

Request for Proposals

**Vessel Needed for Conservation Engineering Study Evaluating Salmon
Excluders in the Bering Sea Pollock Fishery**



**Actual issue date:
March 26, 2021**

Schedule/Instruction/ Provision/Clauses

**DEADLINE FOR PROPOSALS:
April 23, 2021**

Table of Contents

Section 1: Proposed Schedule	4
Section 2: STATEMENT OF WORK.....	5
2.1 DESCRIPTION/SPECIFICATIONS/WORK STATEMENT	5
2.2 GOALS AND OBJECTIVES OF THE PROJECT.....	5
2.3. PROJECT DESCRIPTION	5
2.4 VESSEL OPERATIONS	6
2.5. ELECTRONIC EQUIPMENT REQUIREMENTS	8
2.6. CREW REQUIREMENTS	9
2.7 OPERATING PROCEDURES	10
2.8. SAFETY.....	11
2.9. SCIENTIFIC PERSONNEL	14
2.10. PSMFC PROVIDED EQUIPMENT AND SUPPLIES	14
2.11. SPECIAL CONTRACT REQUIREMENTS	14
2.12. POST- AWARD and POST-SURVEY MEETINGS.....	16
2.13 PSMFC Option Days.....	17
2.14 Technical Proposal Evaluation.....	17
Section 3: INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFERORS.....	17
3.1. DEFINITIONS.....	17
3.2. QUESTIONS	17
3.3. AMENDMENTS TO SOLICITATIONS	18
3.4. SUBMISSION, MODIFICATION, REVISION, AND WITHDRAWAL OF PROPOSALS	18
Section 4: SUPPLIES OR SERVICES AND PRICE/COSTS.....	20
5.1. LIST OF ATTACHMENTS	21
6.1. GENERAL VESSEL CHARACTERISTICS	23
6.4. DECK, OFFICE AND STORAGE SPACES	28
6.5. NAVIGATION AND FISHING ELECTRONICS	30
6.6. COMMUNICATIONS EQUIPMENT.....	31
6.7. SCIENTIFIC STAFF AND CREW ACCOMMODATIONS.....	31
6.8. SAFETY EQUIPMENT.....	33
7.1. VESSEL CONFIGURATION	34
8.1. TRAWL EQUIPMENT DESCRIPTION.....	34
VESSEL'S COMMERCIAL FISHING HISTORY	35

Attachment No. 5 36

Attachment No. 6 USCG REGULATIONS FOR MEDICAL FIRST AID EQUIPMENT AND
TRAINING APPLICABLE TO FISHING VESSELS 39

Vessel Needed for Conservation Engineering Study Evaluating Salmon Excluders in the Bering Sea Pollock Fishery

Section 1: Proposed Schedule

March 26, 2021	Requests for Proposals (RFP) distributed
April 9, 2021	Deadline for written questions on RFP
	All questions should be directed to: Michael Arredondo Email: marredondo@psmfc.org
April 14, 2021	PSMFC answers to written questions posted on website: http://www.psmfc.org/procurements/blog
April 23, 2021	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
May 7, 2021	Select Contractor
June 10 to 15 August 2021	Timeline to complete research project

Section 2: STATEMENT OF WORK

2.1 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).

2.2 GOALS AND OBJECTIVES OF THE PROJECT

2.2.1. The Pacific States Marine Fisheries Commission (PSMFC) is interested in chartering a Bering Sea pollock trawl vessel and crew to conduct a study in 2021 to evaluate the performance of the Rope Tube & Funnel (RT&F) salmon excluder. This excluder (a bycatch reduction device that allows fish to escape from the trawl) was developed by the Conservation Engineering group (CE) in the Midwater Assessment and Conservation Engineering (MACE) Program of the Alaska Fisheries Science Center (AFSC), in collaboration with industry and science partners. The base charter will consist of 14 charter days, with an option for the PSMFC to extend the contract for up to 7 additional charter days and for (2) one-year option periods (2022 and 2023). Studies in the option years would be decided based on future funding.

The purpose of this research is to better understand and determine Pacific salmon (*Oncorhynchus* spp.) behavior in and around the RT&F excluder while targeting walleye pollock (*Gadus chalcogrammus*, hereafter, “pollock”). Specifically, we aim to (1) test the RT&F excluder in commercial fishing settings; (2) quantify salmon escapement and target catch loss; and (3) evaluate salmon behavior with and without artificial lights, during different periods of the tow (fishing, turning, haulback).

2.3. PROJECT DESCRIPTION

2.3.1. During chartered research trips, we will deploy, tow, and recover a contractor-provided pelagic trawl, with trawl gear modifications provided by PSMFC and its Federal Program Partners, as determined in advance by PSMFC with the help of the Conservation Engineering group (CE) scientific field party (“field party”). The trawl net(s) will be typical of those used in the Bering Sea pollock fishery, and will include use of the standard salmon excluder used on the contracting vessel (with preference for the ‘flapper’ style).

PSMFC may provide alternative trawl nets or trawl components as required for the research, including the insertion of the RT&F salmon excluder in the taper section of the trawl. During towing, additional equipment (e.g., cameras, acoustic sonars) will be attached to the trawl to monitor and record fishing gear (excluder) performance and fish behavior in relation to salmon escapement. These trawl deployments may be made with no intention to retain fish (i.e., codend open), at the discretion of the field party chief. Tows conducted for the purpose of assessing gear configuration and placement of scientific equipment will usually be conducted with an open codend and will be short (~ 30 minutes). Tows intended to gather information about fish behavior in the net and salmon escapement will last for approximately 1 – 6 hours and will rely on the captain to conduct those tows as close to actual fishing conditions as possible. This will include tows at harvest levels (within constraints of the sampling design) and with a closed codend. Fish caught during these tows that can be sold may be refrigerated and brought to port (likely Akutan or Dutch Harbor) at the option of PSMFC in agreement with the Contractor,

subject to approval and restriction by NMFS Alaska Region. The person or company who is contracted for this charter (hereinafter referred to as “Contractor”) will arrange for the sale of these fish and expeditious offload. Proceeds of any sales will be returned to PSMFC.

- 2.3.2. This research is based on collaborations with the Alaska commercial fishing industry to address current bycatch issues facing the industry. Because of this, the focus of the research can change from year to year, requiring some flexibility of vessel capabilities. Therefore, possible projects during the ‘option years’ may include, but are not limited to discard survival studies that require holding of live animals in on-board tanks.
- 2.3.3. During the charter, the work day will average approximately 12 hours for all operations. The research will be conducted over the eastern Bering Sea shelf south of 62 degrees N latitude in waters shallower than 500 meters. The vessel must have enough usable wire to tow up to 500 meters. Specific sites where research will occur will be selected by the captain (in consultation with the field party chief) with the intention of maximizing the likelihood of encountering both target (i.e., pollock) and bycatch (i.e., Pacific salmon) species. The charter will start and end in Dutch Harbor, AK.
- 2.3.4. This solicitation is for a firm-fixed-price contract for a vessel charter, with reimbursement for fuel. Receipts must be provided for reimbursement.

The charter consists of a base period of 14 charter days with up to 7 option charter days between 10 June 2021 and 15 August 2021, and two additional one-year option periods (2022 and 2023). Actual days for option years will be determined by future funding constraints. For this contract, all base and option periods, a charter day is defined as each 24-hour period beginning at 12:00 hours (noon) Alaska Time Zone.

2.4 VESSEL OPERATIONS

- 2.4.1. The Contractor shall furnish a trawler (as described in section 2.4.2.A below) with captain, crew, and necessary personnel, and materials, equipment, services, and facilities as described in sections 2.4.2.A-2.4.2.E below. Requirements of the field party are detailed in sections 2.4.2.F and 2.4.2.G, and special contract requirements are listed in section H. Requirements for post-award and post-survey meetings and option days are described in Sections 2.4.2.I and 2.4.2.J below.

2.4.2. Vessel Requirements

- 1. The vessel must have a minimum overall length of 36.5 m (120 ft.).
- 2. The vessel must have been actively used for commercial trawling or research using trawl gear in Alaska waters in the 12 months prior to charter operations.
- 3. The vessel must have a minimum main engine continuous horsepower of at least 1000.
- 4. The vessel must be able to tow a commercial pelagic trawl at 3.0 knots or faster.
- 5. The vessel must be able to maintain a speed of at least 9 knots cruising speed in reasonable seas.
- 6. The vessel must have capacity to hold sufficient fuel to conduct scientific operations on the Bering Sea shelf for at least 20 days without resupply.
- 7. The vessel must be completely rigged for commercial-scale trawling and ready to fish, including having the following:

- a. Two net reels; one with at least 7.6 m (25 ft.) of clear deck (“trawl alley”) between the net reel and stern ramp. Both net reels must have sufficient capacity to hold pelagic trawls typical of the commercial Bering Sea trawl fishery (individually).
 - b. Split trawl winches with a minimum of 1372 m (750 FM), of 1.9 cm (3/4-in) diameter or larger trawl cable in good condition on each drum and free of signs of excessive wear (e.g., frayed, burrs, broken strands, corrosion). Winches should be capable of retrieving the trawl at a rate of at least 61 m (200 ft.) per minute and capable of paying out the cable between 30 to 91 m (100 to 300 ft.) per minute.
 - c. Trawl cable runs must be directly from the winches to the gallows trawl blocks.
 - d. At least four winches for handling fishing gear, two situated over the stern ramp and two situated forward of the forward net reel. All handling winches must have sufficient line to reach the aft end of the stern ramp.
8. The Contractor must supply one commercial pelagic trawl with head rope and footrope each at least 61 m (200 ft.) in length, in good repair, rigged and ready to fish, with all commercial scale accessories (i.e., doors, tail chains, sweeps, bridles, weights, and codend) necessary to fish in the Alaska midwater Pollock fisheries. The Contractor must also supply rigging plans for the pelagic trawl and a list of the fisheries in which it has been used. The Contractor will provide the salmon excluder typically used on that vessel (preferably the ‘flapper’ style), and will provide assistance with the installation and removal of PSMFC-provided salmon excluder.
 9. The vessel must have a clean, flush deck area outside the trawl alley at least 74 sq. m (800 sq. ft.) for scientific sampling to occur and stowage of gear components, and include the following characteristics:
 - a. Clear of running gear, equipment, and stowage that impede scientific operations.
 - b. Adequate illumination to enable scientific operations under all conditions.
 - c. Adequate space for one 1.2 m x 1.2 m (4 ft. x 4 ft.) sampling table.
 - d. Seawater deck hose for cleaning sampling gear (it must have the capability for reduced water pressure if needed, and the On/Off switch should be readily available from the working deck).
 - e. Freshwater deck hose for occasional use to wash scientific instruments and other sensitive gear.
 - f. Deck space for up to four (4’ x 4’ x 5’) storage containers
 10. The vessel must have a hydraulic crane (rated for 10,000 lbs, 4.5 mt) and lifting gear for handling fishing gear with a full codend; and that has the capability of extending out 3 m (10 ft.) past the side of the vessel; and must be capable of raising or lowering anywhere on the working deck.
 11. The vessel must have dry storage areas. At a minimum, 5.4 cu m (190 cu ft.) is required in the deck house for holding scientific supplies.
 12. The vessel must have protected work spaces, including:
 - a. A sheltered area (covered from above and forward) on or adjacent to the fishing deck for storage, staging, and handling of PSMFC or Federal Program Partner-owned equipment. This area must be at least 1.2 m x 2.4 m (4 ft. x 8 ft.) and not include any space needed for emergency passage or used during routine fishing operations.
 - b. A dry, heated, and lighted area preferably measuring 3 m x 4.6 m (10 ft. x 15 ft.), or 13.8 sq. m (150 sq. ft.) overall, with a 1 m x 0.5 m (3 ft. x 1.5 ft.) desk/bench top space. The desk space requirement could be reduced with adequate space above for stacking equipment and need not be contiguous. This area must be suitable for computer/electronic equipment and be adjacent to 110/115 VAC power outlets. The area may be located either in the deck house, deck locker, or fully enclosed shelter deck, but must have easy access to the deck; provide easy and safe access for routing cables with connectors in and out of the area.
 - c. One suitable desk or shelf area at least 0.6 m x 1.2 m (2 ft. x 4 ft.) with adjacent 110/115

VAC power outlets for installation of PSMFC-supplied personal computers and equipment. The desk or counter space should be located in an office space, which can be used exclusively by the scientific staff for entry and analysis of data on computers. [Note: The dry, heated, and lighted spaces identified in Items b and c above can be met by one area if it can accommodate both needs.]

- d. A suitable desk or dry counter work space of at least 0.6 m x 1.2 m (2 ft. x 4 ft.) on the bridge with adjacent 110/115 VAC power outlets for installation of PSMFC-supplied computers, trawl mensuration equipment, and a GPS receiver. Access to and use of a suitable chart table is also required on the bridge.
- e. Access to the vessel's acoustic trawl monitoring sensor data and GPS information.

NOTE: The requirements for protected work spaces described in b and c can be eliminated if there is room on the fishing deck for a PSMFC-provided shelter, measuring 1.5m long x 1.5m wide x 1.5m high (5 ft. x 5 ft. x 5 ft.) that is clear of all running gear and not required for during fishing or sampling operations.

13. The vessel must have a clothes washer and dryer in proper working order for personal laundry.
14. The vessel must have a supply of potable fresh water adequate for vessel and personal use (including showers and laundry) by the fishing crew and scientific party (up to 6 people) for 20 days. If a water-maker is not available, then a minimum of 23 kl (6,000 gal) is required.
15. The vessel must have clean and sanitary accommodations for crew and scientific field party (maximum of 6 scientists) which may include female scientists. There must be adequate flexibility in berthing arrangements so men and women are not required to share staterooms.
16. The vessel must have clean mattresses in the staterooms, fitted with clean covers for all personnel.
17. Work, berthing, and galley spaces must be adequately ventilated and free from tobacco smoke, hydrocarbon fumes, and excessive engine noise. Smoking of tobacco inside the vessel is prohibited while on charter.
18. The vessel must be ballasted to maintain sea-kindliness during the charter. Adequate ballasting must be independent of fuel and fresh water supplies required for the charter period.
19. The vessel must have two heads and at least one shower available for use by the scientific field party. Soap, toilet paper, and paper towels must be provided by the vessel.
20. In an effort to reduce marine debris pollution, the captain on the chartered vessel is expected to follow waste management regulations as described in Section V of MARPOL. The vessel is required to have a storage facility, with or without a trash compactor, to retain all refuse (except food and paper materials) or a means to incinerate this refuse so that it is not disposed of at sea.
21. The Contractor is **NOT** required to carry an observer on board during this project. All fish caught during this project are for research and will **NOT** come off of the Contractors commercial vessel allocation.
22. The Contractor must provide their COVID-19 protocols with their quote for evaluation. All research operations must follow agreed upon and the most conservative COVID-19 field operations protocols between the contractor's and PSMFC COVID-19 protocols.
23. A night watch by the vessel crew must be maintained.

2.5. ELECTRONIC EQUIPMENT REQUIREMENTS

2.5.1. Radios:

- a. VHF, 2 sets
- b. Synthesized single side-band (1-18 MHz), 2 sets.

- c. A system for switching to battery power for radio operation in the event of interruption of the normal power supply.
- 2.5.2 Capability for sending and receiving e-mail messages while at sea and a satellite telephone.
 - 2.5.3. A GPS (Global Positioning System) with a minimum of two units with at least six channels, sequential capability to track satellites.
 - 2.5.4. A GPS plotting computer, which the scientific party can access to record start and end positions of tows and accompanying notes.
 - 2.5.5. Radar (two sets) with a minimum range of 77 km (48 mi).
 - 2.5.6. Depth sounders with minimum range of 500m.
 - 2.5.7. Trawl mounted sonar system with physical cable connection to the surface (“3rd wire system”), which can provide operating depth, shape of trawl, and position relative to fish schools during trawling. The scientific crew must have access to record these data.

2.6. CREW REQUIREMENTS

- 2.6.1. Vessel crew shall consist of at least:
 - a. Captain
 - b. Cook
 - c. Engineer
 - d. Lead fisher (‘deck boss’)
 - e. Deck crew as needed for a total of 3 deck personnel to operate trawl gear including lead fisher (may include engineer)
- 2. The captain must have a minimum of five years of commercial trawl fishing experience as a master of a comparably-sized trawler in Alaskan waters and at least eight years total fishing experience as a master.
- 3. The cook shall have a minimum of one year of experience in the planning and preparation of three daily meals for a group of at least ten (10) people.
- 4. The engineer shall have a minimum of three years of experience as an engineer on a trawl vessel.
- 5. The lead fisher shall have a minimum of five years of experience in pelagic trawl fishing and in building, rigging, repairing, and operating trawls.
- 6. All deck crew shall individually have a minimum of one year experience in trawl fishing.
- 7. Previous experience participating in fisheries research and the use, testing or development of trawl modifications to reduce bycatch is highly desirable for the Captain, lead fisher, and other crewmembers, though not required.
- 8. If the vessel requires a mate who will only work the “night shift” then that person should NOT be counted in any of the above positions.

9. The vessel crew will assist the field party with repairs that may need to be made to the excluder, with the installation of scientific equipment, with the sorting of fish, and with the collection of biological data.

2.7. OPERATING PROCEDURES

2.7.1.

1. The Contractor shall provide three nutritionally balanced meals and a light evening snack each charter day, accommodating dietary restrictions of the scientific party (including vegetarian options). Meal times will be coordinated with the Field Party Chief to accommodate both the need to complete sampling work and the time required to prepare meals by the cook. Meals will be provided by the vessel for the science party during in-port charter days.
2. Workday length and hours will be determined by the Field Party Chief in consultation with the vessel captain. The decision will be based on the type of activity expected (in-port preparations, running, fishing, jogging, etc.), as well as on prevailing weather conditions and the Cruise Plan. A typical workday will last approximately 12 hours (e.g., 9AM – 9PM), although some days will run longer (up to 18 hours). The workday for the vessel crew will likely exceed that of the scientific field party. The Field Party Chief has the final authority except in matters relating to safety of the vessel and personnel.
3. Before departure and commencement of operations, the Field Party Chief 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.

The Field Party Chief and captain of the vessel will meet a minimum of twice a day to discuss survey operations and resolve any problems that occur. A meeting should occur at the start of the day before fishing operations begin to discuss the planned activities for the day and at the end of the day to review the work completed that day and any problems that occur.

4. The Field Party Chief and captain of the vessel will work together to resolve all problems that occur regarding the survey. In the event the Field Party Chief and captain are unable to resolve any problems that could potentially invalidate the scientific work or threatens the safety of the field party, the Field Party Chief will direct the vessel to return to port where an acceptable solution will be arranged between the PSMFC and the Contractor or the charter will be terminated. The vessel will be 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 research area.
5. Any and all crew, when not required by the captain for vessel operations, must assist with scientific activities, including but not limited to: 1) installation and modifications to the trawl as directed by Field Party Chief; 2) handling of gear during deployment and retrieval; 3) assisting science party with inserting scientific equipment into the trawl, sorting the catch and obtaining biological data; and 4) restoration of the trawl to original configuration at the end of the charter. The captain of the vessel will assist scientific personnel with navigational and fishing record keeping.
6. At the end of the charter, the Contractor is responsible for thoroughly cleaning, washing, and baling all PSMFC nets/ excluders used. This includes removal of all biological material (e.g., fish, crabs, seaweed) by, at least, towing the net behind the vessel. All nets shall be neatly

stacked and baled securely with rope. The vessel crew will aid in bringing all scientific field gear (including PSMFC nets and excluders) onto the vessel and removing it at the completion of the charter.

7. All fish and shellfish taken in the trawl remain the property of the PSMFC. The Field Party Chief is responsible for their disposition. Present NOAA policy prohibits retaining specimens from research catches for personal use or consumption. Those fish which are dead or unlikely to survive as a result of the normal capture process can be retained for consumption aboard the vessel while it is under contract to the PSMFC. Reference Contract Clauses H9 - Incidental Catch Disposal and H10 - Recreational Fishing.
8. While tows may be conducted with an open codend at the discretion of the Field Party Chief, the majority of tows will require a closed codend encountering commercial quantities of fish and handling of the resulting catch. To avoid waste of these fish, the vessel will refrigerate and bring the fish to port at the option of the PSMFC in consultation with the Contractor. The proceeds from any such sale will go to PSMFC. The PSMFC will obtain the permit necessary for such retention and sale. The Contractor will provide documentation of the value received for such sale.

The Captain and crew shall exercise due caution and follow safety procedures as directed by the Field Party Chief to help prevent damage or loss of PSMFC gear and equipment, including net mensuration and observation equipment (e.g., cameras, acoustic and flow sensors). Specific safety procedures may be presented in writing to the vessel captain by the Field Party Chief. If loss or damage to PSMFC equipment is the result of negligent disregard of such instruction and procedures, repair or replacement costs may be deducted from charter payments.

9. All equipment and gear specified in the PSMFC's statement of work and that which is not specified but is necessary for the safe and continued operation of the vessel shall be operational at the beginning of the charter and maintained in working order throughout the duration of the charter.
10. The Contractor shall provide for all operating expenses of the vessel exclusive of: the PSMFC supplied equipment specified in Paragraph G, and fuel. The PSMFC will reimburse the vendor for fuel purchased.

2.8. SAFETY

2.8.1.

1. The Contractor shall adhere to the safety regulations as set forth in Coast Guard rules effective on September 15, 1991, and as provided for by the Commercial Fishing Industry Vessel Safety Act of 1988 (specifically, 46 CFR Part 28) or subsequent additions or revisions. These regulations require that specified vessels be equipped with a variety of safety features and equipment. A Coast Guard inspection of the vessel based on an interagency agreement between NMFS and the Coast Guard or 46 CFR Part 28 will be required prior to performance. In addition to the requirements of 46 CFR Part 28, the Coast Guard inspection will require conformance with standards for lifesaving and firefighting equipment in the Rules for Small Passenger Vessels, which exceed Part 28. Issuance of the notice to proceed by the PSMFC is conditioned upon the successful completion of the mandatory Coast Guard inspection under Section E.5 of this contract. Failure of the Contractor to successfully complete the inspection requirements shall be grounds for termination of this contract. Conformance with present regulations for commercial

fishing vessels requires that the master or an individual in charge of the vessel ensures that safety drills and instruction are conducted at least once a month (46 CFR 28.270). Safety orientations must be given to each individual on board who has not received the instruction and has not participated in the drills before the vessel can continue to operate. The Contractor shall conduct such safety orientations prior to sailing. Each vessel must also have all required emergency instructions posted (46 CFR 28.265).

Contractor's vessel must pass a U.S. Coast Guard safety examination. In the event that the Contractor does not obtain the Coast Guard inspection, the PSMFC will terminate the contract, and the Contractor may be liable to the PSMFC for excess procurement costs. Inspection is required before the commencement of each charter year, unless the Coast Guard has issued a letter of inspection that is valid for the time period of the charter. The Contractor will arrange for the inspection, and any costs associated with bringing the vessels to passing standard shall be borne by the Contractor. A copy of the Coast Guard certification shall be posted on the vessel.

2. The vessel captain is responsible for all matters relating to safety of personnel, the vessel, and equipment operation. The captain will adhere at all times to Navigational Rules and Rules of the Road whether it be while towing, running, drifting, or when at anchor. He/she shall review safety procedures and equipment with the scientific party at the beginning of the charter as part of the safety orientation (see item 11 below). 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 maintain a wheel/anchor watch (as required by the United States Coast Guard [USCG] Navigational Rules of the Road) could result in a breach of contract and termination of charter work.
3. The Contractor shall provide U. S. Coast Guard-approved Arctic-type survival suits for all vessel personnel (field personnel will provide their own suits). Adequate dry, top-side storage for all survival suits shall be provided.
4. The Contractor shall provide U.S. Coast Guard-approved life jackets for all personnel aboard.
5. A Category I 406 MHz EPIRB (Emergency Position Indicating Radio Beacon) must be affixed to the exterior of the vessel in a manner approved by the U.S. Coast Guard.
6. At least one crew member must be formally trained in survival and firefighting at a level equivalent to that offered by the North Pacific Fishing Vessel Owner's Association. An additional crewmember with certified first aid or EMT (emergency medical technician) training is preferred and may be given additional consideration in the technical evaluation.
7. At the time of submission of the proposal and bid, the Contractor shall provide the Stability Letter from the vessel's Stability Report, certified by a licensed naval architect/marine engineer, which describes the vessel's stability characteristics for the intended charter operations. Recent stability or marine survey reports, pictures, drawings, or blueprints should be included along with other required information (Vessel Characteristics Questionnaire and Crew Questionnaire) to assist in the evaluation.
 - i. All vessels chartered by PSMFC must be maintained in a seaworthy condition. All vessels shall possess one or more of the following documents, reflecting the vessel's current

- configuration, as evidence of the vessel's material condition, structural, and watertight integrity: current vessel classification, SOLAS Safety Construction (SLC) Certificate, Loadline Certificate or equivalent applicable Classification Society documents; evidence of dry-docking examination or underwater survey in lieu of dry-docking, and an internal structural examination, twice within all previous five-year periods with no more than three years between any two examinations and more frequently if required per USCG regulations relevant to the size, age and use of the vessel from a recognized marine surveying company certifying the vessel's structural and watertight integrity.
- ii. Aboard all vessels chartered by PSMFC there must be two identified escape routes from all general areas.
 - iii. All vessels chartered by the PSMFC must have in place fully functional fire protection systems and equipment, such as: portable and semi-portable fire extinguishers, fire pumps, fire mains, fixed gas extinguishing systems, and fire detection and alarm systems in accordance with USCG or SOLAS requirements.
 - iv. The vessel Captain (or designee) must provide a detailed safety orientation before the vessel leaves the dock. At a minimum, the orientation will review the purpose, location, and emergency operation of vessel EPIRBS, VHF and sing sideband radios, survival suits, life jackets, life rafts, fire-fighting equipment and first aid supplies. In addition, emergency procedures for man overboard and abandon ship must be reviewed including the responsibilities of each scientific crew member in case of the occurrence of these events. Any additional safety information that is specific to the vessel must also be covered at this time.
 - v. Periodic safety drills will be conducted during the charter trip as appropriate and as agreed upon by the vessel Captain and Field Party Chief.
 - vi. The vessel shall be equipped with a safe and stable portable gangway for use in boarding and disembarking the vessel while in port.
 - vii. The PSMFC will provide a first-aid kit, oxygen therapy bottles, an Automated External Defibrillator (AED), and a small boat emergency kit containing a compact Emergency Position Indicating Radio Beacon (EPIRB).
 - viii. The Contractor shall adhere to the safety requirements set forth herein which include 46 CFR Part 28 (Attachment 6).
1. No sex, alcohol, or drugs – This rule will be stated as part of the Chief Scientist's orientation before the common.
 2. During the COVID-19 pandemic, agreed upon prevention procedures for sheltering-in-place and testing before boarding the vessel, vessel operations, survey operations, and handling emergent or suspected COVID infections shall be communicated and followed at the start of and during the charter.

2.9. SCIENTIFIC PERSONNEL

2.9.1.

1. The PSMFC field party will consist of at least two and no more than six non-vessel personnel.
2. One PSMFC or Federal program partner employee will be designated Field Party Chief. That person will be responsible for implementation of the Cruise Plan, compliance with charter terms, disposition of catches, and the performance/conduct of all scientific personnel aboard.
3. Scientific personnel will provide their own bedding (except those items specified under Item A.18), towels, survival suits, PFDs, and hard hats.

2.10. PSMFC PROVIDED EQUIPMENT AND SUPPLIES

2.10.1.

1. All scientific sampling equipment and supplies shall be provided by the PSMFC or Federal program partners, including but not limited to:
 - a. Underwater video systems
 - b. Trawl mounted sonar systems
 - c. Catch sampling and data-collection equipment
 - d. Net mensuration equipment
 - e. Sampling tables
2. Alternative components for installation in trawl nets provided by the Contractor and in the salmon excluder for research fishing.
4. A first-aid kit, oxygen therapy bottles, an Automated External Defibrillator (AED) and a small boat emergency kit containing a compact EPRIB.

2.11. SPECIAL CONTRACT REQUIREMENTS

2.11.1.

1. Fuel, Moorage, Communications
PSMFC will reimburse the Contractor for fuel. Moorage and communication costs are to be provided by the Contractor.
2. Firearms
During the charter period, all firearms shall be locked in the captain of the vessel's quarters. Onshore use of firearms shall be at the discretion of the vessel captain.
3. Possession of Liquor/Illegal Drugs
During the charter period, the possession or use of intoxicating liquor and/or illegal drugs by any person is not permitted and may be grounds for termination of this contract by the PSMFC
4. Control of Plastic Discharges

Contractor shall comply with the Marine Plastic Pollution Research and Control Act of 1987, which establishes Federal requirements for controlling plastic discharges from ships.

5. Charter Alterations

PSMFC may increase the number of award days and/or conduct one or more additional surveys outside of the proposed charter dates if the Contractor agrees to the change. The addition of performance days will be made with bi-lateral contract modifications.

6. Presence of Family

Unless serving as crew, the spouses or children of crew members or owner(s) may not accompany the vessel during the term of the charter without obtaining written approval in advance from the Contracting Officer's Representative (COR). If the impact of the family member's presence on the charter causes a non-performance of the charter, it will be treated in accordance with paragraph H.13 Mechanical Breakdowns.

7. Contractor Personnel

The Contractor shall staff the vessel as described in its technical proposal. If the Contractor wishes to propose a substitution, it must provide, in writing, a detailed explanation of the circumstances necessitating the proposed substitution; the name and qualifications of the person who will be the substitute; and any additional information requested by the Contracting Officer. Any proposed substitute shall have qualifications comparable to those of the person being replaced (i.e., number of years of experience and skills). The Contracting Officer will evaluate the request and promptly notify the Contractor of his/her decision. The Contractor shall make no substitutions of personnel unless written approval has been granted by the Contracting Officer.

8. PSMFC Contractor Relations

The PSMFC and the Contractor understand that the services to be provided under this contract by the Contractor are non-personal services and that no employer-employee relationship exists between the PSMFC and the contract employees assigned as key personnel under this contract.

9. Working Conditions for PSMFC and Federal Program Partner Personnel

The Contractor shall provide safe, efficient working conditions and accommodations to the PSMFC and Federal Program Partner personnel free from violence, threats of violence, harassment (including sexual harassment), intimidation, and other disruptive behavior. The Contractor, its agents, subcontractors, and employees, including the Captain and crew of the vessel shall not harass, assault, oppose, impede, intimidate, threaten, interfere with or make unwelcome advances toward any member of the PSMFC field party. Violation under this clause may result in termination of the contract, at the discretion of the PSMFC under the Default Clause, and in consequent liability of the Contractor to the PSMFC for any costs incurred, as well as debarment, suspension on similar actions limiting future participation in PSMFC contracts. Violation of the contractor's obligations under this clause may result in criminal and/or civil prosecution of the person involved by either the PSMFC or affected PSMFC personnel, as provided by applicable law, as well as adverse performance evaluations under the terms and conditions of this contract.

11. Liaison and Coordination

The Contractor shall coordinate efforts with the Contracting Officer or a designated representative. Any request or recommendation for a change shall be made in writing to the Contracting Officer for necessary implementation, if applicable.

12. Recreational Fishing

Scientists and vessel crews may engage in recreational fishing while scientific operations that require crew involvement are not occurring upon obtaining permission from the vessel's captain. Recreational fishing must be done in full compliance with the recreational fishing laws and regulations in effect at the fishing locality. Fish and shellfish caught recreationally may be consumed aboard the vessel, or with permission of the captain, be retained for consumption after the completion of the charter. Recreationally caught fish which are retained should be clearly marked as such, including the license holder's name. It is the responsibility of each recreational fisherman to meet all legal and license requirements relative to the capture, landing, and possession of recreationally caught fish.

13. Mechanical Breakdowns

The Contractor is responsible for maintaining all Contractor provided equipment and vessels in a safe operating condition during the contract performance. If a mechanical breakdown occurs of the vessel or other Contractor provided equipment that is > 12 hours cumulative within a 24-hour period that begins at 0700 and ends at 0659 on the following day, the vessel and all Contractor provided equipment shall be considered off charter. The charter shall also be considered off charter if the captain or crew of the boat is unable to perform the duties as outlined in hour period that begins at 0700 and ends at 0659. The Contractor shall make every reasonable effort to solve the problem causing the vessel, Contractor provided equipment or Captain and Crew to be out of service and bring it back into service as quickly as possible to continue contract performance. Mechanical breakdown periods in excess of four consecutive or four cumulative days may be grounds for termination of the contract. In the event that the breakdown requires the vessel to return to port for repairs, the vessel will not be considered back on charter until the vessel returns to the site where the vessel originally went off charter.

2.12. POST- AWARD and POST-SURVEY MEETINGS

2.12.1.

1. Upon award of contract and prior to the start of the charter, a post-award meeting will be held to discuss issues relating to the charter and survey. The vessel manager, vessel captains participating in the charter, and the crewmember who has primary responsibility for mending and maintenance of the research nets are required to participate in the meeting. The date and time of the meeting will be scheduled by the Contracting Officer upon award of the contract. While the preference is for an in-person meeting at the Alaska Fisheries Science Center in Seattle, Washington, given current uncertainties with regards to the Covid-19 pandemic, this meeting can be held by phone or video call.
2. After completion of the survey, a post-survey debriefing will be held to provide the charter operator an evaluation of the performance of the vessel and crew during the charter and to get feedback. At a minimum, the vessel manager is required to attend the debriefing. The date and time of the meeting will be scheduled by the COR upon completion of the survey. While the preference is for an in-person meeting at the Alaska Fisheries Science Center in Seattle, Washington, given current uncertainties with regards to the Covid-19 pandemic, this meeting can be held by phone or video call.

2.13 PSMFC OPTION DAYS

Seven option charter days and two option years are included in the contract. Use of all or part of those days/ years is at the PSMFC's discretion, and with agreement by the Contractor. The dates for such option days will be at the mutual agreement of PSMFC and Contractor. The Contractor will be notified by the Contracting Officer prior to exercising the option and dates will be discussed and decided upon.

2.14 TECHNICAL PROPOSAL EVALUATION

All parties bidding on this PSMFC charter must fill out Attachments 1-7, including pertinent employment experience for the captain, mate, lead engineer, lead fisher, and lead cook for the past ten (10) years. Similar documentation will be submitted to the Contracting Officer for approval of all replacement personnel hired during the charter. Information provided in these documents will be utilized to determine the winning bid and, therefore, Contractor. In determining which proposal provides the best value to the PSMFC, non-price (technical) evaluation factors are significantly more important than price.

Section 3: INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFERORS

3.1. DEFINITIONS

As used in this RFP –

- 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. "Field Party Chief" is defined as the member of the scientific team who is in charge of the research operations on board the vessel.
- 3.1.4. "Charter day" is defined as a day between the beginning and end of the charter.
- 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 payable within the charter period if the decision to remain in port is agreed upon by the Field Party Chief and Captain.
- 3.1.6. "Mobilization day" is defined as a day preceding scientific operations required for loading or installing of scientific equipment, codends, etc. This is included in the total charter days.
- 3.1.7. "Demobilization day" is defined as a day succeeding scientific operations required for unloading or removal of scientific equipment, codends, etc. This is included in the total charter days.
- 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 count as a charter day or a port call day.

3.2. QUESTIONS

- 3.2.1. Questions shall be submitted in writing no later than April 9, 2021 to:

Michael Arredondo, Pacific State Marine Fisheries Commission
Email: marredondo@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 23 April 2021.

3.4.2. Offerors must complete the forms in Sections 4 through 8 and submit to PSMFC at:

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 5:00 p.m., local time, on 9 June 2017.

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 to 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.

Section 4: SUPPLIES OR SERVICES AND PRICE/COSTS

The Contractor will provide vessel, captain, crew, pelagic trawl(s) and excluder, and all fishing gear necessary to conduct this project. PSMFC will reimburse the Contractor for all fuel costs accrued during this project in addition to the charter rate (receipts must be provided for reimbursement). This research charter seeks to conduct 14 and, with option days, up to 21 charter days (depending on charter rate) between June 10 and August 15 (with a preference for charter days to occur between 1 July and 15 August 2021). Any such additional days will be compensated at the applicable rate for that day’s activity. Time spent in transit to/from port for offload to sell catch from the research tows are included in the contract days.

Please provide a rough daily estimate of fuel consumption.

	Quantity of Full Charter Days	Daily Charter Rate	Total Vessel Bid Amount
Sampling Days	14	\$ _____	\$ _____
Optional Charter Days	7	\$ _____	
Anticipated Daily Fuel Consumption (gal/day)			_____
Estimated Cost per Gallon			_____
Total Daily Fuel Cost Estimate			_____

Name of Vessel: _____

Authorized Signature: _____

Printed Name: _____

Section 5: ATTACHMENTS

5.1. LIST OF ATTACHMENTS

- Attachment No. 1 - Trawl Vessel Characteristics
- Attachment No. 2 - Vessel Configuration
- Attachment No. 3 – Trawl Equipment Description
- Attachment No. 4 - Vessel’s Commercial Fishing History
- Attachment No. 5 - Master/Crew Work Experience
- Attachment No. 6 - Code of Federal Regulations, Title 46, Part 28

Based upon the results of the integrated assessment of the technical and cost/price proposals, the PSMFC may make an award to other than the lowest-priced Offeror or the Offeror with the highest technical score if the source selection official determines that to do so would result in the best value to the PSMFC.

The PSMFC will award contract(s) resulting from this solicitation to the responsible Offeror(s) whose offer conforms to the solicitation requirements and offers the best value to the PSMFC. The Offeror will be evaluated on their demonstrated ability to provide the minimum vessel characteristics, scientific accommodations and crew required to conduct the research as stated in the Statement of Work. Ability to provide the vessel characteristics, accommodations and crew required must be demonstrated by completion and submission of the attached forms related to the factors listed below:

5.2. Factor 1—Vessel Characteristics:

Offerors will be evaluated on the vessel characteristics and scientific accommodations of the proposed vessel required to conduct the research as stated in the statement of work. Evaluation of this factor will be based upon the completed forms noted below:

- Attachment No. 1 - Trawl Vessel Characteristics
- Attachment No. 2 - Vessel Configuration
- Attachment No. 3 – Trawl Equipment Description
- Stability Letter from the vessel’s Stability Report, certified by a licensed naval architect/marine engineer, which describes the vessel’s stability characteristics for the intended charter operations
- Recent stability or marine survey reports, pictures, drawings or blueprints.

On the “Trawl Vessel Characteristics” form, please indicate (and describe) whether or not the vessel is equipped with a sorting (conveyor) belt and flow scale. While not required, these are desirable items

5.3. Factor 2—Commercial Fishing Experience of the Vessel, Captain and Crew:

Offerors shall complete the attached forms indicating pertinent employment experience for captain, lead engineer, lead fisher for the past ten (10) years and for other crew members for the past five (5) years. Demonstrated commercial fishing experience of the vessel, captain and crew will be evaluated based on the submission of the following forms:

- Attachment No. 4 - Vessel's Commercial Fishing History
- Attachment No. 5 - Master/Crew Work Experience

On the "Master/Crew Work Experience" form please indicate (and describe) whether or not the master/ crew member has experience working with bycatch excluders. While not required, this is a desirable item.

5.4 Factor 3 – Past Performance:

The Offeror's past performance on related contracts will be evaluated to determine, as appropriate, successful performance of contract requirements, quality and timeliness of delivery of goods and services, effective management of subcontractors, cost management, level of communication between the contracting parties, proactive management and customer satisfaction. The PSMFC reserves the right to assess the past performance of proposed subcontractors. The PSMFC will use its discretion to determine the sources of past performance information used in the evaluation, and the information may be obtained from references provided by the Offeror, the agency's knowledge of contractor performance, other government agencies or commercial entities, or past performance databases.

If an Offeror does not have a history of relevant contract experience, or if past performance information is not available, the Offeror will receive a neutral past performance rating; however, an Offeror without a history of relevant experience may receive a lowered rating for the experience evaluation factor.

5.5. Cost/Price Evaluation:

(1) The proposed prices/costs will be evaluated but not scored. The cost evaluation will determine whether the proposed costs are realistic, complete, and reasonable in relation to the solicitation requirements. Proposed costs must be entirely compatible with the technical proposal.

(2) The PSMFC may use the results of cost/price realism analysis to adjust the offeror's proposal to a most probable cost to the PSMFC. The analysis may include information from a government auditing agency, PSMFC technical personnel, and other sources.

6.0. Attachment #1 –VESSEL CHARACTERISTICS

Attachment No. 1

TRAWL VESSEL CHARACTERISTICS

6.1. GENERAL VESSEL CHARACTERISTICS OFFEROR RESPONSE

Vessel Name

USCG Registration No.

Vessel Owner/Manager

Vessel Owner/Manager Contact Information

(Office and cell numbers, email address)

Location and Dates Vessel Available for Pre-award
Inspection

Hull Type

Year Built

Vessel Length (LOA)

Vessel Length (Registered)

Vessel Draft

Vessel Beam

Gross Register Tonnage (GRT)

Fuel Capacity (gal)

Cruising Speed (in good weather conditions)

Range (nmi)

Towing Speed (min, max, average)

Endurance (no. of continuous days at sea)

Does the vessel have a stern ramp?

When was the vessel last used for commercial trawling
or research?

6.2. MAIN & AUXILIARY POWER

OFFEROR RESPONSE

Main Engines (No.)

Main Engines Manufacturer & Model

Main Engines Total HP (continuous)

Propeller Nozzle (Yes/No)

Variable Pitch Propeller (Yes/No)

Bow Thruster (Yes/No)

Auxiliary Engines (No.)

Auxiliary Engines Manufacturer & Model

Auxiliary Engines HP

Auxiliary Engines kVA or kW

6.3. FISHING EQUIPMENT AND GEAR

OFFEROR RESPONSE

Total Number of Net Reels

Net Reel #1 Location, Dimensions, Pulling Power (Hauling or pulling power is usually expressed in tons per haul speed (feet per minute) for bare drum, or full drum)

Net Reel #2 Location, Dimensions, Pulling Power

Net Reel #3 Location, Dimensions, Pulling Power

Trawl Winches Manufacturer & Model

Trawl Winches Retrieval Rate

Trawl Winches Capacity of 2.53 cm (1 in.) Wire

Current diameter of wire on winches _____

Is current trawl wire steel core (Yes/No)?

Current length of wire on each winch **AVAILABLE
FOR FISHING**

Can winch tension be adjusted (Yes/No)?

Are wire lengths monitored electronically (Yes/No)?

Is there a working auto trawl system installed

Date of last auto trawl service

When was the wire most recently replaced?

Lifting Winches (No.)

Lifting Winch #1 Manufacturer & Model

Lifting Winch #1 Wire Capacity (incl. wire diameter)

Lifting Winch #2 Manufacturer & Model

Lifting Winch #2 Wire Capacity (incl. wire diameter)

Lifting Winch #3 Manufacturer & Model

Rated (Static) Lifting Capacity of Crane #2

Outboard Lifting Distance of Crane #2

Lifting Winch #3 Wire Capacity (incl. wire diameter)

When was the wire on each winch last replaced?

Cranes (Number)

Location of Crane #1

Rated (Static) Lifting Capacity of Crane #1

Outboard Lifting Distance of Crane #1

Location of Crane #2

Examples of Trawls Used in Commercial Fishing

Trawl #1 Make, Model & Year Purchased

Trawl #1 Head rope Length

Trawl #1 Footrope Length

Trawl Door Type and Size

Maximum Operational Towing Speed

Minimum Operational Towing Speed

Aboard This Vessel

Trawl #1 Make, Model & Year Purchased

Trawl #1 Head rope Length

Trawl #1 Footrope Length

Trawl Door Type and Size

Maximum Operational Towing Speed

Minimum Operational Towing Speed

Trawl #2 Make, Model & Year Purchased

Trawl #2 Head rope Length

Trawl #2 Footrope Length

Trawl Door Type and Size

Maximum Operational Towing Speed

Minimum Operational Towing Speed

Examples of Trawls Used in Research Aboard This
Vessel

What salmon excluder do you use for pollock fishing?

Type: _____

Manufacturer: _____

Year Made: _____

Would this be available for use during the charter? _____

6.4. DECK, OFFICE AND STORAGE SPACES _____

Approximate clear trawl deck area available for working catches (including space for sorting table) and storage of scientific equipment - Sq. Ft.

Location and approximate area of covered protected area for biological data collection (for example shelter deck(s), covered area behind deck house, etc.) - Sq. Ft.

Can deck bins be made on deck to store catches (i.e. with bin boards)?

What is the approximate capacity of each possible deck bin?

How many overboard chutes to discard the scientific catch are on the trawl deck and what are their approximate locations (pictures are highly recommended here)

Is a saltwater deck hose available on deck (Yes/No)?

Is there an on/off switch available on deck?

Is there access to freshwater on deck (Yes/No)?

Are there electric outlets on deck and how many?

What is the voltage of the electric power supply?

What is the location and amount of dry storage in the Deckhouse for scientific equipment?

What is the approximate area of the deckhouse dry storage (cu. ft.)?

What is the approximate area of the hold dry storage for fishing gear and supplies (cu. ft.)?

Where is the office space located and what is the area (sq. ft.)?

How many desks are in the office space and what is the size (sq. ft.) of each?

Where is the location and how much clear desk or counter space is available on the bridge for Govt. computers, printer, GPS, and trawl mensuration cabinet (sq. ft.)?

Is there a chart table available for scientific use?

6.5. NAVIGATION AND FISHING ELECTRONICS

OFFEROR RESPONSE

GPS #1 Make and Model

GPS #2 Make and Model

GPS Plotter Make(s) and Model(s)

Radar #1 Make, Model, and Range

Radar #2 Make, Model, and Range

Depth Sounder #1 Make, Model, Range, Freq.

Depth Sounder #2 Make, Model, Range, Freq.

Depth Sounder #3 Make, Model, Range, Freq.

Is a working plotter available?

If so, what plotter software is currently used aboard the vessel?

List of other navigation and fishing electronic equipment beneficial to the survey and research.

Trawl mounted sonar/3rd wire system (manufacturer and model)
Type and location of transducer

6.6. COMMUNICATIONS EQUIPMENT

OFFEROR RESPONSE

Radio #1 Type, Make, Model,
Synthesized (Yes/No)

Radio #2 Type, Make, Model,
Synthesized (Yes/No)

Radio #3 Type, Make, Model,
Synthesized (Yes/No)

Radio #4 Type, Make, Model,
Synthesized (Yes/No)

Vessel's Radio Call Sign

Type of emergency power back up

INMARSAT C or Fleet Broadband
Number, Make, and Model

Satellite Telephone Number, Make, and
Model

Cellular Telephone Number, Make, and
Model

6.7. SCIENTIFIC STAFF AND CREW ACCOMMODATIONS

OFFEROR RESPONSE

Total number of heads and number available for use by scientific staff.

Total number of showers and number available for use by scientific staff.

What is the size (sq. ft.) and seating capacity of galley/mess area?
Freshwater storage capacity (gal)

Freshwater making capacity (gal/day)

Is the freshwater maker operational (Yes/No)?

Number of clothes washers

Number of clothes dryers

What is the total number of bunks available for crew and scientific staff?

What is the number of 1 bunk rooms assigned to scientific staff?

What is the number of 2 bunk rooms assigned to scientific staff?

What is the number of 3 bunk rooms assigned to scientific staff?

What is the number of 4 bunk rooms assigned to scientific staff?

Are at least one closet/locker and one drawer available for each of the scientist to use?

Location and size (sq. ft.) of refuse storage area.

Is there a trash compactor (Yes/No)?

List any other staterooms not listed above available to scientific staff or other features related to vessel accommodations that would benefit the scientific

staff and crew.

6.8. SAFETY EQUIPMENT

OFFEROR RESPONSE

Number and manufacturer(s) of immersion suits

List number by class of EPIRBs

Is stability letter/report attached (Yes/No)?

Is a gangway available for safely embarking/debarking the vessel?

Names of crew with survival and fire-fighting training (please list the names of courses and dates):

Names of crew with skiff handling experience:

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

6.9.

Is there a conveyor belt and/or factory for processing commercial catches of fish. Does it include a flow scale?

Please list any prior experience the vessel crew has with conducting bycatch research and using excluder devices.

Attachment No. 2:

7.1. VESSEL CONFIGURATION

Submit vessel blueprints or scale drawings that clearly show the locations and layout of the following contract requirements (photographs or video recordings showing any or all of the requested areas are also requested and encouraged, though not required):

Deck Layout: trawl winches, net reels, cranes or booms, covered protected deck area for collecting biological data, location of discard chutes, location of salt water hose, location of freshwater hose or access, trawl way and indicate height of, and hatch combings and other significant obstructions.

Deckhouse Layout: bunk arrangements, office space, galley arrangement, freezer space for scientific samples, heads and showers, bridge, and bridge layout and desk/counter area on bridge.

Attachment No. 3

8.1. TRAWL EQUIPMENT DESCRIPTION

Provide diagrams and specifications of the pelagic trawl systems to be provided for the research charter, including the salmon excluder most commonly used on the vessel (type, when it was made and by what company). Include net design (mesh counts and sizes, etc.), door model and weight, and sweep lengths available. Net designs should include details about the intermediate section(s) and codend.

* For example: skiff handling, net mending, cooking for 11 people, trawl construction/repair, firefighting training, Masters License, prior research charter experience, etc.

Attachment No. 6 USCG REGULATIONS FOR MEDICAL FIRST AID EQUIPMENT AND TRAINING APPLICABLE TO FISHING VESSELS

[Code of Federal Regulations]

[Title 46, Volume 1]

[Revised as of October 1, 2004]

From the U.S. Government Printing Office via GPO Access

[CITE: 46CFR28.210] [Page 335-336]

TITLE 46--SHIPPING

CHAPTER I--COAST GUARD, DEPARTMENT OF HOMELAND SECURITY

PART 28 REQUIREMENTS FOR COMMERCIAL FISHING INDUSTRY VESSELS

--Table of Contents

Subpart C Requirements for Documented Vessels That Operate Beyond the Boundary Lines or With More Than 16 Individuals On Board, or for Fish Tender Vessels Engaged in the Aleutian Trade

Sec. 28.210 First aid equipment and training.

(a) Each vessel must have on board a complete first aid manual and medicine chest of a size suitable for the number of individuals on board in a readily accessible location.

(b) First aid and cardiopulmonary resuscitation (CPR) course certification.

Certification in first aid and CPR must be as described in this paragraph.

(1) First aid--a certificate indicating completion of a first aid course from:

(i) The American National Red Cross "Standard First Aid and Emergency Care" or "Multi-media Standard First Aid" course; or

(ii) A course approved by the Coast Guard under Sec. 10.205(h)(1)(ii) of this chapter.

(2) CPR--A certificate indicating completion of course from:

(i) The American National Red Cross;

(ii) The American Heart Association; or

(iii) A course approved by the Coast guard under Sec. 10.205(h)(2)(iii) of this chapter.

(c) Each vessel that operates with more than 2 individuals on board must have at least 1 individual certified in first aid and at least 1 individual certified in CPR. An individual certified in both first aid and CPR will satisfy both of these requirements.

