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#### INVITATION TO BID # 18-31-03a,b-VC

**Date Issued:** 1 March 2018  
**Response Deadline:** 1 April 2018  
**Tentative dates of cruise:** a) Main vessel: 28 July to 15 September 2017  
b) Second vessel: approximately 18 August to 8 September 2018  
Note: Respondents are welcome to bid on either vessel charter or both.

**BID TITLE: Salmon spawning stream surveying and sampling support vessel(s) (Prince William Sound)**

**PURPOSE:** The purpose of these research cruises will be to sample pink salmon for tissues and otoliths in select streams for an ADF&G-funded hatchery-wild interactions study contracted to the Prince William Sound Science Center (hereinafter called the Science Center).

**EXPECTED OPERATIONS:** The vessels, with licensed captain and adequate crew, will be contracted for the cruises to visit and enable a scientific party to survey selected salmon streams throughout Prince William Sound. All stream surveys are expected to occur during daylight hours. Vessel crew will lighter scientific personnel and their equipment to a landing point near or in the mouth of each stream to be surveyed and return them to the support vessel at the end of each stream survey. The lighter can return to the support vessel between dropping off and picking up the scientific party. Because the timing of each landing will be somewhat influenced by the tidal cycle and the amount of stream work required, daily schedules such as meals will need to be adjusted accordingly.

The vessels will serve as both living quarters and a platform for the processing of samples and data. The Science Center will place up to 3-4 personnel aboard the main contract vessel (a) and 2 aboard the second vessel (b). The main vessel will be working in the vicinity of Montague and Knight Islands, while the second vessel will work only at Knight Island during the peak run. The main vessel will also be expected to deploy and retrieve field camp equipment and personnel (3-5 field crew) to Paddy Bay at the start and end of the season. All of these locations are within Prince William Sound, Alaska.

**LOCATION OF VESSEL OPERATION:** Vessel will depart from and return to Cordova. The charter area will be Prince William Sound, Alaska.

**REQUIRED EQUIPMENT:** The vessels must be capable of deploying personnel onto shore via a smaller vessel (lighter). The charterer must provide this smaller vessel or vessels. The main vessel

must have bunk space for up to 4 and the second vessel must have bunk space for at least 2 scientists. Workspace(s) for processing samples and data on computers is required. A dry heated space for drying of personnel gear (such as raingear, waders, and wading boots) between stream deployments is required. See Vessel Requirements for more details.

**LENGTH OF CONTRACT:** The main cruise will depart Cordova on 28 July 2018 and end in Cordova by 15 September 2018. The second vessel will depart Cordova approximately 18 August 2018 and return on or before 8 September 2018. The exact dates will be determined in consultation with PWSSC staff once the seasonal run timing for pink salmon is known. Loading and unloading time in Cordova is not included in the contract estimate so the vessels should be available in Cordova the day before departure and the day after return. Science Center personnel are responsible for loading and unloading the vessel, but will need some assistance of the boat's crew.

**RE-SUPPLY TRIPS:** The main vessel will have one port call during the middle of the season and return to Cordova to re-supply and off-load samples. The dates for doing this will depend on the tides, fish availability, and coordination with other sampling crews, as well as the need for supplies and fuel. The exact timing of port calls will be determined in consultation with PWSSC staff. The second vessel will not take any port calls and will cover sampling at Montague Island during the main vessel's mid-season portcall.

**CONTRACT PERIOD:** 28 July 2018 to approximately 15 September 2018 for the main vessel and 18 August to about 8 September 2018 for the second vessel. The end of the season will be flexible and dependent of the availability of fish to sample. Principal Investigators Rand and Gorman will inform the vessel operators of the planned end dates as soon as the information becomes available.

**METHOD OF AWARD:** Award will be made to the vessel(s) most appropriate for doing the work. Charter awards will be finalized once grant-spending authorization has been received from ADF&G.

**DUTIES OF CONTRACT:** In the role of operations base and living quarters for Science Center personnel and cooperating parties, the vessels, their captains and crews will be required to provide these services and accommodations:

- A. General navigation and operation of the vessel either underway or at anchor.
- B. Basic living accommodations for scientific personnel.
- C. Three meals per day for all persons aboard the vessel. This includes meal preparation, cooking and clean-up.
- D. General cleaning of the interior and exterior of the vessel.
- E. General assistance to the Science Center personnel in the performance of their work.

**VESSEL INSPECTION:** The vessel will be subject to an inspection by the United States Coast Guard (USCG) and the Science Center. The USCG courtesy inspection will not be required if the vessel has passed a USCG inspection within the last twelve months. A copy of the servicing/re-inspection certificate for all life rafts on the vessel will be provided.

The bidder must, upon 7 days notice, make the vessel available for inspection at Cordova. By the date set for the vessel inspection, all of the equipment called for in this contract must be installed and functional. The vessel owner must pay the cost of all the equipment and of any vessel alterations needed to meet the requirements of this contract. If a vessel fails to meet the contract requirements at the time of inspection, the Science Center may terminate the contract.

**SEAWORTHINESS:** Inspection of the vessel is not intended to convey final acceptance by the Science Center nor should it be considered conclusive evidence that the Science Center believes the vessel is seaworthy. If during the Science Center's inspection or at any time during the subsequent term of the contract, conditions are noted that might affect the safety or seaworthiness of the vessel, the Science

Center will arrange for further inspection by a person with the appropriate credentials to determine if the condition of the vessel is acceptable. If not, then this contract is considered null and void.

**VESSEL REQUIREMENTS:**

- A. The main vessel will be ~50 feet or larger. The second vessel must be 35 feet or larger. Both vessels must be adequate in size and seaworthiness to safely navigate across PWS during “small craft advisory” conditions and house all personnel and equipment.
- B. Of sufficient size to sleep captain, crew and PWSSC personnel.
- C. For deployments, the vessel must have and be able to deploy a lightering vessel. The crew should be adequate to pilot these vessels and assist with land deployment of personnel and gear.
- D. Clean, dry, flat space for operation of one laptop computer, with 110 volt AC power in this area.
- E. Space for drying of personal gear consisting of waders, wading boots, rain jackets and other foul-weather gear.
- F. Laboratory space – a dry and well-lit space, a work bench (minimum area 3 x 5 feet) with seating for at least two for processing of samples that will include using absolute (100%) ethanol (ethyl alcohol). Specify whether this is separate from living, food preparation, and eating areas.
- G. Safe storage of several large containers (5 gallon) of pure alcohol, which is flammable.
- H. Weapons and ammo storage – scientific party will be carrying shotguns and ammunition for bear protection while on surveys.
- I. Stove, oven, sink, galley, table, and all materials and equipment necessary for daily meal preparation, cooking, and clean-up.
- J. Refrigerated storage space sufficient to maintain fresh food for all personnel for the duration of the longest continuous period of operation.
- K. Sufficient fresh water generation capacity to allow daily washing of dishes, and personal hygiene.
- L. Radar, with a minimum range of 20 miles, in good operating condition and sonar to navigate at night close to rocky shorelines without lights.
- M. Automatic pilot and Global Positioning System in good operating condition. Back-up systems are desirable. Minimum of two anchors with ground tackle; all of the size and type required for the size and type of vessel chartered.
- N. Radio transmitter and receiver in good operating condition equipped with standard marine frequencies for the area in which operations will be conducted; VHF channel 16 and, at least, one other channel are required. Radio-transceiver with at least 25-watt output capable of operating on standard marine frequencies. Back-up system is desirable.

- O. The vessel shall meet minimum U.S. Coast Guard safety requirements and must have the following safety equipment aboard:
- (1) USCG approved first-aid kit.
  - (2) USCG approved fire-fighting equipment of the size and type required for the size and type of vessel chartered.
  - (3) USCG approved life rafts. The rated capacity of the rafts must be adequate to accommodate all of the people aboard the vessel. This includes the captain, the crew and all of the Science Center personnel and cooperating parties. A SOLAS A pack life raft is preferred.
  - (4) Survival suits are required for all of the people aboard the vessel. This includes the captain, the crew and all of the Science Center personnel and cooperating parties. Size must be appropriate for the personnel.
- P. Wireless internet via a cell connection which can be accessed by PWSSC personnel at all times (except when there is no cell coverage).

**USCG LICENSE:** The vessel captain must be licensed in accordance with Title 46, Code of Federal Regulations (CFR), Subpart D "Professional Requirements for Deck Officers Licenses". This contract requires, at a minimum, the following license: Operator of Uninspected Passenger Vessel for Inland Waters, previously known as a Six Passenger License.

In the space provided, please enter the name of the person who will serve as captain of the vessel. That person must be properly licensed. A photocopy of that person's USCG license should be submitted to the Science Center. If during the term of the contract, a different person is retained as captain, a photo copy of that person's license must be submitted to the Science Center prior to the time the person begins working as vessel captain and must be accepted and authorized by the Center. The contractor's failure to follow this procedure may cause the Science Center to terminate the contract.

VESSEL CAPTAIN for this Cruise: \_\_\_\_\_

*Please identify the minimum and highest rating held by the above named captain.*

Operator of Uninspected Passenger Vessel/Six Passenger  Inland  Near Coastal

Master, Vessel  Inland  Near Coastal

**CREW REQUIREMENTS:**

(a) The size of the crew shall be sufficient for competent and safe operation of the vessel. Vessel personnel shall consist of a skipper with at least five (5) years of experience in Alaska. Preference given for experience in deploying scientific parties into salmon spawning streams. One crew member should have two (2) years experience maintaining the vessel engine or comparable engine. Vessel crew will be expected to perform cooking and cleaning duties in addition to operating the vessel and assisting scientific personnel as prescribed by the crew leader. Meal times will be coordinated with the PWSSC crew leader.

(b) Crew is expected to assist in transport of scientific personnel and their gear to streams.

(c) The Science Center will have the right to require replacement of any crew member and to require the captain to employ such personnel as the Science Center may deem best qualified. If the vessel operates shorthanded, due to replacement or illness of a crew member for a period in excess of twenty-four (24) hours, the Science Center will deduct from the charter rate for that period of time an amount equal to the missing crewman's wages or crewshare. The total cost of replacing a crew member aboard the vessel will be at the owner's expense. The owner will be responsible for payment of wages, direct cost of employment and responsible for all crew members. The Science Center will

be responsible for payments of daily charter rates only, and will not reimburse the owner for crew wages in addition to charter rates.

(d) Captain will be required to record weather conditions and location data.

(e) Loading and unloading of vessel supplies will be the responsibility of the contractor. However, Science Center personnel may be available to assist with the loading and unloading.

**UNUSUAL HOURS:** Long days and very late or very early hours may be necessary to complete our goals. The Science Center crew leader, in cooperation with the vessel captain, will determine the daily sampling schedule. Science Center crew leaders will do their best to ensure that the overall work schedule of the vessel crew does not exceed 12 hours each day per USCG regulations. However, when fieldwork is very busy at the peak of the season, in order for field crews to spend as much time as possible sampling, it may be necessary for the vessel crew to stagger their 12 hours of operations throughout the day - taking hours off during the day when crews are working when early mornings or late nights are required to meet sampling goals.

**DELAYS OR INTERRUPTIONS OF OPERATIONS:** For each hour of contract time lost, for any reason other than weather or an act directly attributable to personnel or cooperating parties aboard the vessel, the Science Center will, on each occasion, be entitled to deduct from the total contract payment, an amount equal to the hourly contract rate for each of the hours the vessel or essential equipment on the vessel is out of service.

**FUEL CONSUMPTION:** Provide with the bid, the vessel's fuel consumption rates including but not limited to usage in gallons per hour at normal cruising speed, which should also be specified. Also, provide fuel usage in gallons per hour while at anchor with running generator.

**WEATHER DAY:** A weather day is defined as a period of 12 continuous hours during which no progress can be made on the mission due to poor weather. A weather day may be determined by the vessel captain, the Science Center crew leader, or both.

**CANCELLATION:** The Science Center will have the sole discretion to cancel any contract after the charter has commenced, if it is determined that the vessel does not comply with the terms specified in this contract.

**TERMINATION OF THE CONTRACT:** The Science Center may, without fault or liability, terminate the contract if: the condition of the vessel or essential equipment on the vessel remains such that it cannot be used for work by Science Center personnel for a period of more than seventy-two hours; insubordination and/or lack of cooperation by the captain or crew; failure of the captain, vessel, or crew to report at the time and location specified in this contract.

In the event of early termination of the contract the vessel will be made available to the owner under the following conditions: Science Center-owned gear may be placed in storage or returned to a location that is mutually agreed upon by the Science Center and the vessel owner; charges for gear storage will be paid by the Science Center or cooperating parties; the Science Center will not assume any liability for transporting the captain or crew to their home port; contract payments will cease on the hour and date the vessel is unable to continue normal operations.

The Science Center reserves the right to terminate the contract for cause, including but not limited to: Availability and appropriation of funds or the availability of fish for sampling. If the Science Center elects to terminate the contract due to no fault of the vessel owner, the Science Center will pay for performance up to the date of contract termination plus the cost of half the cancelled charter days until the stated end of the contract, up to a maximum of seven (7) days.

**COMMAND OF THE VESSEL:** The captain's orders will be final in matters regarding the general operation of the vessel, the operation of the vessel's equipment, the general activities and safety of the crew, Science Center personnel, and cooperating parties and the navigation of the vessel.

The captain will obey all orders given by the Science Center personnel leader regarding the Science Center's research activities, provided those orders do not endanger the vessel or the people aboard the vessel.

The captain will operate the vessel in accordance with U.S. Coast Guard, Science Center and other applicable regulations, rules and statutes pertaining to the safe and legal operation of the vessel.

### **SAFETY AND OPPORTUNITIES FOR IMPROVEMENT**

PWSSC prohibits the consumption of alcohol, marijuana, or illegal drugs by PWSSC staff and contractors at any time during fieldwork, including both land and sea-based assignments. Our zero-tolerance policy is established to prevent risks and hazards presented by use of alcoholic beverages, marijuana, or illegal drugs while aboard a vessel or working in the field. Ship staff or scientific party members may not: a) possess alcoholic beverages, marijuana, or illegal drugs while aboard the ship; b) consume any alcoholic beverage, marijuana, or illegal drug while aboard the ship; c) consume alcoholic beverages, marijuana, or illegal drugs while on or off duty ashore or afloat during a cruise or in a field camp; or report for duty or watch while under the influence of alcohol, marijuana, or illegal drugs at sea or in port. If personal alcohol supplies are brought aboard the vessel, they must be secured by the captain until released to the owner for removal once in port. Such carriage must be approved by the captain prior to loading and may be refused by the captain for any reason. The captain of the vessel must report all violations to Scott Pegau, COO, PWSSC, as well as lead investigators Drs. Pete Rand and Kristen Gorman.

The vessel crew and science staff are expected to abide by the safety policy of PWSSC as listed below. Safe operations are of paramount importance in all PWSSC activities. All workplace injuries and illnesses are preventable.

- It is everyone's responsibility to ensure safe practices are followed at all times.
- Everyone is responsible for the safety of not only themselves, but the others around them.
- All employees can stop an operation if they feel it is unsafe.
- Do not participate in activities if you feel you cannot contribute in a safe manner.
- You must think through operations to identify hazards and how to mitigate them.
- Briefings are to be provided for activities that are not conducted on a regular basis, or include unusual risks.
- You are responsible for ensuring you understand the activities you are involved with, the risks associated with the activities, and your role in the activities.
- Personnel should identify areas where safety can be improved and provide them to the activity lead, and COO.
- Safe conduct is a condition of employment at Prince William Sound Science Center.
- If there is an incident the COO and project leads must be notified at the first opportunity.

The captain will document and report in writing any known safety incidents, accidents, and opportunities for improvement to both the crew leader of the chartered cruise, as well as the lead investigators of the project ([prand@pwssc.org](mailto:prand@pwssc.org) or 971-409-0232, [kgorman@pwssc.org](mailto:kgorman@pwssc.org) or 907-987-0343) and the COO of PWSSC ([wspeau@pwssc.org](mailto:wspeau@pwssc.org) or 907-253-7786) as soon as communications with each individual can reasonably commence, and preferably within 48 hours of any incident, accident, or opportunity for improvement.

Examples of incidents, accidents and opportunities for improvement may include, but not be limited to:

- Accidents resulting in injuries
- Accidents not resulting in injury but which placed an individual at risk during the cruise
- Environmentally impacting events
- Equipment damage or malfunction of machinery critical to vessel or research operations
- Hazardous occurrences, such as near misses or collisions with other vessels or obstacles to safe passage (e.g. rocks, soft bottom, etc.)
- Non-compliance of PWSSC staff with safety procedures mandated by captain, crew, or PWSSC policy
- Suggested safety modifications and/or improvements to research operations
- A deficiency in the vessel identified by external organizations, i.e., US Coast Guard

The report shall include the following basic information:

1. A description of the situation.
2. Probable causes, if known.
3. Consequences with respect to harm to people, damage to the environment or property, and/or loss of operational safety; and/or the impact on the cruise objectives.
4. Suggestions and recommendations for short term repair, long term repair and future prevention as applicable.

**CONSUMABLES TO BE PROVIDED BY THE CONTRACTOR AND INCLUDED IN**

**THE PER DAY CONTRACT PRICE:** PWSSC will pay for fuel but it is the responsibility of the contractor to pay for all lubricants and filters to comply with this term of the contract. In addition, the vessel must have on board extra lubricants, oils, greases and filters in amounts sufficient for the entire contract period.

The contractor will provide three ample, balanced, and nutritious meals each day for all Science Center personnel and cooperating parties, the vessel captain and the crew.

**MISCELLANEOUS PROVISIONS:** The Science Center may, at its own expense and only for the term of the contract, install and retain in the vessel equipment necessary to accomplish their work. The Science Center will remove this equipment at the termination of the contract period without damage to the vessel.

**HOLD HARMLESS:** The contractor will indemnify, hold harmless, and defend the Prince William Sound Science Center (hereinafter called the Science Center), its officers, agents and employees from all liability, including costs and expenses, for all actions or claims resulting from injuries or damages sustained by any person or property arising directly or indirectly as a result of any error, omission or negligent act of the contractor, subcontractor or anyone directly or indirectly employed by them in the performance of this contract.

All actions or claims including costs and expenses resulting from injuries or damages sustained by any person or property arising directly or indirectly from the contractor's performance of this contract which are caused by the joint negligence of the Science Center and the contractor will be apportioned on a comparative fault basis. Any such joint negligence on the part of the Science Center must be a direct result of active involvement by the Science Center.

**INSURANCE:** The contractor will maintain insurance satisfactory to the Science Center's insurer, Alaska USA Insurance brokers. Certificates of Insurance will be furnished to the Contracting Officer within 10 days of the contract award or at least 3 days prior to the charter departure date, whichever is earlier. This insurance will provide for a 30-day prior notice of cancellation, non-renewal or

material change in such insurance. Proof of insurance is required for the following: Protection and Indemnity, including crew exposure, in the amount of \$1,000,000.

Failure to supply satisfactory proof of insurance within the time required will cause the Science Center to void the contract.

**PAYMENT FOR THE CHARTER:** The Science Center will pay for the contract following each cruise and within 30 days of receipt of an invoice. Please submit invoices to: Prince William Sound Science Center, Attn: Accounts Payable, P.O. Box 705, Cordova, Alaska 99574-0705.

**MORE INFORMATION:** For more information contact Drs. Pete Rand ([prand@pwssc.org](mailto:prand@pwssc.org), 971-409-0232) or Kristen Gorman ([kgorman@pwssc.org](mailto:kgorman@pwssc.org), 907-987-0343).

(See Signature Page, separate page below) Please sign and submit the Signature Page as response to the ITB.





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**INVITATION TO BID - 18-31-03a,b-VC**  
**Signature Page:**

Owner – On submittal of this ITB agrees to the above provisions and approves the vessel charter per day amount listed below. Please sign in the space below. The Prince William Sound Science Center will sign in the space provided below upon acceptance/awarding of this ITB and rate.

**BID:**

**You are bidding on (check one or both): (a) Main Vessel \_\_\_\_\_, (b) Second Vessel \_\_\_\_\_**

**Fuel consumption:** Fuel usage in gallons per hour at normal cruising speed \_\_\_\_\_; fuel usage in gallons per hour while at anchor with running generator \_\_\_\_\_.

**Amount of the contract:** Please quote the rate for operating day (12 operating hours) and standby or weather days, per day, not including fuel. Fuel charges will be paid by the Prince William Sound Science Center.  
Quote: Day Rate: \_\_\_\_\_ Weather Day Rate: \_\_\_\_\_.

**PAYMENT FOR THE CHARTER:** The PWS Science Center will accept invoices on a weekly or bi-weekly basis for work performed or on a schedule to be determined between the contractor and the PWS Science Center. Please submit invoices to: Prince William Sound Science Center, Attn: Accounts Payable, P.O. Box 705, Cordova, Alaska 99574-0705. Payment will be made within 30 days of receipt of an invoice.

**CHARTER VESSEL OWNER**

\_\_\_\_\_  
**(Signature)**

\_\_\_\_\_  
**(Date)**

\_\_\_\_\_  
**(Print or type Vessel name & Charter vessel owner)**

\_\_\_\_\_  
**(Tax Identification #)**

\_\_\_\_\_  
**Mailing Address, City, State**

\_\_\_\_\_  
**(Charter operator email address)**

\_\_\_\_\_  
**(Charter operator phone #)**

**PRINCE WILLIAM SOUND SCIENCE CENTER**

\_\_\_\_\_  
**(Signature)**

\_\_\_\_\_  
**(Date)**

\_\_\_\_\_  
**(Print or type Name and Title of PWS Science Center Agent)**