



Invitation to Bid

Vessel Charter for the Port Moller Gillnet Test Fishery in the Eastern Bering Sea

Summary

The Bristol Bay Science and Research Institute (BBSRI) is seeking bidders to provide a single charter vessel to conduct daily gillnet test fishing from approximately June 10 to July 10, 2005 along a 40 nautical mile (nm) transect north of Port Moller, Alaska. Bids should be in the form of an "all-found" daily rate in dollars and be inclusive of all vessel and crew expenses except diesel fuel. The charter is expected to last 30 days. Ideally, the charter in 2005 would lead to annual renewals for several seasons into the future.

The Research and Project History

The Port Moller test fishery has operated annually in June and July since the early 1970s and provides information to fishery managers, fishermen and processors on the daily run strength of sockeye salmon bound for Bristol Bay. Test fishery catches and other biological information are relayed daily via Peter Pan Seafoods (PPSF, Port Moller) to biologists in Bristol Bay. The project is funded by the Alaska Department of Fish and Game, BBSRI and several Bristol Bay salmon processors. BBSRI manages the project and administers the vessel charter.

Fishing operations are typically conducted as a series of back-to-back, two-day trips with the boat fishing five stations for approximately one hour each on the outbound leg, spending the night offshore, and then repeating the fishing protocol inbound along the transect on the second day. Although catches are typically offloaded at PPSF Port Moller at the completion of each two-day trip, weather conditions sometimes dictate as many as four fishing days between offloads (2 round trips). The stations (labeled 2 through 10 on the following figure) are spaced 10 nm apart on a transect running between Port Moller and Cape Newenham. Station 10 is 70 nm from Port Moller and is usually the farthest station fished in most years. Additional stations (spaced 10 nm apart) may be added to either end of the transect to respond to unusual distributions of fish (e.g., strong offshore or inshore components to the run). In the last ten years the

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farthest station from Port Moller fished was station 14, an additional 20 nm from station 10 and just over halfway to Cape Newenham.

The average daily catch is about 200 salmon, although catches fluctuate dramatically and can occasionally reach 600 fish. Although this test fishery targets sockeye salmon, all salmon caught are counted and placed on ice for delivery by the onboard BBSRI personnel. Upon the completion of each fishing and sampling event, the fish are stored on ice for delivery in such a manner that subsequent catches can be processed in isolation. The average *annual* catch of this test fishery is about 4,800 salmon. All proceeds from the sale of catch go to the Alaska Department of Fish and Game. All paperwork associated with this process (CFEC cards, etc.) will be handled by the onboard BBSRI personnel.

For the last several years, the *F/V Sojourn*, a 68-foot, steel-hulled forward cabin vessel with bait shed enclosed after deck had been chartered for the Port Moller test fishery and did an excellent job. This vessel was primarily used for longlining and the gillnet gear was mounted prior to the test fishing season and removed and stored at PPSF Port Moller at the conclusion of each season. The vessel was sold and moved out of state in late 2004.



Vessel Characteristics

Vendor/Contractor is to provide a seaworthy charter vessel for a minimum of thirty days of continuous fishing with limited shore support beginning June 9, 2005. A range of vessels may be capable of meeting our needs. We expect an ideal vessel to be at least 55 to 60 ft in length and fully equipped to fish 1200 ft of gillnet. The vessel should be fully equipped with modern navigation and communication equipment. The ideal configuration is a side mounted hydraulic drum and net rollers. This allows net retrieval mid ship and deployment over the stern after the net has been back-stacked on deck. Experience has shown this to be a reasonably effective way to ensure relatively precise (repeatable) net deployments as well as excellent control over net-retrieval operations. We can assist with configuring an otherwise ideal vessel.

The vessel should house a total crew of 5 people comfortably. The vessel should have ample work area on deck and ideally this area has some level of protection from the elements as extensive sampling of the catch is necessary while running between stations. Although fishing is usually not conducted in high winds and sea state, travel often is and the vessel and crew should be capable of handling the Bering Sea in June and July. Ideally, the chartered vessel will have sufficient deck space to store the catch on ice in totes on deck (totes and ice provided by PPSF Port Moller).

The operator will have to demonstrate compliance with Title 46 Code of Federal Regulation, Part 28—Requirements for Commercial Fishing Industry Vessels.

Crew

The goal of the fishing operation is not to maximize the catch but instead is to fish consistently at the sampling stations. The skipper should be comfortable working with experienced BBSRI technicians to replicate the study design as it has been done in the past. As maintaining a constant net efficiency is a high priority, gillnet mending experience is highly desired in the crew. A minimum of two deckhands are typically required for deploying the gillnet gear and removing fish from the net. Hiring, training and supervision of the crew with respect to all shipboard activities not related to the biological sampling of the catch is the responsibility of the skipper.

Two BBSRI fisheries technicians will work with the crew to remove fish from the net and will be responsible for all aspects of sampling the catch and work with the skipper and PPSF Port Moller to ensure the timely relaying of the data collected to the appropriate personnel in Bristol Bay. Accommodations and provisions for the two BBSRI technicians should be included in the price bid. Although sharing of duties has occurred in the past, the charter crew is responsible for all vessel and fishing operations as well as all cooking duties.

Expenses

The charter bids should be inclusive of all expenses including lubricants, repairs, general vessel maintenance and provisions for the crew. The charter vessel begins

fully fueled and is fully fueled upon completion of the charter. PPSF has fuel and provides limited vessel support from its Port Moller plant.

Logistics

Vessel support to this project is kindly provided by PPSF in Port Moller. The skipper must be willing and able of developing a good working relationship with PPSF plant manager and shore-side workers. Demonstrated experience in this regard will be deemed an asset during the proposal evaluation process.

The skipper must communicate daily via radio with the shore-side support personnel (PPSF) and communicate via satellite phone with the project manager in King Salmon. The project manager may modify which stations are fished depending on the distribution of catches along the transect.

Insurance

The operator must maintain insurance (protection and indemnity, including crew exposure), of at least \$500,000 per occurrence.

Payment Terms

An invoice for the entire season's effort is due at the completion of the charter and will be paid within 30 days of when it is received.

Bids

To qualify for consideration, bids must be received in Anchorage at the above address by 5:00PM, Wednesday, March 2, 2005. Bids may be in either electronic (WORD or PDF files) or in hard-copy form. The winning bid will be announced by March 15, 2005.

Bids should contain sufficient material to allow us to adequately evaluate and rank proposals we receive. Bid packages should include at a *minimum* the following information:

1. Name of the vessel owner.
2. Detailed description of the vessel, equipment on board, vessel cruise speed and fuel consumption.
3. Evidence of the general seaworthiness of the vessel (e.g., a current USCG safety and Title 46 inspection, or the most current survey and a list of any major post-survey modifications).
4. Photos of the vessel and the deck area.
5. Names of the skipper and crewmembers and capsule resumes (short biographical sketches) for each.
6. An indication of the expected uses of the vessel and crew prior to June 9th and after July 10th, 2005.
7. The bid in dollars per day.

8. Two business references.

Bids will not be evaluated solely on price but instead will be based on a combination of price and the technical competence, experience and track record of the skipper/crew.

Contact

Please direct all inquires and proposals to:

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