

Request for Proposals

Vessel Needed for Dungeness Crab Longline Gear Configuration Study



Actual issue date: 20 February 2025

Schedule/Instruction/ Provision/Clauses

DEADLINE FOR PROPOSALS: 20 March 2025

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Section 1: PROPOSED SCHEDULE

Vessel Needed for Dungeness Crab Longline Gear Configuration Study

20 February 2025	Requests for Proposals (RFP) distributed
10 March 2025	Deadline for written questions on RFP Any questions should be directed to: Mark Lomeli Pacific States Marine Fisheries Commission Email: mlomeli@psmfc.org
13 March 2025	PSMFC answers to written questions posted on website: http://www.psmfc.org/procurements/blog
20 March 2025	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
26 March 2025	Select Contractor
15 April to 14 August 2025	Timeline to complete research project

Section 2: STATEMENT OF WORK

DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

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

2.1. GENERAL

- 2.1.1. The National Marine Fisheries Service Bycatch Reduction Engineering Program (BREP)(funding opportunity # NOAA-NMFS-FHQ-2024-2008210) has selected this work for funding. However, at the time of this RFP posting the BREP is still in the process of issuing the project funds to the Pacific States Marine Fisheries Commission (PSMFC). It is hopeful that funding for this project will be awarded in time to conduct this research. If funds are not received or not received in time to conduct this work during the proposed work timeline, then the work described in this RFP will not occur.
- 2.1.2. The PSMFC intends to charter 1 to 2 Dungeness crab vessels (depending on charter rate) to test the efficacy of fishing longline-configured crab pots. If the project budget cannot cover the charter costs of 2 vessels, then 1 vessel will be selected. Working directly with fishers, this project expects to identify configurations of longline gear that can reduce the number of vertical lines in the water, and that can be easily applied to normal fishing operations. This project looks to fish upwards to 200 Dungeness crab pots (longline configured) per fishing trip across 5 fishing trips. However, the number of trips to be made may change depending on the charter rates received. We also look to fish upwards to 200 Dungeness crab pots (single-pot rigged) per fishing trip to conduct a catch comparison analysis between the two gear configurations. If the size and layout of the charter vessel(s) is unable to handle this number of pots, then fewer pots will be fished. The duration of each fishing trip is anticipated to be 2 days. The timeline to complete this work is between 15 April and 14 August 2025. Fishing will occur off the Oregon coast in depths upwards to 100 fathoms. The PSMFC has an Oregon Scientific Take Permit that will allow this research to fish longline-configured crab pots and at depths outside of 40 fathoms during the month of May.

2.2. PROJECT OBJECTIVE

- 2.2.1. This study will: 1) examine and document longline-configured Dungeness crab gear in efforts to identify techniques to reduce the presence of vertical lines, 2) quantify total line removal (vertical line removed – groundline added), 3) provide fishers and managers with proactive information, insights, and data to apply in the event further management measures were needed to reduce vertical lines in the fishery, and 4) develop a technical report detailing methodology and outcomes, and potential

logistical and safety concerns to consider when fishing longline-configured gear in the Dungeness crab fishery.

2.3. PROJECT DESCRIPTION

- 2.3.1. The PSMFC seeks to examine and document longline-configured Dungeness crab gear in efforts to identify techniques to reduce the presence of vertical lines. As for pot spacing distances and the number of pots on a single string, this will be dependent on the charter vessel(s) characteristics such as length and width, available deck space, presence/absence of a net reel or stern ramp, and hydraulic gear-hauling power. Further, depending on the vessel(s) characteristics, the longline gear will be deployed using the vessels net reel (if present), off the stern ramp (if present), or off the stern or side rails (if a net reel or stern ramp are not present). This project looks to fish upwards to 200 Dungeness crab pots per fishing trip across 5 fishing trips. However, the number of trips to be made may change depending the on charter rates received. We also look to fish upwards to 200 Dungeness crab pots (single-pot rigged) per fishing trip to conduct a catch comparison analysis between the two gear configurations. If the size and layout of the charter vessel(s) is unable to handle this number of pots, then fewer pots will be fished. The duration of each fishing trip is anticipated to be 2 days. The timeline to complete this work is between 15 April and 14 August 2025. Fishing will occur off the Oregon coast in depths upwards to 100 fathoms. The PSMFC has an Oregon Scientific Take Permit that will allow this research to fish longline-configured crab pots and at depths outside of 40 fathoms during the month of May.
- 2.3.2. One mobilization day and one demobilization day will be needed for the project for loading and unloading the fishing gear provided by PSMFC. See section 3.1 for the definition of mobilization day and demobilization day.
- 2.3.3. The general longline groundline gear to be used will consists of 1/2" blue steel crab rope. The gangions (a short piece of rope connecting a pot to the groundline) will consist of 7/16" blue steel crab rope of ~5' in length. Approximately every 120' (20 fathoms) an eye will be spliced into the groundline for connecting the gangion to the groundline. To connect the gangion to the eye on the groundline, a 3/8" carabiner will be used. The length of groundline to be fished per each set will be dependent on the vessel characteristics and fishing ground features, but the maximum groundline length to be considered in this study is 1,200 fathoms in length (e.g., 6 coils of connected blue steel rope). The line used for the start and end buoy lines will consist of 1/2" hydro pro. On some sets, video cameras will be placed on pots and positioned to look at the groundline to examine its behavior during setting, fishing, and hauling. Once a charter vessel(s) has been selected, the longline gear will be adjusted to meet the vessels characteristics and layout.
- 2.3.4. Per each pot hauled, data will be collected on the sex and number of crabs caught. For males crabs, data on the number of legal vs sublegal-sized crab will be collected.

All legal-sized male crab will be retained for commercial sale. Further, all proceeds from crab sales will go to the vessel.

- 2.3.5. Fuel costs accrued during this project will be reimbursed to the contractor by the PSMFC. Receipt(s) must be provided for fuel reimbursement.
- 2.3.6. Bait for this project will be provided by the PSMFC. The PSMFC will consult the contractor to determine which type of bait to purchase.
- 2.3.7. When deploying and retrieving the longline gear, the scientific crew will collect categorical data (e.g., *yes* / *no* data counts) to quantify if gear deployments and/or retrievals differ between pot quantities and spacings or pose safety issues. For example, if the gear was deployed and retrieved *without* any significant issues, such as (but not limited to) large gear snarls, considerable contact with the vessel's bulwarks, groundline damage, or hydraulic gear-hauling difficulties, then the event would be considered successful and categorized as *yes* in the data set. On the contrary, if a significant issue occurred, the event would be categorized as *no*. Video footage and photos will also be taken of the longline gear as it is being deployed and retrieved for documentation and educational purposes.
- 2.3.8. This research cruise will terminate when, as determined jointly by the vessel captain and chief scientist, either: (1) the scientific objectives of the cruise have been met, (2) available funds have been exhausted, (3) due to equipment failure, inclement weather, or other cause it appears that the scientific objectives cannot be met within a reasonable time frame, or (4) the limit of compensable sampling days has been reached. The chief scientist, in consultation with the contractor, will determine the vessels sampling schedule.
- 2.3.9. If the project is terminated before the limit of compensable sampling days has been reached, an additional cruise may be scheduled at the discretion of PSMFC, at a time determined jointly by PSMFC and the contractor.
- 2.3.10. For terms of this agreement, only days meeting the definition of "sample days" as defined in Section 3.1, are compensable as sample days. If, during a cruise, inclement weather, vessel equipment failure, or other development makes it impossible or unwise to continue sampling operations, the contractor and PSMFC may elect to terminate the cruise and return to port. Alternatively, PSMFC and the contractor may jointly elect to suspend sampling operations and wait for conditions to improve. Time loss due to vessel equipment breakdown or time spent at the dock, such as waiting for the tide, supplies or crew, is not compensable under agreement.

2.4. VESSEL REQUIREMENTS AND CONTRACTOR RESPONSIBILITIES

- 2.4.1. The vessel must be current on all USCG requirements and in accordance with Title U.S.C. 46 C.F.R. Parts 24,25,26, and 28 (as applicable). The vessel, captain, and crew must all have experience operating crab gear. A Captain and crew with

longline-configured pot gear fishing experience (i.e., crab, sablefish, etc.) is *highly* desired for the study.

- 2.4.2. The contactor must provide 200 commercial Dungeness crab pots with bait bags for use in longline-configured fishing. The crab pots must be free of any vertical lines and buoys, except for the pots to be used at the start and end of the longline strings.
- 2.4.3. The contractor must provide 200 commercial Dungeness crab pots with bait bags for single-pot fishing.
- 2.4.4. The vessel must have clean and sanitary living conditions and adequate space for up to 2 scientific crew members (men and/or women).
- 2.4.5. The vessel must have one head and a functional shower available for use by the scientific crew. Doors to toilet or bathing facilities must be fitted with an operational lock or latch to ensure the user's privacy. The vessel will furnish soap, toilet paper, and paper towels.
- 2.4.6. The vessel must have sufficient fresh water capacity to accommodate reasonable shower use by a 1 to 2 person scientific crew and the vessel crew. The vessel's shower must also be serviced by a hot water heater.
- 2.4.7. The vessel must have work spaces and berthing spaces that are adequately ventilated and free from excess engine noise and hydrocarbon fumes. Smoking of tobacco inside the vessel is prohibited while on charter.
- 2.4.8. The vessel must have adequate deck lighting to support early-morning or nighttime work operations. Lighting from several angles to reduce shadows is desired.
- 2.4.9. The vessel must have available 110-volt power inside the vessel that can be used for downloading the video data and charging of cameras and laptop computers.
- 2.4.10. The Contractor will be responsible for all vessel-related gear needs (other than that supplied by PSMFC), including supplies normally needed for routine maintenance, and any vessel-related gear lost or damaged during the charter. Contractor agrees to provide labor to repair the vessel as needed. There will be no reimbursements for gear elements that may be lost at sea (i.e., buoys, pots, rope).
- 2.4.11. 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.

2.5. CREW REQUIREMENTS

- 2.5.1. The Captain must have a minimum of 10 years of fishing experience as master of a comparable-sized vessel in Pacific Ocean waters. The Captain must also have experience fishing Dungeness crab off the California, Oregon, or Washington coast. A Captain and crew with longline-configured pot gear fishing experience (i.e., crab, sablefish, etc.) is *highly* desired.
- 2.5.2. The Captain shall be competent in the use of modern navigational and fisheries sonar equipment.
- 2.5.3. The crew shall consist of a Captain and at least two deckhands. In addition to the normal duties reserved for the deckhands, one or more of the deckhands or the Captain will also accomplish the responsibilities of engineer and cook. If desired, the crew may include an additional deckhand capable of operating the vessel to provide additional flexibility for the crew and to ensure all crew members receive adequate rest.
- 2.5.4. The deckhand undertaking the responsibilities of engineer shall have a minimum of 5 years of experience.
- 2.5.5. Captain/crew members with previous research experience are highly desired.
- 2.5.6. The Captain must record logbook data (e.g., lat/long set locations, depths, crab catches) on all sets conducted during the project. At conclusion of the project a copy of the logbook data must be provided to the chief scientist.

2.6. SCIENTIFIC CREW

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

2.7. OPERATING PROCEDURES

- 2.7.1. Before departure and commencement of operations, the Chief Scientist will provide a joint orientation meeting with the Captain, crew members, and scientific staff. This

orientation will cover the objectives and methods for accomplishing the project goals.

2.7.2. **The vessel must maintain a wheel watch at all times. Failure to maintain a wheel/anchor watch (as required by the United States Coast Guard [USCG] Navigational Rules of the Road) will result in a breach of contract and termination of charter work.**

2.7.3. The Chief Scientist and Captain will work together to resolve all problems, which may occur regarding the project. In the event the Chief Scientist and Captain are unable to resolve a problem which has the potential for invalidating the project or threatens the safety or welfare of the scientific crew, the Chief Scientist will direct the vessel to return to port where an acceptable solution will be arranged between the PSMFC and the Contractor or the research cruise will be terminated. In such situations, the vessel will go off charter if required to return to port and will remain off charter until the problem has been resolved and the vessel has returned to the project area. Note: Grounds for such actions include specifically the requirement that scientific crew not be harassed, assaulted, opposed, impeded, intimidated, threatened, interfered with, or subject to unwelcome advances.

2.7.4. The contractor shall provide three nutritionally balanced meals each sampling day. Meal times will be coordinated between the Captain and the Chief Scientist to accommodate both the need to complete sampling and the time required by the cook to prepare meals. The vessel will provide meals for the scientific crew during all sampling days.

2.8. VESSEL SAFETY PROTOCOL

2.8.1. The vessel Captain is responsible for all matters related to the safety of all crew, the vessel, equipment operation, and scientific staff. The Captain will adhere always to Navigational Rules of the Road whether sampling, running, drifting, or at anchor. The Captain shall review safety procedures and equipment with the scientific crew at the beginning of each cruise leg. At all times while at sea, the Captain shall post a wheel/anchor watch (as required by the USCG Navigational Rules of the Road). The Captain shall post a wheel/anchor watch while the vessel runs to the next fishing area, drifts, or lies at anchor. **Failure to maintain a wheel/anchor watch (as required by the United States Coast Guard [USCG] Navigational Rules of the Road) will result in a breach of contract and termination of charter work.**

2.8.2. The Contractor shall provide USCG approved survival suits for all vessel crew members. The scientific crew members will provide their own suits. Adequate dry storage for all survival suits shall be provided.

2.8.3. The Contractor shall provide USCG approved life jackets for all vessel crew members. The scientific crew members will provide their own life vests.

- 2.8.4. The vessel must be equipped with a USCG approved self-inflating covered life raft with capacity sufficient to accommodate all vessel crew and scientific crew members.
- 2.8.5. A Category I EPIRB (Emergency Position Indicating Radio Beacon) must be affixed to the exterior of the vessel in a manner approved by the USCG.
- 2.8.6. Before leaving the dock to commence sampling operations or when any crew change occurs, the Contractor will conduct a safety drill detailing locations of all safety equipment, description of vessel station bill, and instructions on operating appropriate safety and communications equipment. Station bills must be posted in prominent places.
- 2.8.7. No Sex, alcohol, or drugs – This rule will be stated as part of the Chief Scientist's orientation before the common.
- 2.8.8. The vessel must have a valid USCG Safety Decal. The decal must remain valid during the entire contract period and all requirements of the decal must remain valid for the entire contract period. This includes EPIRB batteries and life raft repacking. For example, if a vessel has a valid sticker, but the EPIRB battery is expired the vessel will need to have the battery replaced before the project can begin. In such situations, the vessel will go off charter and will remain off charter until the problem has been resolved. The vessel must also be current on all USCG requirements and in accordance with Title U.S.C. 46 C.F.R. Parts 24,25,26, and 28 (as applicable).

2.10. POST-AWARD AND POST-PROJECT MEETINGS

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

2.11. EXECUTION OF CONTRACT

- 2.11.1. The Contractor hereby agrees to execute the project design as described, or a modification of said plan or design based upon agreement between the Contractor and PSMFC.

Section 3: INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFEROR'S

3.1. DEFINITIONS

As used in this provision –

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

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

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

3.1.4. “Sample day” is defined as a day when the vessel completes one or more set.

3.1.5. “Mobilization day” is defined as a day preceding scientific operations required for loading or installing of the scientific equipment.

3.1.6. “Demobilization day” is defined as a day succeeding scientific operations required for unloading or removal of the scientific equipment.

3.1.7. “Cruise Plan” is defined as the logistical methodologies employed to implement the project design.

3.2. QUESTIONS

3.2.1. Questions shall be submitted via email no later than 10 March 2025 to:

Mark Lomeli, Pacific State Marine Fisheries Commission

Email: mlomeli@psmfc.org

3.2.2. Answers to written questions will be posted on the PSMFC website (<http://www.psmfc.org/procurements/blog>) no later than 13 March 2025.

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 20 March 2025.

3.4.2. Proposals must be submitted to:

Pacific States Marine Fisheries Commission

Attn: Michael Arredondo

205 SE Spokane St., Suite 100

Portland, OR 97202

Email: marredondo@psmfc.org

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

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

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

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

The name of the solicitation;

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

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

3.4.6. The PSMFC reserves the right to consult with and to consider information from its own sources, including information from state and federal agencies regarding the offeror's prior performance or the status of outstanding investigations or warrants involving the offeror.

3.4.7. Offeror's are responsible for submitting proposals, and any modification or revisions, to PSMFC by 4:00 p.m., local time, on 20 March 2025.

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.

3.5. OFFER EXPIRATION DATE

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

3.6. CONTRACT AWARD

- 3.6.1. The PSMFC intends to award a contract or contracts resulting from this solicitation to the responsible offeror(s) whose proposal(s) represent the best value after evaluating in accordance with the factors and subfactors in the solicitation.
- 3.6.2. The PSMFC may reject any or all the proposals if such action is in the PSMFC's interest.
- 3.6.3. The PSMFC may waive informalities and minor irregularities in proposals received.
- 3.6.4. The PSMFC intends to evaluate proposals and award a contract without discussions with offeror's (except clarifications as described in FAR 15.306(a)). Therefore, the offeror's initial proposal should contain the offeror's best terms from a cost or price and technical standpoint. The PSMFC reserves the right to conduct discussions if the Program Manager later determines them to be necessary. If the Program Manager determines that the number of proposals that would otherwise be in the competitive range exceeds the number at which an efficient competition can be conducted, the Program Manager may limit the number of proposals in the competitive range to the greatest number that will permit an efficient competition among the most highly rated proposals.
- 3.6.5. The PSMFC reserves the right to make an award on any item for a quantity less than a quantity offered, at the unit cost or price offered, unless the offer specifies otherwise in the proposal.
- 3.6.6. The PSMFC reserves the right to make multiple awards if, after considering the additional administrative cost, it is in the PSMFC's best interest to do so.
- 3.6.7. Exchanges with offeror's after receipt of a proposal do not constitute a rejection or counteroffer by the PSMFC.
- 3.6.8. The PSMFC may determine that a proposal is unacceptable if the prices proposed are materially unbalanced between line items or subline items. Unbalanced prices exists when, despite an acceptable total evaluated price, the price of one or more contract line items is significantly overstated or understated as indicated by the application of cost or price analysis techniques. A proposal may be rejected if the Program Manager determines that the lack of balances poses an unacceptable risk to the PSMFC.

3.6.9. If a cost realism analysis is performed, cost realism may be considered by the source selection authority in evaluating performance or schedule risk.

3.6.10. 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.

3.6.11. The PSMFC may disclose the following information in post award debriefings to other offeror's:

3.6.11.1. The overall evaluated cost of price and technical rating of the successful offeror;

3.6.11.2. The overall ranking of all offeror's, when any ranking was developed by the agency during source selection; and

3.6.11.3. A summary of the rationale for award.

3.7. PROPOSAL EVALUATION CRITERIA

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

- Captain and crew members fishing experience, specifically with longline-configured pot gear (i.e., crab, sablefish, etc.) (30 Points)
- Vessel characteristics (25 Points)
 - Vessel length and width, hydraulic gear-hauling power, and available deck lighting
 - Vessel layout, presence/absence of a net reel or stern ramp, and available space for deployment and retrieval crab gear (e.g., pots, rope, buoys)
 - Vessel pot capacity
 - Number of available berths
- Charter rate (25 Points)
- Safety equipment and Captain/crew training (15 Points)
 - Safety equipment
 - Crewmember with formal survival and firefighting training
 - Crewmember with certified first aid and EMT
- Captain and crew members experience with fisheries research (5 Points)

3.8. PROPOSAL SELECTION PROCEDURE

- 3.8.1. All proposals will be evaluated in accordance with the above evaluation criteria. There will likely be two to three reviewers for each proposal depending on the number of proposals received. Each reviewer will independently score each proposal. The reviewers will then meet and discuss the scoring criterion for each proposal as a group. The proposal that scores highest on the evaluation criteria section (3.7.1.) and that best suites the project requirements will be awarded the contract.

Section 4: SUPPLIES OR SERVICES AND PRICE/COSTS

Provide vessel, captain, crew, fuel, and all gear necessary to conduct the work described in sections 2-3 of the RFP titled “Vessel Needed for Dungeness Crab Longline Gear Configuration Study”. PSMFC will reimburse the contractor for all fuel costs accrued during this project (receipts must be provided for reimbursement). The desired timeline to completed this work is between 15 April and 14 August 2025.

	Quantity of Charter Days	Daily Charter Rate	Vessel Bid Amount
Sampling Days	10	\$_____	\$_____
Mobilization Day	1	\$2,500 *	\$ 2,500
Demobilization Day	1	\$2,500 *	\$ 2,500
Total			\$_____

Name of Vessel:_____

Authorized signature:_____

Printed Name:_____

* = amount paid to the contractor by PSMFC for Mobilization and Demobilization days.

Section 5: ATTACHMENTS

5.1. BID PROPOSAL WORKSHEET: VESSEL CHARACTERISTICS

1. GENERAL VESSEL CHARACTERISTICS

Owner Name_____

Registration
No._____

Vessel Name_____

Phone
(____)_____

Address_____

Registered Vessel Length (LOA)_____

Vessel Back Deck Width _____

Does your vessel have a net reel or stern ramp that could be used for setting longline gear?
Please indicate:

Given your vessel characteristics and layout, which longline gear deployment method would you prefer: 1) setting with a net reel, 2) setting out the stern ramp, or 3) setting over the stern / side rail?

Is the Captain and vessel crew experienced with handling longline gear? Yes / No

If yes, what fishery and how many years of experience?

What size of Dungeness crab pots would you have available for this project and what is the approximate weight of each pot?_____

How many pots can be stacked on the vessel:_____

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

Is there available space within the vessel for the scientific crew to store and use their laptop computers, and charging the sampling equipment? Yes / No

Available Deck Space and lighting

Appropriate clear working deck area available _____ square feet.

Comments:_____.

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

Comments: _____

Living Quarters

Number of Berths_____

Number of functional heads with a lock or latch_____

Number of functional showers_____

Is there anything additional you would like us to know about your vessel?

5.2. SAFETY EQUIPMENT AND TRAINING

Life Raft Capacity_____

EPIRB: No._____ Class_____

EPIRB Battery Expiration_____

USCG Certification of Inspection Expiration Date_____

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

Comments:_____

Have all crew members had a certified first aid and Emergency Medical Training (EMT) course?

Yes / No

Comments:_____

5.3. VESSEL AVAILABILITY

The desired timeline to completed this work between 15 April and 14 August 2025. Do you have any prior engagements during the desired timeline to complete this project that would potentially conflict with conducting this research (i.e. other charter work commitments, commercial fishing activities, boat yard work, vacations, etc.)?

5.4. IDEMNITY AND INSURANCE

IDEMNIFICATION

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

_____ Yes

_____ No

INSURANCE COVERAGE

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

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

_____ Yes
_____ No

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

_____ Yes
_____ No

- c. Vessel Hull and Machinery Coverage

_____ Yes
_____ No

SUBROGATION WAIVER PROVISION

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

_____ Yes

_____ No

- 1) Evidence of Insurance provision. Before the final execution of this contract, Contractor shall produce a standard Accord from Certificates of Insurance with Insurance Carriers acceptable to the PSMFC/NMFS, evidencing all required insurances. The Certificate shall also comply with the Subrogation Waiver Provision and forward actual endorsements from the contractor's insurance carriers evidencing required coverage amendments.
- 2) Renewal/Cancellation. The respective Insurance Carriers and the Certificate of Insurance shall allow for a minimum of 30 days written notice of cancellation, non-renewal or reduction or required coverage's before the expiration date thereof and the Certificate shall delete the word(s) "endeavor" and the last two lines of a standard Accord Certificate ("But failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives"). Renewal Certificates evidencing the same shall be received 10 days prior to the expiration of the coverage's so evidenced. The Certified evidencing all requirements herein and any reduction of required coverage's or cancellation shall be sent to **PSMFC, 205 SE Spokane Street, Suite 100, Portland, OR 97202 Phone: (503) 595-3100 Fax: (503) 595-3232.**
- 3) Sufficiency of Insurance. The insurance limits or coverage's required by PSMFC are not represented as being sufficient to fully protect the Contractor. Contractor is advised and responsible to determine his own adequate coverage sot limits.
- 4) Qualifications. Insurance companies shall be legally authorized to engage in the business of furnishing insurance in the State of the exposure.