

## **Request for Proposals**

### **Acoustic Assessment of the Distribution and Abundance of Widow Rockfish**



**Actual issue date: December 9, 2014**

**Schedule/Instruction/Provisions/Clauses**

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## 1. Proposed Schedule

### Acoustic Assessment of the Distribution and Abundance of Widow Rockfish

December 9, 2014	RFP distributed
December 23, 2014	Deadline for written questions on RFP Questions should be directed to: Jim Benante, PSMFC 2725 Montlake Blvd. E Seattle, WA 98112 Email: <a href="mailto:Jimb@psmfc.org">Jimb@psmfc.org</a> Phone: (206) 860-6794 Fax: (206) 860-3394
January 8, 2014	PSMFC distributes responses to written questions
January 15, 2015	Deadline for all proposals One (1) original to: Pacific States Marine Fisheries Commission Attn: Jim Benante 2725 Montlake Blvd. E Seattle, WA 98112 Phone: (206) 860-6794 Fax: (206) 860-3394
January 26, 2015	Select Contractors
TBD	Post award meeting
February - April 2015	Project begins with mobilization in Newport, OR
TBD	Post project debriefing

## 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

- 2.1.1. Pacific States Marine Fisheries Commission (PSMFC) intends to charter a vessel to participate in a pilot research project to examine the distribution and abundance of widow rockfish at selected survey sites off of Oregon and Washington. This project will be in collaboration with the National Marine Fisheries Service (NMFS). NMFS and PSMFC will be responsible for the Project Design and will provide all necessary scientific deck equipment. The Contractor, will support the scientific operations as the Project Design requires. The project will take place in a late February to early April 2015 window, depending upon coordinating the project between the scientific crew and vessel availability. Mobilization and demobilization for the charter will be conducted from Newport, OR. The goal is to complete up to 21 sampling days.
- 2.1.2. The project dates are subject to change based upon weather, logistical, or other contingencies. Mobilization and demobilization for the charter will be conducted in Newport, OR. The mobilization time frame is necessary for completing the following tasks: (1) loading gear (2) setting up electronics (3) orientating the scientific crew with the vessel (3) safety orientation. The demobilization time frame will include cleaning, unloading, and packing any scientific gear brought aboard the vessel for the project.
- 2.1.3. The scientific crew in cooperation with the vessel crew will systematically collect acoustic data along transects (Figure 1) in selected survey areas to be provided to the vessel crew prior to the start of work. The number of areas to be surveyed will be determined by: (1) weather, (2) observed fish distributions, (3) and other logistical concerns or study objectives. Acoustic sounding will occur on different operation days both during day and at night as part of the study; the captain and crew need to be available during these times for the duration of the study.

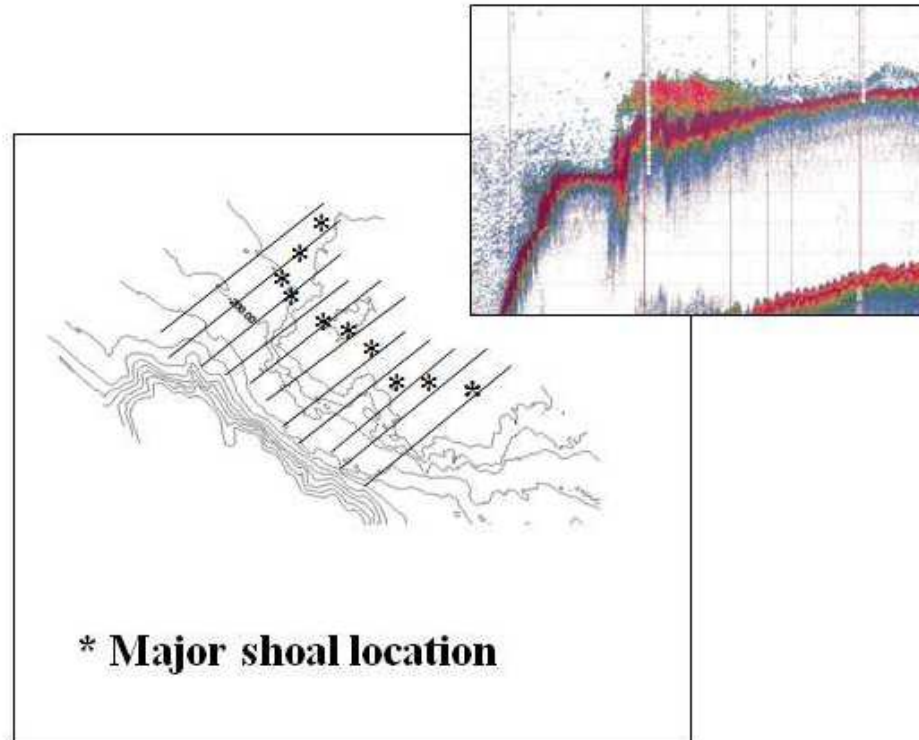


Figure 1: Example of layout of acoustic transects to survey a characteristic aggregation of widow rockfish. Parallel line transects are positioned in order to cover both range of depths and area occupied by shoal of target fish.

- 2.1.4. Under the direction of the Chief Scientist, the vessels will navigate the vessel along survey transects at speeds and directions determined by the scientist. Sounding will occur in designated areas assumed to contain ideal habitat for widow rockfish previously identified as historical “hot spots” for this species off of Oregon and Washington. As this project is utilizing new technologies, there will likely be changes to the Project Design in response to observed fish behaviors.
- 2.1.5. The rationale for this project is to investigate potential alternative methods of widow rockfish assessment as per the results of discussions held during West Coast trawl industry/NMFS sponsored workshops held in conjunction with previous meetings of the Pacific Fisheries Management Council. The goals of these workshops were:
- 2.1.5.1. To develop a catalog of widow rockfish distribution that identifies major concentrations, past and present,
  - 2.1.5.2. To document fishermen observations of behavior relative to vessel, season and oceanographic factors such as tides,
  - 2.1.5.3. To identify and delineate potential index sites based on distribution and fishermen estimated relative abundance,
  - 2.1.5.4. To use fishermen knowledge for determining best approach – transects – N/unit area (survey box), and
  - 2.1.5.5. To establish an ad hoc cooperative industry/scientist working group.

- 2.1.6. This work is the continuation of pilot work conducted in 2009 and 2012 off of Newport, OR. The camera system was mounted in the open codend of a midwater trawl. This method proved to be a successful means of groundtruthing the acoustic signal, but made estimating size class of fish difficult. In 2015 the primary objective of the study is to utilize new technology of a stereo camera system mounted on the outside of the net. This will obtain lengths as well as species identification at the study sites previously visited off of Northern Oregon and Washington.
- 2.1.7. In addition to running acoustic transects, the Contractor agrees to deploy an Aleutan Wing Trawl 24/20 (AWT) (Figure 2) with a stereo camera system clipped onto the outside of the intermediate. See Figure 3 for an example. The system is housed in a cage apparatus and contains:
- A pair of cameras with computer control and digital storage in a pressure housing;
  - Four to six strobe lights;
  - Battery pack in pressure housing.
- The camera is set up to trigger using a pressure sensor, but needs to be attached and removed every tow for battery swapping and downloading.
- 2.1.8. Conductivity-temperature-depth (CTD) (Figure 4) profiles may be conducted during this cruise, according to standard oceanographic procedures and relevant manufacturer guidelines.
- 2.1.9. A hydrophone may be deployed during this cruise for the collection of Widow rockfish passive acoustic data.
- 2.1.10. Contractor agrees to furnish a vessel and crew for operation of the vessel in the survey of widow rockfish. This includes maintaining vessel navigation to follow line transects according to the Chief Scientists direction, deploying and retrieving an AWT midwater trawl with an open codend targeting schools of widow rockfish, and deploying and retrieving other equipment such as CTD's. NMFS will supply the expertise to operate the scientific fish sounding gear to be used during the survey.
- 2.1.11. The number of stations sampled will be determined by several factors: (1) weather, (2) cost, (3) vessel cruising speed, and (4) other logistical concerns. The captain and crew should be available during all scientific operations.

## **2.2. Goals and Objectives of the Project**

- 2.2.1. As this project is utilizing new technologies, there will be refinements to the Project Design, some of which may need to be implemented during the course of the charter. PSMFC, NMFS, and the selected Contractor will work together to revise the Project Design and/or gear to better meet the goals of the program. The initial goals of the project include:
- 2.2.1.1. Test the ability to acoustically map and assess the status of widow rockfish congregations.
  - 2.2.1.2. Provide comparisons of fish behavior between sites and different times of day.

- 2.2.1.3. Correlate shoal patterns with various environmental and habitat conditions.
- 2.2.1.4. Increase collaboration between scientist and industry.

### **2.3. Project Description**

- 2.3.1. This research charter will be conducted for a maximum of 21 days. Precise cruise dates will be somewhat flexible given sampling, weather, logistical, and personal constraints. In addition there will be 1 day for mobilization and 1 day for demobilization.
- 2.3.2. The port for mobilization/demobilization shall be Newport, OR. The specific location for mobilization 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 research charter.
- 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 to consult about alterations to the cruise plan.
- 2.3.4. Prospective sampling stations will occur within an area off of Newport, OR into waters off of Washington, located near the 200 m contour. More specific locations will be provided to the vessel prior to the start of the project.
- 2.3.5. At the end of the project, the vessel will return to Newport, OR.

### **2.4. Proposed Sampling Schedule**

- 2.4.1. 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 21 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.
- 2.4.2. 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.
- 2.4.3. If the project is terminated before 14 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.



## **2.5. Vessel Requirements**

- 2.5.1. The vessel must be at least 50 feet in registered length. It must be seaworthy and suitable navigating in the area mentioned above during the seasons indicated.
- 2.5.2. The vessel will need an operating scientific grade fishery echo sounder operating a 38 kHz split-beam transducer.
- 2.5.3. Vessel must be a west coast trawler able to deploy a 24/20 AWT mid-water trawl.
- 2.5.4. Vessel must be able to carry a crew of at least 3 (captain and two (2) fishermen) and a science crew of two (2).
- 2.5.5. Vessel is responsible for provisions, gear maintenance, and fueling.
- 2.5.6. Vessel must possess all required State and Federal permits to operate as a trawler on the West Coast.
- 2.5.7. NOAA personnel will obtain all required research permits. Any fish retained during survey operations will be scientific samples, no fish shall be landed as catch.
- 2.5.8. The vessel must have a cable and winch system(s) capable of safely deploying an oceanographic sensor package ("CTD") vertically to a depth of 300 meters.
- 2.5.9. The vessel must have an echo-sounder(s) capable of sensing bottom in 200 fathoms of water.
- 2.5.10. The vessel shall be an active commercial groundfish vessel with approximately 120 square feet of back deck space. Sufficient deck area is needed to safely deploy and operate the AWT trawl and to permit scientific crew to affix electronic equipment to the net.
- 2.5.11. The vessel must be equipped with auxiliary electrical and hydraulic generators, radar, depth sounder, 2 GPS navigation systems, VHF radio suitable for contact with shore stations, and a navigational plotter. Preference will be given to vessels with single sideband radios.
- 2.5.12. Communications costs such as use of cellular phones, FAX, or Telex to conduct official project business will be reimbursed to the vessel.
- 2.5.13. The vessel must have clean and sanitary living conditions, adequate space for two scientific crew members (men and women) in the form of sleeping quarters, and two meals a day. The scientific crew will provide bedding and/or sleeping bags for themselves. In addition, enough stowage for personal items such as clothes must be provided for the scientific crew.
- 2.5.14. The vessel must have one functioning head. 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.
- 2.5.15. The vessel must have sufficient fresh water capacity to accommodate reasonable use by up to a two-person scientific crew and three person vessel crew.
- 2.5.16. The vessel must have work spaces and berthing spaces that are adequately ventilated and free from excessive engine noise, tobacco smoke, and hydrocarbon fumes. In addition, enough stowage for personal items such as clothes must be provided for the scientific crew.

- 2.5.17. The vessel must provide a seawater deck-hose for cleaning sampling gear. The on/off switch should be readily accessible from the working deck.
- 2.5.18. The vessel must have adequate deck lighting to support nighttime trawl and CTD deployments. Lighting from several angles to reduce shadows is desired.
- 2.5.19. The vessel must have been actively used for commercial in the on the US West Coast in the past six months, or used for research on groundfish.
- 2.5.20. A dry place to transfer data and to charge the batteries for the stereo camera.

## **2.6. Crew Requirement**

- 2.6.1. The crew shall consist of a Captain and two 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. The crew should include a second captain as acoustic sampling operations will occur 24 hours a day.
- 2.6.2. The Captain shall have a minimum of five (5) years of fishing experience as master of a comparable-sized vessel in Pacific coastal waters.
- 2.6.3. The Captain shall be competent in the use of modern navigational and fish- detecting equipment.
- 2.6.4. The deckhand(s) undertaking the responsibilities of cook or engineer shall have a minimum of two (2) years of experience.
- 2.6.5. Captains and deckhands with previous research experience are highly desirable, though not required.
- 2.6.6. 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.

## **2.7. Scientific Crew**

- 2.7.1. The scientific crew shall consist of up to two individuals (men and women).
- 2.7.2. One scientist will be designated Chief Scientist. That person will be responsible for implementation of the Cruise Plan, compliance with charter terms, disposition of catches, and the conduct and performance of scientific crew about the vessel.

## **2.8. Operating procedures**

- 2.8.1. The Contractor shall provide a minimum of two (2) 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.
- 2.8.2. Work day length and hours will be determined by the Chief Scientist in consultation with the Captain. The vessel may need to run two shifts at the helm to allow acoustic transects to be conducted up to 24 hours a day if necessary. Because of safety concerns the captain of the vessel must not be at the helm for more than 12 consecutive hours at a time. Work schedule decisions will be based on the type of

activity expected (in-port preparations, transit, sampling, etc.), prevailing weather conditions, and the provisions of the Cruise Plan. The Chief Scientist has the final authority except in matters relating to safety of the vessel and crew. For all operational days, a minimum of an 8-hour rest time will be observed for the scientific crew. It is likely that the vessel will return to port several times during the course of the charter.

- 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 crew will perform all operations connected with trawl sampling operations including deploying and retrieving the gear, as well as assisting with the attaching and detaching scientific instruments from the gear.
- 2.8.5. The Captain may be asked to help keep navigational, operational, and/or biological records.

## **2.9. Contractor's Responsibilities**

- 2.9.1. 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.
- 2.9.2. The Contractor will supply all fuel (to be reimbursed), lubricants, filters, or other engine room supplies, not specifically included under "Scientist's Responsibilities": as described in Section 2.9 of this section below.
- 2.9.3. 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.
- 2.9.4. 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.
- 2.9.5. 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.
- 2.9.6. The Captain and crew shall exercise due caution and follow safety procedures as directed by the Chief Scientist to help prevent damage or loss of scientific gear and equipment. The Chief Scientist may present specific safety procedures in writing to the

Captain. If loss of or damage to scientific equipment is the result of negligent disregard of such instructions and procedures, repair or replacement costs may be deducted from charter payments.

- 2.9.7. 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.
- 2.9.8. The vessel crew will assist with mobilization/demobilization for each cruise. This will include loading and unloading gear, placing sensors on the vessels exterior, preparing the sampling gear, securing gear to the deck, etc.
- 2.9.9. 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.
- 2.9.10. Contractor shall procure fuel for the vessel and ice for the hold if requested, which are cost reimbursable.
- 2.9.11. It will be necessary to operate with clean transducers; arrangements will be made prior to the vessel leaving the dock to have the transducers cleaned. It may be possible for the scientific party to dive on the vessel to clean the transducers.

## **2.10. Scientists' Responsibilities**

- 2.10.1. Scientists will furnish their own survival suits.
- 2.10.2. PSMFC and/or NMFS will furnish all necessary documentation needed to authorize research sampling activities in all concerned State and Federal jurisdictions.
- 2.10.3. Scientific crew will provide personal bedding, towels, and personal items.
- 2.10.4. The scientific crew will wear PFD's while working on deck.

## **2.11. Safety**

- 2.11.1. 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. The Captain shall post a wheel/anchor watch (as required by US Coast Guard (USCG) Navigational Rules of the Road) at all times while at sea.
- 2.11.2. The Contractor shall provide USCG approved life jackets for all vessel crew members. The scientific crew members will provide their own life vests.
- 2.11.3. The Contractor shall provide USCG approved survival suits for all vessel crew members. The scientific crew members will provide their own suits. Adequate dry, topside storage for all survival suits shall be provided.
- 2.11.4. A Category I EPIRB (Emergency Position Indicating Radio Beacon) must be affixed to the exterior of the vessel in a manner approved by the USCG.
- 2.11.5. PSMFC/NMFS will provide a first-aid kit.
- 2.11.6. 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.

## **2.12. USCG Safety Decal**

2.12.1 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.

## **2.13. Post-Award and Post-Project Meetings**

2.13.1. 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.

2.13.2. 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 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.

## **2.14. Execution of Contract**

2.14.1. 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.

### 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. Contractor will be required to provide documentation of fuel use in the form of receipts to be eligible for reimbursement.

#### 3.3. Ice

- 3.3.1. Ice used for retaining samples will be 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 if requested by the Chief Scientist.

### 3.4. Moorage

3.4.1. Moorage will be cost reimbursable. Contractors will be required to provide documentation of moorage use in the form of receipts to be eligible for reimbursement.

### 3.5. Gear

#### 3.5.1. Aleutian Wing Trawl specifications

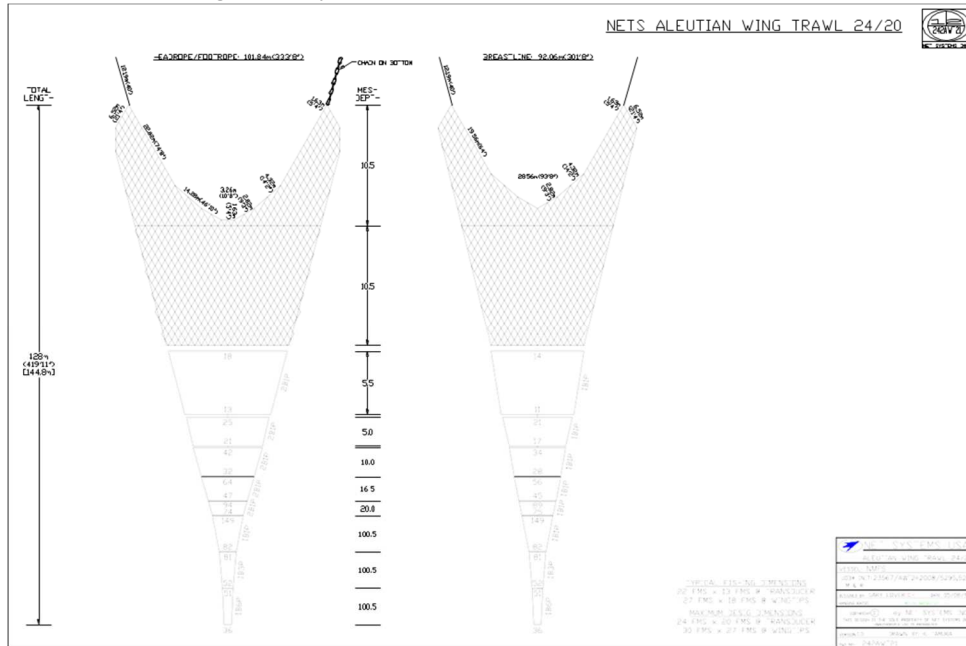


Figure 2: Aleutian Wing Trawl Specifications

#### 3.5.2. Camera System

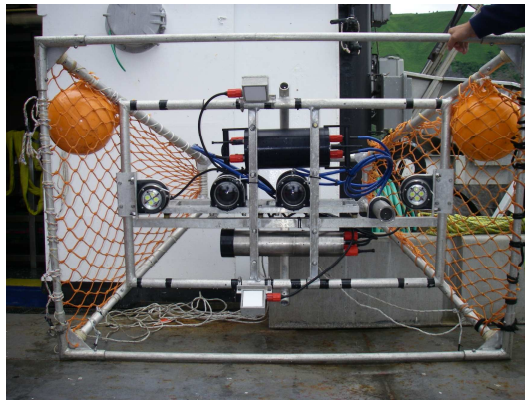


Figure 3: Example of a stereo camera system, used with permission from the Alaska Fisheries Science Center (AFSC)

3.5.3. CTD: A SBE 19 Plus that is housed in a protective stainless steel cage. The CTD unit weighs approximately 55 lbs. In addition, a 5-10 lbs. cannonball is typically attached with a breakaway to the bottom of the cage.



Figure 4: CTD being deployed using a crab block

### 3.6. Questions

- 3.6.1. Written questions regarding this RFP will be accepted until December 23, 2014. 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](mailto:jimb@psmfc.org)  
Phone: (206) 860-6794  
Fax: (206) 860-3394

- 3.6.1.1. PSMFC will post questions and answers on our web site: <http://www.psmfc.org/procurements/blog> 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 January 15, 2015.
- 3.8.2. Proposals are to be submitted to:
- Pacific States Marine Fisheries Commission  
Attn: Jim Benante  
2725 Montlake Blvd. E  
Seattle, WA 98112  
Email: [Jimb@psmfc.org](mailto:Jimb@psmfc.org)  
Fax: (206) 860-3394



- 3.8.3. Email submission of proposals is the proffered method of transmission. Proposals submitted via Mail or facsimile are acceptable.
- 3.8.4. The proposal must show:
  - 3.8.4.1. The name of the solicitation;
  - 3.8.4.2. The name, address, email, and telephone numbers of the offeror;
  - 3.8.4.3. Names, titles, telephone numbers, and email (and electronic addresses if available) of persons authorized to negotiate on the offeror's behalf with the PSMFC in connection with this solicitation;
  - 3.8.4.4. 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:
  - 3.8.5.1. Name of customer Addresses of Customer
  - 3.8.5.2. Point of Contact at Customer Organization Telephone Number of Point of Contact Brief Description of the Project
  - 3.8.5.3. 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 January 15, 2015.
- 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.
- 3.8.9. 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.
- 3.8.10. Offerors shall submit proposals in response to this solicitation in English and in U.S. dollars.
- 3.8.11. 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.
- 3.8.12. Offerors may submit revised proposals only if requested or allowed by the Program Manager.
- 3.8.13. Proposals may be withdrawn at any time before award. Withdrawals are effective upon receipt of notice by the Program Manager.
- 3.8.14. 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 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 sub line 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:
- 3.11.12. The overall evaluated cost or price and technical rating of the successful offeror;
- 3.11.13. The overall ranking of all offerors, when any ranking was developed by the agency during source selection; and
- 3.11.14. 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:
  - 3.12.1.1. Vessel Characteristics (40 Points);
    - Vessel size, engines, horsepower, fishing depth capability, cruising speed, etc.
    - Available scientific grade fishery echo sounder operating a 38 kHz split-beam transducer.
    - Deck configuration (ability to accommodate the scientific equipment in this RFP and sampling needs of the scientific crew)
    - Wheelhouse electronics, space, and layout
    - Communication equipment
  - 3.12.1.2. Vessel/Captain Crew's Fishing Experience and History (25 Points);
  - 3.12.1.3. Other Desirable Characteristics (10 Points)
    - Safety Equipment
    - Stability Report
    - Crewmember with formal survival and firefighting training
    - Crewmember with certified first aid and EMT
    - Deck Lighting
    - Freezer, ice hold, or other on-board fish storage
  - 3.12.1.4. Past Performance during research charters (25 points)
  - 3.12.1.5. 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.

**4. Supplies or Services and Prices/Costs**

Provide vessel, captain, and crew, for a charter to conduct a Widow Rockfish project, in accordance with all terms and conditions of this solicitation and/or subsequent contract. The project will run from approximately late February 2015 through April 2015, depending on weather, transit and other constraints. The vessel will be “on charter” for approximately 21 days. Charters will begin Newport, OR. Further details are contained in the Statement of Work. The prices below shall include all costs of charter, i.e., vessel, crew, and equipment, except those items specifically identified as being provided by the scientists. Costs of fuel, 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.

**2015 Charter Costs**

	Estimated quantity per charter	Per day cost
Sampling Days	21	_____
Bad Weather/Transit Days	3	_____
Mobilization/Demobilization	2	_____
Optional Days		
Additional sampling days continuing beyond the initial 21 days proposed		_____

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

Printed Name \_\_\_\_\_

Authorized Signature \_\_\_\_\_

Date \_\_\_\_\_

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 an estimated daily fuel consumption in gallons that your vessel is expected to consume over a 24 hour period when fishing for 4 hours, cruising for an additional 16 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

**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 be awarded.**

**5.1. General Vessel Characteristics**

Vessel Name \_\_\_\_\_ Registration No \_\_\_\_\_

Owner Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

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

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

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

Beam \_\_\_\_\_ (ft) Fuel Capacity \_\_\_\_\_ (gal)

Cruising Speed \_\_\_\_\_ (kts)

**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 2015 Commercial Fishing Boat License? Yes / No

**Safety Equipment**

Life Raft Type \_\_\_\_\_

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

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

USCG 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):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Communications and Navigation Equipment**

**Radios/Communication Equipment**

Satellite Phone Yes / No Satellite Phone No \_\_\_\_\_

Number of VHF \_\_\_\_\_ SSB Yes / No

Cellular Telephone \_\_\_\_\_ Cellular Telephone No \_\_\_\_\_

**GPS**

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

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

Nautical Charts for Project Area? Yes / No

**Plotter**

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

**Radar** Yes / No

**Depth Sounder**

Mfg \_\_\_\_\_ Mode \_\_\_\_\_ Rang e \_\_\_\_\_ Fre q \_\_\_\_\_

Mfg \_\_\_\_\_ Mode \_\_\_\_\_ Rang e \_\_\_\_\_ Fre q \_\_\_\_\_

**Describe any other wheelhouse electronics:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**Deck, Office and Storage Spaces**

Approximate clear deck area available for working samples \_\_\_\_\_ sq ft

Comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is a saltwater hose available on deck? Yes / No

**Living Quarters**

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

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

**Photographs**

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

**Comments**

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

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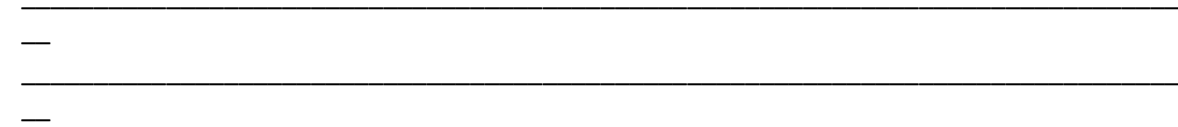
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## 5.2. Vessel Configuration

**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.

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





















## 6. Indemnity and Insurance

### 6.1. Indemnification

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

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

### 6.2. 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

### 6.3. 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.