____

5.6. Vessel Availability

The timeline to complete this project is 15 May to 31 August 2013. 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.)? _____

5.7. 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, whether active or passive, with the exception of such injury or death or property damage that 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

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 the Maritime Employer’s Liability, and Vessel Liability or equivalent Policy coverage, contractor shall look solely to its insurance for recovery. Contractor shall hereby grant PSMFC, its officers, agents, employees, boards, commissions, and cooperative agency participants on behalf of any insurer providing, Maritime Employer’s Liability, and Vessel Liability or equivalent Policy coverage to either contractor of PSMFC with respects to the service 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 from 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 days written notice of cancellation, non-renewal or reduction or required coverage’s 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 coverage’s so evidenced. The certified evidencing all requirements herein and any reduction of required coverage’s or cancellation shall be sent to **Rick Masters, PSMFC, 205 SE Spokane Street, Suite 100, Portland, OR 97202 Phone: (503) 595-3100 Fax: (503) 595-3232.**
- 3) Sufficiency of Insurance. The insurance limits or coverage’s required by PSMFC are not represented as being sufficient to fully protect the contractor. Contractor is advised and responsible to determine his own adequate coverage sot limits.
- 4) Qualifications. Insurance companies shall be legally authorized to engage in the business of furnishing insurance in the State of the exposure.

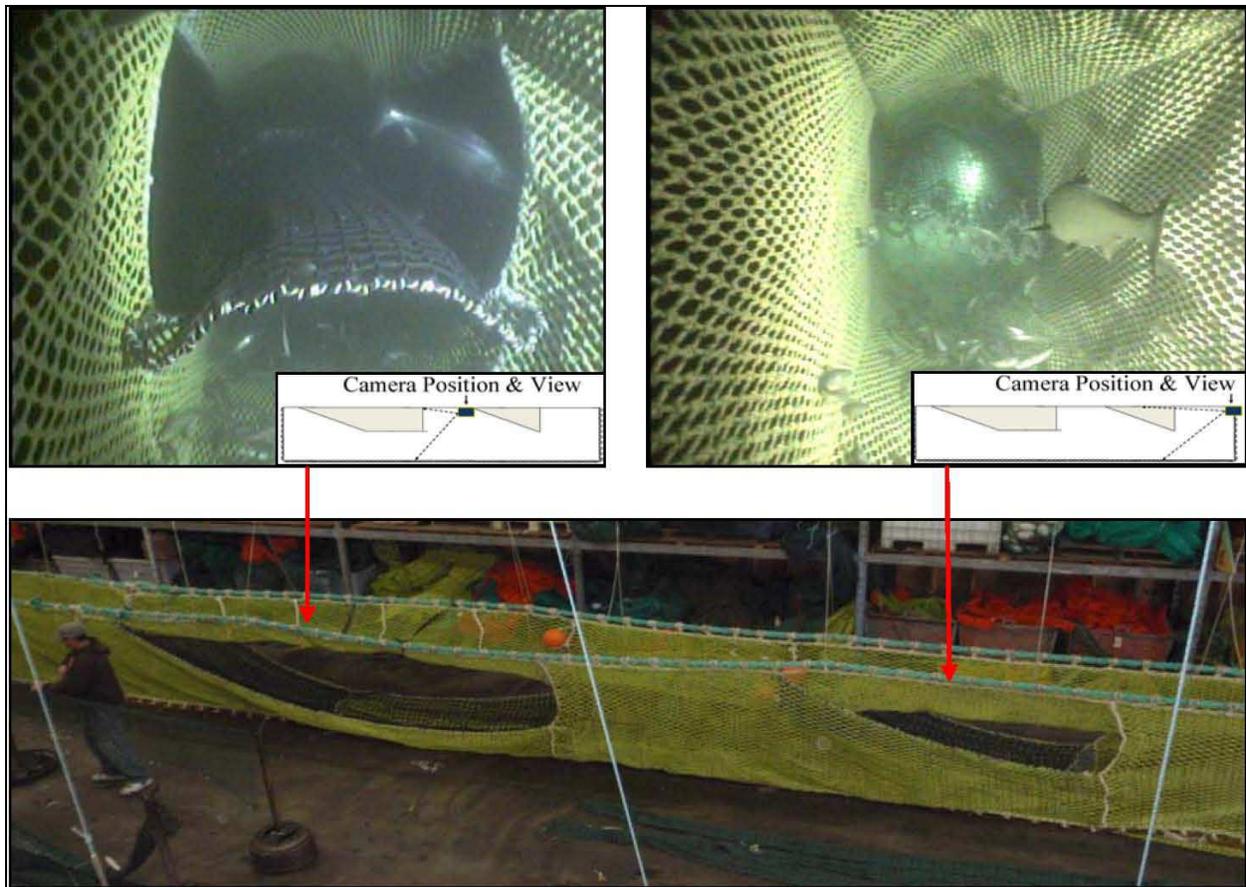


Figure 1. Open escape window BRD to be used during this study. The upper left image depicts a Chinook salmon escaping through the starboard-forward open escape window. The upper-right image depicts a Chinook salmon just prior to escaping through the starboard-aft open escape window. The bottom image depicts a port-side view of the forward and aft open escape windows.