

**STATE OF ALASKA RFQ NUMBER 1125073
AMENDMENT NUMBER 1**



Department of Fish and Game
Division of Administrative Services
PO Box 115526
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THIS IS NOT AN ORDER

DATE AMENDMENT ISSUED: 1/9/25

RFQ TITLE: PWS Tanner Crab Test Fishery 2025

RFQ OPENING DATE AND TIME: February 10, 2024, 2:00 PM AKST

The following changes/additions are required:

- 1) Inclusion of the scope of work

All other term and conditions remain unchanged.

Scope of work – RFQ 1125073

Alaska Department of Fish and Game RFQ 1125073 PWS Tanner Crab Stock Assessment Scope of Work

PURPOSE OF TEST FISHERY: Alaska Department of Fish and Game (ADF&G) seeks to gather information on the current health of the Prince William Sound Area (PWS; Registration Area E) Tanner crab stock in areas outside and within the ADF&G trawl survey areas. Specifically, the purpose of the test fishery is to collect information on legal male catch rate, male size composition, distribution of Tanner crab, and number of female crabs present.

WORK SUMMARY: The PWS Tanner crab Test Fishery will be conducted between February 24 and April 6, 2025. The vessel operator is required to have prior commercial Tanner crab fishing experience. Fishing is limited to PWS waters and designated as Lots A-E (see map below), with fishers limited to the boundaries of the Lot(s) they were awarded. There is a maximum gear limit of 60 Tanner crab pots per vessel. Winning bidders will receive Lot packets with specific maps, including latitude and longitude of mandatory pot locations.

Five different Test Fishery areas (Lots A-E) are defined with corresponding statistical areas. Within each Lot, mandatory pot locations will be defined, pots must be set within 0.5 nautical mile of these specific locations. These mandatory pot locations have a required minimum soak time of 18 hours and a maximum soak time of 36 hours. Additional pot locations fished within each Lot will be decided by the vessel operator and soak times between 18 and 36 hours are required, with 24 hours as the recommended soak time. The maximum harvest level for each of the five defined Lots is 5,000 lb, which includes the harvest from the mandatory pot locations; Any harvest above the maximum 5,000 lb in any Lot will be reported on the fish ticket as overage and the full value of Tanner crab will be paid for any overage. All harvest will be landed on ADF&G test fishery CFEC permit cards and ADF&G will sign the fish ticket.

ADF&G observers may be placed on participating vessels in order to collect biological data from crab and other fishery information. Log sheets are required and must be completed for each pot location. Information required is, but not limited to: date, time, depth, statistical area, latitude and longitude of each pot set, mandatory pot ID; date and time of each pot hauled; catch per pot of legal male, sublegal male, and female crab; bycatch by species; and capture of crab with an ADF&G tag.

Vessels may only harvest and deliver Tanner crab from one Lot during a Test Fishery trip. Participants in the Test Fishery must check in with ADF&G before fishing, report catch daily, give prior notice of landing, and check out when done fishing. Participants agree that any test fishery information, including harvest and location data, may be made public and that information may only be released by ADF&G.

DUTIES OF TEST FISHERY VESSEL: The vessel(s) and crew must bait, set, and retrieve all mandatory Tanner crab pots in predetermined locations, as described in the Lot packets that will be issued prior to departure. Information must be collected and recorded on log sheets for each pot. Additional pots may be set as decided by the vessel operator; no more than 5,000 lb may be harvested from any Lot.

TEST FISHERY AND OBSERVING: ADF&G observers may be deployed on participating vessels and vessel operators must accommodate an observer upon request. The vessel operator will communicate with ADF&G about departure date and time, in order to coordinate deploying observer.

VESSEL REQUIREMENTS: The vessel and crew must be capable of setting and retrieving Tanner crab pots. Vessel must be equipped with a sheltered marine head and shower. Built in bunk space for at least 1 observer is required. Deck must have a dedicated area for observer to conduct crab sampling.

POT LOCATIONS: The required pot locations in each of the Lots are defined by ADF&G, and locations by latitude and longitude will be provided to the vessel operator prior to departure; pots must be set within 0.5 nautical mile of the defined latitude and longitude. There is a maximum gear limit of 60 Tanner crab pots per vessel.

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SKIPPER AND CREW REQUIREMENTS: The vessel operator must have prior experience as a captain participating in a commercial Tanner crab fishery. The successful bidder must be able to document this experience through fish tickets or other qualifying documentation. At least two crewmembers must be provided in addition to the vessel captain. Crewmembers should be capable of all duties normally required in Tanner crab pot fishing operations. This includes overhauling the gear after each set, baiting with fresh bait daily, setting and retrieving the required amount of gear each day, and providing food for the crew and ADF&G observer. The winning bidder will be required to make the vessel and pots available for inspection prior to departing for fishing.

MARKET REQUIREMENTS: The bidder must demonstrate that they have a market for the Tanner crab that are harvested during the test fishery.

PERFORMANCE REQUIREMENTS OF THE VESSEL CAPTAIN & COMMAND OF THE VESSEL:

- A. Underway, at anchor, or dockside, the captain's orders will be final in matters regarding navigation and general operation of the vessel, operation of vessel equipment and fishing gear, and safety of all persons aboard vessel.
- B. The vessel captain will obey all USCG, State and other applicable regulations, rules, and statutes pertaining to the safe and legal operation of the vessel.
- C. The vessel captain will communicate with ADF&G staff and comply with all directives from the ADF&G observer regarding research activities provided that those directives do not directly or indirectly endanger the vessel or any person aboard the vessel.
- D. The captain must provide a safety orientation briefing to all vessel crew and ADF&G crew prior to departure from port. Both vessel crew and ADF&G crew must have general instructions regarding the following:
 - 1. The location and operation of lifesaving and emergency equipment.
 - 2. Operation of assigned equipment.
 - 3. Instructions for making a distress call.
 - 4. What to do in the event of a person overboard.
 - 5. What to do in the event of a fire.
 - 6. What to do in the event of flooding.
 - 7. What to do if an 'abandon ship' order is issued.

TERMINATION OF CONTRACT:

- A. The state reserves the right to terminate the charter contract for cause, including but not limited to:
 - 1. Insubordination or lack of cooperation by the captain or crew.
 - 2. Failure of the captain and/or vessel to report at the time and location designated to begin the test fishery.
- B. In the event of termination of the contract the contractor will adhere to the following conditions:
 - 1. Gear belonging to the state may be placed in storage or returned to a location mutually agreeable to the vessel owner and the State.
 - 2. Charges for storage of state gear, if any, shall be paid by the State.

ELECTRONICS: The following electronics are required and must be in working order: A VHF radio, a GPS, a radar with a range of at least 24 miles, and a color video sounder capable of detailed resolution to 100 fathoms. Sideband radio and satellite phones are not required but may be useful.

SAFETY REQUIREMENTS: The State requires that vessels have survival and firefighting equipment that meet current Coast Guard regulations at all times while under contract. This bid requires that the charter vessel must have undergone and passed a courtesy Coast Guard Commercial Vessel Safety inspection within the past twelve months. All noted deficiencies must have been corrected. In addition, the vessel must carry a life raft capable of holding all persons aboard. The raft and release mechanism must have been inspected and certified within the past twelve months.

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The operator of the vessel is responsible for instructing all persons onboard on how to use the safety equipment and where it is located on the vessel. Proof of inspection (decal or letter) will be required prior to the commencement of charter. The vessel must have survival suits for all crew. The State of Alaska will provide survival suits for their personnel.

FISHING GEAR REQUIREMENTS: The vessel(s) must have fully operational commercial Tanner crab pots with buoys and buoy line that are in compliance with current regulation. During the test fishery, some of the pots may have escape rings wired shut, by ADF&G personnel, to facilitate retention of prerecruit crabs.

CONSUMABLES TO BE PROVIDED BY THE CONTRACTOR AND TO BE INCLUDED IN THE CONTRACT PRICE:

- A. **FUEL, LUBRICANTS, etc:** The contractor (successful bidder) will provide all fuel, lubricants, oils, greases and filters required during the contract. At the beginning of the contract all fuel and lubricant tanks must be full and all filters must be fresh. In addition, the vessel must have aboard extra lubricants, oils, greases and filters in amounts sufficient for the entire contract period.
- B. **FOOD:** The contractor (successful bidder) will provide three ample, balanced, and nutritious meals each day for onboard ADF&G observer, the vessel captain and crew.
- C. **BAIT:** The contractor should use herring in the bait jars along with Pacific cod or pink salmon as hanging bait; this bait will not be thawed more than 24 hours prior to use. Bait shall be provided by the contractor.

MISCELLANEOUS PROVISIONS:

- A. The State may, at its own expense, install and retain in the vessel, during the term of the charter only equipment necessary for the purpose of this charter; provided that the State removes said devices at the termination of the charter period without damage to the vessel.
- B. There shall be no alcohol or controlled substances aboard the vessel during the charter period.

METHOD OF AWARD: Award will be made to the highest responsive and responsible bidders for each lot. In the event of a tie, the contract will be awarded via a random drawing.