Request for Proposals

Vessel Needed for Codend Study in Groundfish Bottom Trawl Fishery



Actual issue date: 04 April 2025 Schedule/Instruction/ Provision/Clauses DEADLINE FOR PROPOSALS: 2 May 2025

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Section 1: PROPOSED SCHEDULE

04 April 2025	Requests for Pr	Requests for Proposals (RFP) distributed	
18 April 2025	Deadline for written questions on RFP		
	Any questions	should be directed to:	
		Mark Lomeli	
		Pacific States Marine Fisheries Commission	
		Email: mlomeli@psmfc.org	
22 April 2025	PSMFC answer	rs to written questions posted on website:	
	http://www.psr	nfc.org/procurements/blog	
2 May 2025 Deadline for p		posals	
	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	
9 May 2025	Select Contractor		

Vessel Needed for Codend Study in Groundfish Bottom Trawl Fishery

01 July to 30 Sept. 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 Pacific States Marine Fisheries Commission (PSMFC) intends to charter one groundfish bottom trawl vessel for 12 sample days to test an experimental codend (termed FloMo) designed to reduce bycatch of juvenile sablefish and smaller-sized shortspine thornyhead (SSTH), Dover sole, and petrale sole in the West Coast groundfish bottom trawl fishery. The desired timeline to completed this work is between 01 July and 30 September 2025. PSMFC will be responsible for designing the project and providing all scientific equipment needed for the project. The Contractor agrees to furnish a vessel, crew, main wire, doors, sweeps, bottom trawl, and a 127 mm T90 codend. PSMFC will supply the experimental codend (Fig. 1). The captain and crew must be available during all scientific operations. To ensure full use of each sample day, the captain and crew should make any necessary transit arrangements to begin fishing operations at the start of each sample day. All fishing will occur during daylight hours.

2.2. PROJECT OBJECTIVES

2.2.1. The project objectives are: 1) model and compare the retention probabilities for sablefish, SSTH, Dover sole, and petrale sole between the FloMo codend and a conventional 127 mm (between knot measurement) T90 codend used in the West Coast groundfish bottom trawl fishery, and 2) identify the economic efficiencies (e.g., net value retained vs. net value lost) and quota impacts (e.g., savings, losses) for sablefish, Dover sole, thornyheads, and rockfishes between the PSH FloMo codend and a conventional 127 mm (between knot measurement) T90 codend used in the West Coast groundfish bottom trawl fishery.

2.3. PROJECT DESCRIPTION

2.3.1. This study will model and compare the retention probabilities for sablefish, SSTH, Dover sole, and petrale sole between the FloMo codend and a conventional 127 mm T90 codend used in the West Coast groundfish bottom trawl fishery. The FloMo is designed to replace the traditional mesh codend and lengthener of the trawl net with a membrane-based modular system that tailors the in-trawl environment to the physiological parameters of the fish by providing a low-flow, low turbulence environment (see short video Introduction to Precision Seafood Harvesting for more background information). FloMo is designed to attach to existing trawl net designs

with the connection being made via a mesh "adapter" section that acts as a transition between the front-end trawl net components and the new FloMo design.

FloMo is comprised of three main components (Fig. 1) as follows:

Cone module - a non-porous flexible membrane module at the front end of the FloMo that enables the FloMo to deploy and set correctly; and provides hydrodynamic stability during the fishing event.

Retention (escapement) modules - are semi-porous modules located between the cone and lift bag modules. They allow the FloMo in-trawl environment to be tailored to within the physical tolerances of the target species by reducing the water flow within the FloMo. The Retention modules also provide for the escapement of undersize and incidental catch.

Lift bag (terminal end of the gear) module - a non-porous flexible membrane module at the terminal end of the FloMo that allows the catch to remain in water while hauled on-board, reducing the physical crush on the catch.



Figure 1. FloMo Schematic – Membrane-based modular system comprising 3 module types.

- 2.3.2. To model the size selection properties of the FloMo, we will use the alternate haul comparison method (e.g., T90 codend, FloMo codend, T90 codend, FloMo codend, etc.).
- 2.3.3. A total of 12 sample days are scheduled for this project. Per each sample day (section 3.1. defines a sample day) this project looks to conduct up to 6 tows of 30 to

60 minutes in duration (depending on time of day, anticipated catch levels, etc.). For each tow completed, fish catches will be sorted into species and weighed, with length data being collected on sablefish and thornyheads, and weight data collected on Dover sole, petrale sole, and rockfishes above and below 35.5 cm (14" minimum market size) to calculate catch per unit effort.

- 2.3.4. Although 12 sample days are scheduled for this project, additional days will occur for mobilization, demobilization, and offloading of fish. Precise cruise dates will be somewhat flexible given weather, sampling logistics, and personal constraints. One full day will be necessary for Mobilization and Demobilization (Section 3).
- 2.3.5. This research cruise will terminate when, as determined jointly by the vessel Captain and Lead 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 Lead scientist, in consultation with the Contractor, will determine the vessels sampling schedule.
- 2.3.6. 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.
- 2.3.7. 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).
- 2.4.2. The vessel must be an active groundfish trawl vessel.
- 2.4.3. The vessel must have at least 500 square feet of back deck space. Sufficient deck area is needed to allow space for the fish sample equipment (e.g., baskets, scales, sampling table, measuring boars, etc.) and processing the landed catches.
- 2.4.4. The vessel must provide the main wire, doors, sweeps, bottom trawl, and 127 mm T90 codend. PSMFC will provide the experimental codend.

- 2.4.5. PSMFC will reimburse the contractor for all fuel costs and ice fees accrued during the project. Receipts must be provided for reimbursement.
- 2.4.6. Fish sales: 40% of the overall revenue generated from the sales of fish caught during this project will go to the contractor.
- 2.4.7. 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 the Contractors individual fishing quota.
- 2.4.8. The vessel must have clean and sanitary living conditions and adequate space for up 1 to 2 scientific crew members (men and/or women).
- 2.4.9. 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.
- 2.4.10. 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 vessels shower must also be serviced by a hot water heater.
- 2.4.11. The vessel must have work spaces and berthing spaces that are adequately ventilated and free from excess engine noise and hydrocarbon fumes. <u>Smoking of tobacco inside the vessel is prohibited while on charter.</u>
- 2.4.12. The vessel must have adequate deck lighting to support early-morning or nighttime work operations. Lighting from several angles to reduce shadows is desired.
- 2.4.13. 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.
- 2.4.14. 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.
- 2.4.15. The Captain and crew shall exercise due caution and follow safety procedures as directed by the Lead scientist to help prevent damage or loss of scientific gear and equipment. The Lead 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 five years of bottom trawl fishing experience as master of a comparable-sized vessel in ocean waters and at least 10 years total fishing experience. The captain must also have experience fishing for groundfish off the Oregon and Washington coast.
- 2.5.2. The captain shall be competent in the use of modern navigational and fish-detecting equipment.
- 2.5.3. The vessel crew will assist the scientific crew with repairs that may need to be made to the trawl, Flexigrid, and/or codend if damaged, attaching and removing the light meters and CTD to the trawl upon trawl deployment and retrieval, and sorting of fish catches.
- 2.5.4. The crew shall consist of a Captain and at least two deckhands. In addition to the normal duties reserved for the deckhands, one or more of the deckhands or the Captain will also accomplish the responsibilities of engineer and cook. If desired, the crew may include an additional deckhand capable of operating the vessel to provide additional flexibility for the crew and to ensure all crew members receive adequate rest.
- 2.5.5. The deckhand undertaking the responsibilities of engineer shall have a minimum of 5 years of experience.
- 2.5.6. Captain/crew members with previous research experience are highly desired.
- 2.5.7. The captain must record logbook data on all tows conducted during the research project. At conclusion of the project a copy of the logbook data must be provided to the chief scientist.

2.6. SCIENTIFIC CREW

- 2.6.1. One scientist will be designated the Lead scientist. This person will be responsible for implementing the cruise plan, compliance with charter terms, and disposition of catches. The Lead 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 Lead 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 Lead scientist and Captain will work together to resolve all problems, which may occur regarding the project. In the event the Lead 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 Lead 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 Sample day. Meal times will be coordinated between the Captain and the Lead 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 Sample day.

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 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. <u>No Sex, alcohol, or drugs</u> This rule will be stated as part of the Lead 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. "Lead 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 18 April 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 22 April 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 WITHDRAWL OF PROPOSALS

- 3.4.1. Deadline for proposals is 2 May 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., Pacific time, on 2 May 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 will be used for evaluating both solicited and unsolicited proposals.
- •Captain and crew members fishing and research experience, specifically with bottom trawl gear for sablefish and Dover sole off the Oregon coast (35 Points)
- •Vessel characteristics (25 Points)
 - •Vessel size, horsepower, net reel(s) location (e.g., forward, aft).
 - •Wheelhouse electronics, space and layout
 - •Available deck space and lighting
 - •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

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 Codend Study in Groundfish Bottom Trawl Fishery". PSMFC will reimburse the Contractor for all fuel and ice costs accrued during this project (receipts must be provided for reimbursement). The desired timeline to completed this work is between 01 July and 30 September 2025.

	Quantity of Charter Days	Daily Charter Rate	Vessel Bid Amount
Sampling days	12	\$	\$
Mobilization day	1	\$4,172 *	\$ 4,172
Demobilization day	1	\$4,172 *	\$ 4,172
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	
Vessel Name	Phone ()	
Address		
Registered Vessel Length (LOA) (ft)		
Vessel back deck width (ft)		
Equipped for bottom trawling up to depths of	fathoms.	
Main Engines:		
Number Mfg	Model	_ Total HP
Fishing Net Reel(s) Specifics		
What is the number and location of available fishing net	reel(s)?	
Number, Location on deck		
Which net reel do you typically use when bottom fishing	?	
If a forward and aft net reel are present, can either one be	used for this projec	t: <u>Y / N</u>
Wheelhouse Electronics, Space, and Layout		

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

Is there available space within the vessel for the scientific crew to store and use their laptop computers, and re-charge the back deck fish sampling equipment? Yes / No **Available Deck Space and lighting**

Appropriate clear deck area available for working catches ______ square feet.

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

Living Quarters

Number of Berths_____

Number of functional heads with a lock or latch_____

Number of functional showers_____

5.2. CAPTAIN/CREW MEMBERS FISHING AND RESEARCH EXPERIENCE

NAME_____

List below any fishing and research experience you have (Provide for each Captain and crew member)

5.3. 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:_____