

Prince William Sound Science Center
INVITATION TO BID #10-44-08-VC
Issued February 16, 2010 Response deadline: March 23, 2010



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INVITATION TO BID # 10-44-08-VC

Date Issued: 02/16/2010

Response Deadline: 03/23/2010 9am

Tentative Dates of Cruise: Approximately 4 charter days between April 1 and 18.

BID TITLE: VESSEL CHARTER for Oceanographic Mooring Deployments

PURPOSE: The vessel, with licensed captain and adequate crew, will be contracted for a cruise to recover deep oceanographic moorings in Prince William Sound (PWS) at Hinchinbrook Entrance (HE) and Montague Strait (MS) (Fig. 1), and to conduct a hydrographic survey in central PWS. The purpose of these moorings is to obtain a long term (5 year) time series of currents and temperature/salinity measurements at two locations across the two principal inlets linking PWS and the Gulf of Alaska. The boat will serve as both living quarters and a platform for the deployment of oceanographic instruments including acoustic Doppler current profilers (ADCPs) and conductivity/ temperature/depth recorders (CTDs). The Science Center will place 2 or 3 personnel aboard the contract vessel. A total of four long moorings ranging from 170 to 270m in length will be retrieved from HE and MS at depths ranging from 200 to 300m (Fig. 2). Each of these moorings consists of two or three subsurface buoys and assorted instruments attached to both the buoys and the mooring lines (Fig. 2). The buoys located at mid depth (100m) will house a pair of ADCPs and one CTD. The near-surface buoys will serve as flotation only. All other instruments will be clamped vertically to the mooring line as shown. All moorings will be anchored with either one or two railroad wheels (total air weight of 600 to 1200 lbs), with a pair of acoustic releases suspended above them. Contractor will accommodate up to 3300 pounds of wheel anchors on the outward journey.

LENGTH OF CONTRACT: The target time is April 1 – April 5 (4 days within the period April 1 to April 18 2010, departure dependent on weather). Exact dates of the cruise will be determined by the weather but the vessel must be ready to operate at any time during this period. Mobilization and de-mobilization time is not included in the contract estimate; Science Center personnel are responsible for loading and unloading their equipment on the vessel.

CONTRACT PERIOD: April 1-30, 2010.

METHOD OF AWARD: Award will be made to the most appropriate vessel for doing the work.

LOCATION OF VESSEL OPERATION: Vessel will depart from and return to Cordova. The charter area will be in Prince William Sound and the adjacent Gulf of Alaska.

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DUTIES OF CONTRACT: In the role of operations base and living quarters for Science Center personnel and cooperating parties, the vessel, its captain and crew will be required to provide these services and accommodations:

- A. General navigation and operation of the vessel either underway or at anchor.
- B. Communications base for dispersing information.
- C. Basic living accommodations for up to four scientific personnel.
- D. Three meals per day for all persons aboard the vessel. This includes meal preparation, cooking and clean-up. Food allergies may need to be accommodated.
- E. General cleaning of the interior and exterior of the vessel.
- F. 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.

For Science Center vessel inspection, all of the equipment called for in this ITB must be installed and functional. If, at the time of inspection, a vessel fails to meet the ITB requirements the Science Center may consider the offer nonresponsive and reject the bid or terminate the contract.

SEAWORTHINESS: Inspection of the vessel is not intended to convey 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.

VESSEL REQUIREMENTS:

Vessel requirements:

- A: 58-foot or larger mud boat or fishing vessel, such as a crabber or long-liner. Must be adequate in size to store all mooring gear consisting of two 460 lb low drag buoys housed in wooden boxes with dimensions of approximately 3 x 3 x 11 ft., two 32 inch diameter syntactic foam buoys w/ 4ft frames containing ADCPs, one 37 inch diameter syntactic foam buoy w/ 4ft frame containing one ADCP, 12 CTDs in boxes 3-ft in length and 10" x 10" on the ends, two 600-lb anchors and two 1200-lb anchors made from railroad wheels, and other miscellaneous rigging items. For deployments the vessel must have either a boom or A-frame capable lifting at least 1.0 ton for the anchors, adequate deck space for stringing out gear, and sufficient cleats or bits for running tag lines to each piece of gear as it is deployed. The crew should be adequate to pilot the vessel and assist with deployment of gear during deployments.
- B. Of sufficient size to comfortably sleep captain, crew and up to four scientists.
- C. Adequate space for the equipment described above.
- D. Clean, dry, flat space for operation of a laptop computer; 110 volt AC outlet in this area.
- E. Stove, oven, sink, galley, table, and all materials and equipment necessary for daily meal preparation, cooking, and clean-up.
- F. Refrigerated storage space sufficient to maintain fresh food for all personnel for the duration of the longest continuous period of operation.
- G. Sufficient fresh water to allow daily washing of dishes and personal hygiene. Sufficient water to allow eight to nine days continuous operation is preferred.
- H. Radar, with a minimum range of 20 miles, in good operating condition and sonar to navigate at night close to rocky shorelines without lights.

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- I. Automatic pilot in good operating condition. Automatic readout Global Positioning System is desirable. Fathometer with 150 fathom range. Back-up system is desirable. Minimum of two anchors with ground tackle; all of the size and type required for the size and type vessel chartered.
- J. 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.
- K. Global Positioning System (GPS) (with navigational plotting preferred) in good working order. Automatic readout Loran C back-up system is desirable.
- L. 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 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. Sizes large and extra-large.

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 USCG licensed skipper. Preference given for experience in deploying scientific gear and experience in Prince William Sound. One crew member must 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.
- (b) Crew is expected to assist in the deployment and retrieval of scientific gear. Long days and very late or very early hours may be necessary to complete our goals. Daily sampling schedule will be determined by the Science Center crew leader in cooperation with the vessel captain.
- (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. 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. 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.
- (d) There shall be no use of alcohol aboard the charter vessel during the charter.
- (e) Loading and unloading of vessel supplies will be the responsibility of the contractor. However, Science Center personnel will assist with loading and unloading science and technical gear.

UNUSUAL HOURS: Long days and very late or very early hours may be necessary to complete our goals. The daily sampling or work schedule will be determined by the Science Center crew leader in cooperation with the vessel captain.

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

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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.

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.

CANCELLATION OR TERMINATION OF THE CONTRACT: The Science Center will have the sole discretion to cancel any contract that results from this ITB after the charter has commenced, if it is determined that the vessel does not comply with the terms specified in this ITB. 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 ITB to begin the 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 safe storage or returned to a location agreed upon by the Science Center and vessel owner; the Science Center would 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 appropriation of funds. 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 up to a maximum of two (2) additional charter days.

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

CONSUMABLES TO BE PROVIDED BY THE CONTRACTOR AND INCLUDED IN THE PER DAY CONTRACT PRICE: It will be the responsibility of the contractor to pay for the 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 daily meals for all personnel aboard.

MISCELLANEOUS PROVISIONS: The Science Center may, at its own expense and only for the time 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.

VESSEL INFORMATION FORM: Bidders must complete the vessel information form, pages 5-8 of this packet.

VESSEL INFORMATION FORM

OWNER'S NAME: _____ **ADDRESS:** _____

CITY, STATE, ZIP: _____

E-Mail address: _____

PHONE:() _____ **Cell Phone:** _____

VESSEL NAME: _____ **VESSEL TYPE:** _____

Current location of vessel: _____

Call numbers and frequency: _____ **Year built:** _____

Registry Number: _____ **Cruising speed knots:** _____

Overall Length : _____ [Straight line measurement from end to end over the deck, excluding sheer, measured parallel to the centerline.]

DIESEL POWERED MAIN ENGINE YES NO

HAS THE VESSEL BEEN INSPECTED BY THE USCG WITHIN THE LAST 12 MONTHS? YES NO

SURVIVAL EQUIPMENT: The Science Center requires that the life rafts carried aboard the vessel be USCG approved. The rated capacity of the life rafts must be adequate to accommodate all of the people aboard the vessel. In addition to the life rafts, survival suits are required for all of the people aboard the vessel. This includes the captain, the crew and all Science Center personnel.

Bidders must provide life rafts to accommodate at least captain, crew and three (3) additional people. Indicate the brand, capacity, and USCG approval number for the life rafts you will carry aboard the vessel.

	Raft Brand/Capacity	USCG Approval Number
Example:	<u>B.F. Goodrich/6 person</u>	<u>160.051/50/3</u>

	Raft Brand/Capacity	USCG Approval Number
a.	_____	_____
b.	_____	_____
c.	_____	_____

Bidders must provide survival suits for captain, crew and three (3) additional people, or make prior arrangements with the Science Center to provide their own. Indicate the brand and model of survival suits you will carry aboard the vessel.

Survival Suit Brand/Model

a. _____ b. _____ c. _____

Failure to specify survival suits and USCG approved life rafts to accommodate all people aboard the vessel will cause the Science Center to declare the bidder nonresponsive and to reject the bid.

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Is all of the equipment called for in this ITB installed and functional on the date of bid opening? YES ___
NO___

If "NO", indicate exceptions which will be corrected prior to the date set for the inspection by the Science Center:

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, bidder must enter the name of the person who will serve as captain of the vessel. That person must be properly licensed. A photo copy of that person's USCG license should be submitted with the bid and must be submitted within 10 days of the Science Center's request. A bidder's failure to provide a copy of the license, as stated above, may cause the Science Center to consider the offer nonresponsive and reject the bid.

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 contracting officer prior to the time the person begins working as vessel captain. The contracting officer must accept and authorize the change of captains. 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, _____ Ton Vessel Inland Near Coastal

CREW REQUIREMENTS: At a minimum, the vessel crew will consist of a captain and adequate crew members to handle the boat and gear. The contractor will be responsible for payment of wages, direct cost of employment and benefits, if any, to the vessel crew members. The Science Center will be responsible for payment of the daily charter rate only and will not reimburse the contractor for crew wages in addition to the charter rate.

CAPTAIN AND CREW EXPERIENCE REQUIREMENTS:

Captain's experience operating in Alaskan waters. _____ years.

Captain's experience, as a captain, in various size, type/class vessels.

Size type/class of vessel:_____.

Number of years experience in this size type/class of vessel:_____years.

Size type/class of vessel:_____.

Number of years experience in this size type/class of vessel:_____years.

Size type/class of vessel:_____.

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Number of years experience in this size type/class of vessel:_____years.

One member of the crew must have two (2) years experience, as the chief maintenance person or engineer, in the type and size vessel specified for this contract.

Size type/class of vessel:_____.

Number of years experience in this size type/class of vessel:_____years.

Size type/class of vessel:_____.

Number of years experience in this size type/class of vessel:_____years.

HOLD HARMLESS: The contractor will indemnify, save 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 insurance broker, Alaska USA Insurance Brokers, Inc. 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, nonrenewal or material change in such insurance.

Proof of insurance is required for the following:

- A. Protection and Indemnity, including crew exposure, in the amount of \$1,000,000.

Additionally, the PWSSC and its insurance broker, Alaska USA Insurance Brokers, Inc. requests that both entities are named as additional insured for the period of this contract.(Phone # for Alaska USA Insurance Brokers is 907-561-1250) 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.

Signature

Date

Printed or typed name of Charter vessel owner

Tax identification #

Signature

Date

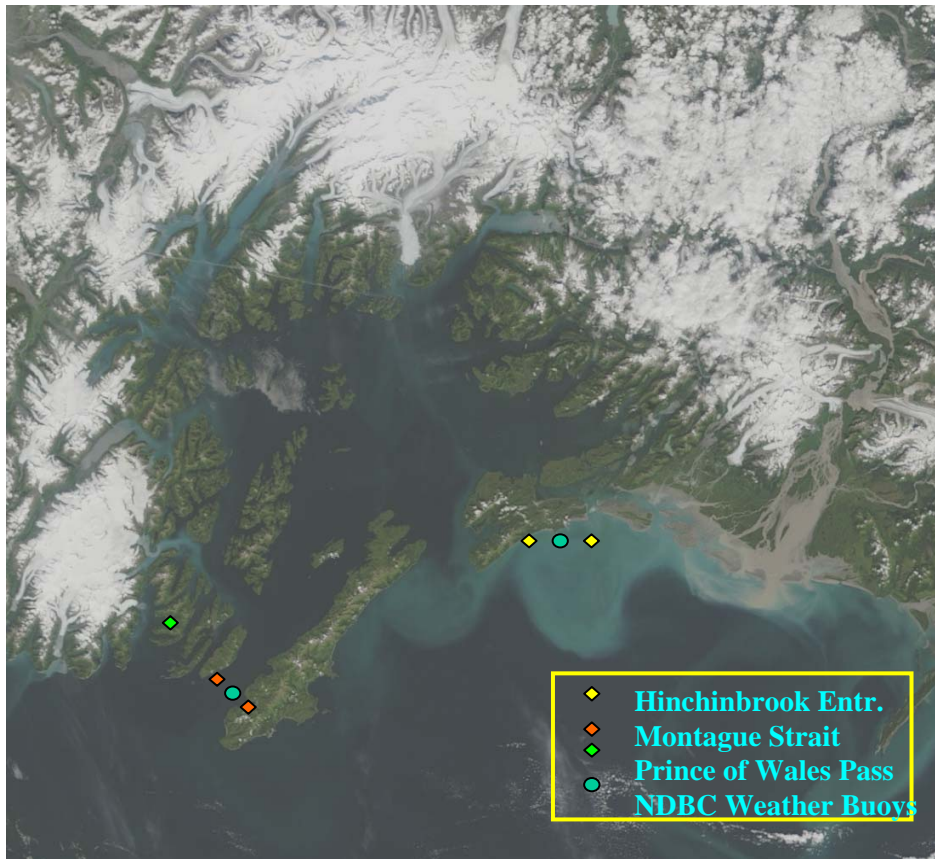


Fig. 1 Locations of various moorings deployed in PWS in June 2005.

Mooring Schematic for Hinchinbrook Entrance, Montague Strait & Prince of Wales Pass

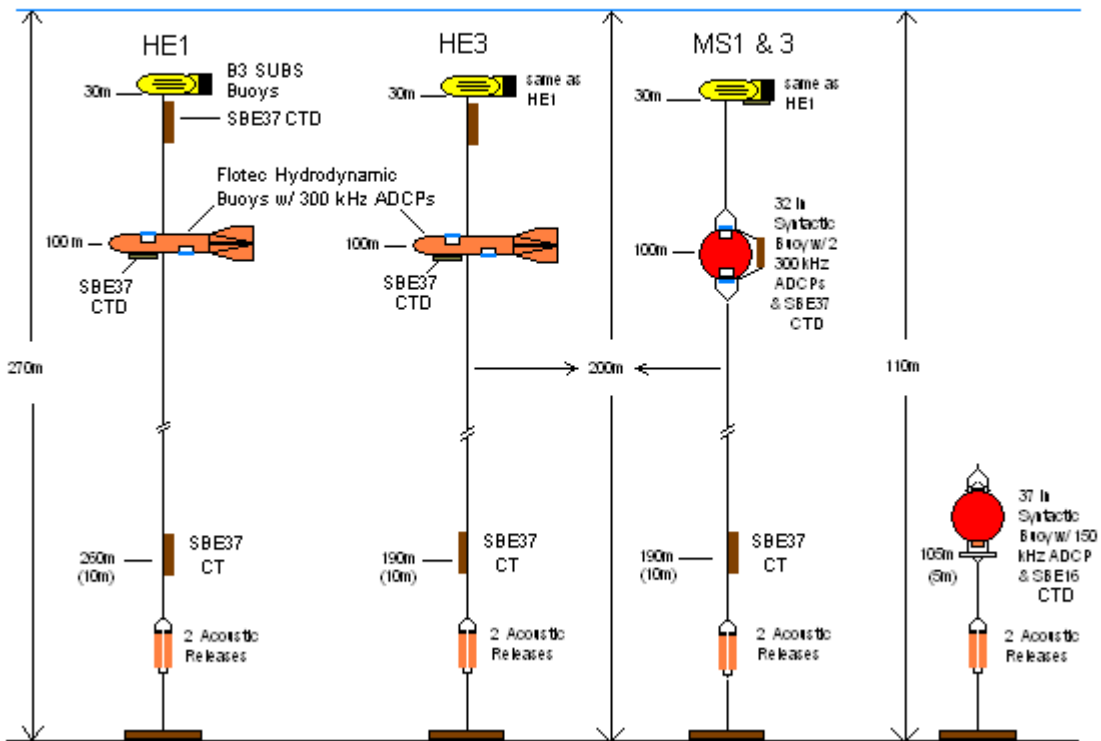


Fig 2. Schematic of the mooring design.