



# Request for Proposals (RFP) for the National Marine Sanctuary Foundation

## Charter Vessel for Right Whale Research Cruise – Fall 2024

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## OVERVIEW OF FUNDING OPPORTUNITY

The National Marine Sanctuary Foundation, in partnership with the National Oceanic and Atmospheric Administration (NOAA) is seeking a charter vessel to survey for North Atlantic right whales and support a small Rigid Hull Inflatable Boat (RHIB) and/or small aluminum hull boat with foam collar. When whales are located, the small boat will be deployed with about 4 science crew, if weather permits. Scientists will also use the charter vessel as a platform to deploy and retrieve a small Unoccupied Aerial System (sUAS or drone). Up to eleven bottom-mounted passive acoustic moorings will be deployed, and oceanographic sampling will be done from the charter vessel.

The survey area in U.S. waters is expected to include the Great South Channel, waters south of Nantucket and Martha's Vineyard, and south to the New York bight and continental shelf break. The survey area will also include the Gulf of Maine, and into Canadian water.

### CONTRACT AVAILABILITY

**The Foundation anticipates contracting with one vessel  
Budget up to \$484,000**

### TIMEFRAME

16 September 2024 and 22 October 2024  
25-30 days at sea

Exact dates and survey length to be determined by the Foundation in conjunction with the contractor.

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### Application Package Due

August 8, 2024  
11:59 PM Eastern Standard Time

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## BACKGROUND

The National Marine Sanctuary Foundation. The National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), and the Northeast Fisheries Science Center (NEFSC) is the research arm of NOAA Fisheries in the region. The Center plans, develops, and manages a multidisciplinary program of basic and applied research.

North Atlantic right whales (NARW) are critically endangered and protected under the Marine Mammal Protection Act and the Endangered Species Act. The National Marine Fisheries Service (NMFS) is required to assess the status of marine mammal populations found in U.S. waters. Monitoring the population status of NARW is a top priority for the Protected Species Branch (PSB) at the Northeast Fisheries Science Center (NEFSC). Studies include photographic identification of individuals, biopsy sampling for genetic analysis, aerial imagery for health assessment and size estimates, and plankton sampling and suction cup tagging to investigate feeding ecology.

## SCOPE OF WORK

### VESSEL REQUIREMENTS

#### a. Minimum Vessel Specifications

- Capable of safe operation across Georges Bank, to Roseway basin (CA) and the NY Bight and out to the continental shelf break.
- The vessel shall have been actively used for collecting scientific data within the past 12 months and/or documented prior work with protected species, including marine mammals and sea turtles.
- Sufficient deck space for one RHIB (minimum 26' LOA with cradle), and oceanographic sampling gear.
- Crane or davit with minimum Safe Working Load (SWL) = 7,056 lbs., for deploying and retrieving RHIB overboard.
- Clean, sanitary, and sufficiently ventilated berths with mattresses for 7-12 scientists. Bunk areas shall contain at least one drawer or closet per occupant for storage of clothing and personal gear.
- A minimum of two heads, one shower and sink with hot water that is available to the science crew.
- Sufficient potable water for all crew and scientists for the duration of the cruise.
- Galley facilities for concurrent seating of at least seven people.



## **b. Electronic and Communication Equipment Requirements**

- Radios:
  - VHF (minimum 2)
  - Single side-band
- Radar (2 units with minimum range 40 nm)
- GPS (minimum 2 units)
- Plotters with capability of plotting input from GPS desirable
- Depth sounder
- Internet connectivity for weather forecasting, reporting, satellite tag tracking, and daily access to the internet for chief scientist required; If the contract vessel is not already equipped with a satellite internet system (such as Starlink), the vessel's company will be responsible for acquiring a system and monitoring it for the duration of the cruise so that the chief scientist has daily internet access.

## **c. Crew Requirements**

- The Captain shall have a minimum of three years' experience as Master of a comparable- sized vessel in north Atlantic waters.
- The Captain shall be competent in the use of modern navigational equipment.
- At least two other members of the crew shall have a minimum of three years of sea-going experience.
- The designated cook should have adequate experience in the planning and preparation of three daily meals at sea for groups of five or more people.
- Offerors shall include documentation indicating pertinent employment experience for each crew member indicating the requisite experience. Similar documentation shall be submitted to the Contracting Officer's Representative for approval of all replacement personnel proposed for hire during the charter.

## **d. Safety**

The Contractor shall provide documentation that a USCG Fishing Vessel Safety Inspection has been passed within one year of the start of the cruise (if applicable). The vessels shall meet all safety, firefighting and lifesaving equipment requirements as found in applicable sections of Title 46 of the Code of Federal Regulations, Part 28. The vessels shall be outfitted with personal floatation devices and survival craft (lift rafts) of sufficient number and capacity to accommodate all on board including visiting science crew and of the type required for a vessel of its size, class, and service in accordance with 46 CFR. There shall be two identified escape routes from all general areas.



A navigational watch shall be maintained at all times while the vessel is at sea. No crew member shall be required to work continuously in excess of 12 hours at any given time on any given day. Under normal operating scenarios, all crew members shall be provided at least two rest periods per 24-hour period, one of which must be at least six continuous hours in duration. Aboard vessels employing a one-person bridge watch, a tamper resistant audible watch or bridge alarm in the wheelhouse is required with an activation cycle not to exceed 15-minute intervals during the charter.

All vessels must have an emergency source of electrical power, independent of the main source of electrical power, to provide power to emergency loads in accordance with USCG or SOLAS requirements for a vessel of its size, type, and service. At a minimum, chartered vessels shall have a means to provide emergency power to the following equipment: emergency lighting, navigation equipment, navigation lights, general alarm systems (where fitted), and emergency communication systems and equipment. The emergency source of electrical power must be capable of supplying connected emergency loads continuously for at least three hours and must be located in a space or locker other than the main machinery space. Batteries of sufficient size and capacity may serve as an adequate source of emergency power.

Survival suits for the ship's crew must be provided by the Contractor; the science crew will provide their own survival suits. NMFS will request a USCG inspection of the selected vessel for safety, firefighting, lifesaving, and Statement of Work capabilities in accordance with a memorandum of understanding between NMFS and the USCG prior to award and commencement of the research cruise. A thorough pre- cruise orientation aboard each vessel shall be conducted for the scientists and crew regarding the vessel's safety, firefighting and lifesaving capabilities assigned responsibilities and procedures.

#### **e. Stability**

The vessel shall be of design and shall be operated and maintained in a condition that warrants it seaworthy and stable in accordance with the American Bureau of Shipping's Guide for Building and Classing Fishing Vessels and the 46 CFR, Part 28, Subchapter E as applicable, taking into consideration itinerant loads identified herein.

All vessels chartered by NOAA shall have stability information and instructions derived based on tests and calculations, in a format required by regulation applicable to the vessel's size, type, and service.



Vessels shall have, as a minimum, a Stability Letter that reflects the vessel's current configuration and intended service, signed by a qualified individual (a recognized naval architect or naval architecture firm having been trained in and having experience in matters of stability calculations) certifying that the vessel meets intact stability requirements, taking into account the loading, over-the-side lifting, and at-sea conditions under which the vessel will reasonably be expected to operate during the charter. The stability letter shall contain instructions and guidance for the vessel's operating personnel intended to maintain satisfactory vessel stability and shall include information regarding loading constraints and operating restrictions under varying conditions. Vessels 79 feet or less, for which regulatory stability evaluation criteria is not available or applicable, may provide evidence that stability has been evaluated by a qualified individual using best available data in lieu of an official Stability Letter required by regulation.

All vessels chartered by NOAA shall have and shall maintain stability information aboard the vessel. All vessels chartered by NOAA shall be operated in accordance with the vessel's stability instructions and guidance.

#### **f. Material Condition, Structural and Watertight Integrity**

The Contractor shall provide one or more of the following, reflecting the vessel's current configuration, as evidence of the vessel being maintained in a seaworthy condition: evidence of a dry-docking survey, or underwater survey in lieu of dry-docking, and an internal structural examination within the two years prior to the initiation of the cruise; or proof of satisfactorily passing an inspection completed by the Contractor's marine insurance carrier within one year of initiation of the cruise. The Government reserves the right to inspect the vessel's material condition with respect to maintenance of vital systems, vessel configuration, and watertight integrity prior to award and commencement of the cruises.

#### **g. Regulatory Compliance**

The vessel shall be outfitted, operated and maintained to meet all applicable federal, state and local environmental, health, safety and pollution control regulations. The Contractor shall have on board during the duration of this contract all certificates, records and other documents required by applicable laws and regulation including a "Certificate of Financial Responsibility" meeting requirements of the U.S. Coast Guard for vessels over 400 tons. Vessels must not have any current operator or vessel permit sanctions.



## DELIVERABLES

Following is a schedule of administrative deliverables required during the period of performance of this contract:

Item	Description	Quantity	Due Date	Delivery to	Reference
0001	Structural Inspection Verification	1 EA	With Quote	COR/CO	SOW, Para 2.1.1(f)
0002	Stability Letter, if applicable	1 EA	With Quote	CO	SOW, Para 2.2.1(e)

## PLACE OF PERFORMANCE

The Contracting Officer or the duly authorized representative will accept supplies and services to be provided under this contract.

The place of acceptance will be:

Protected Species Staff  
Northeast Fisheries  
Science Center 166 Water  
Street  
Woods Hole, MA  
02543

## PERIOD OF PERFORMANCE

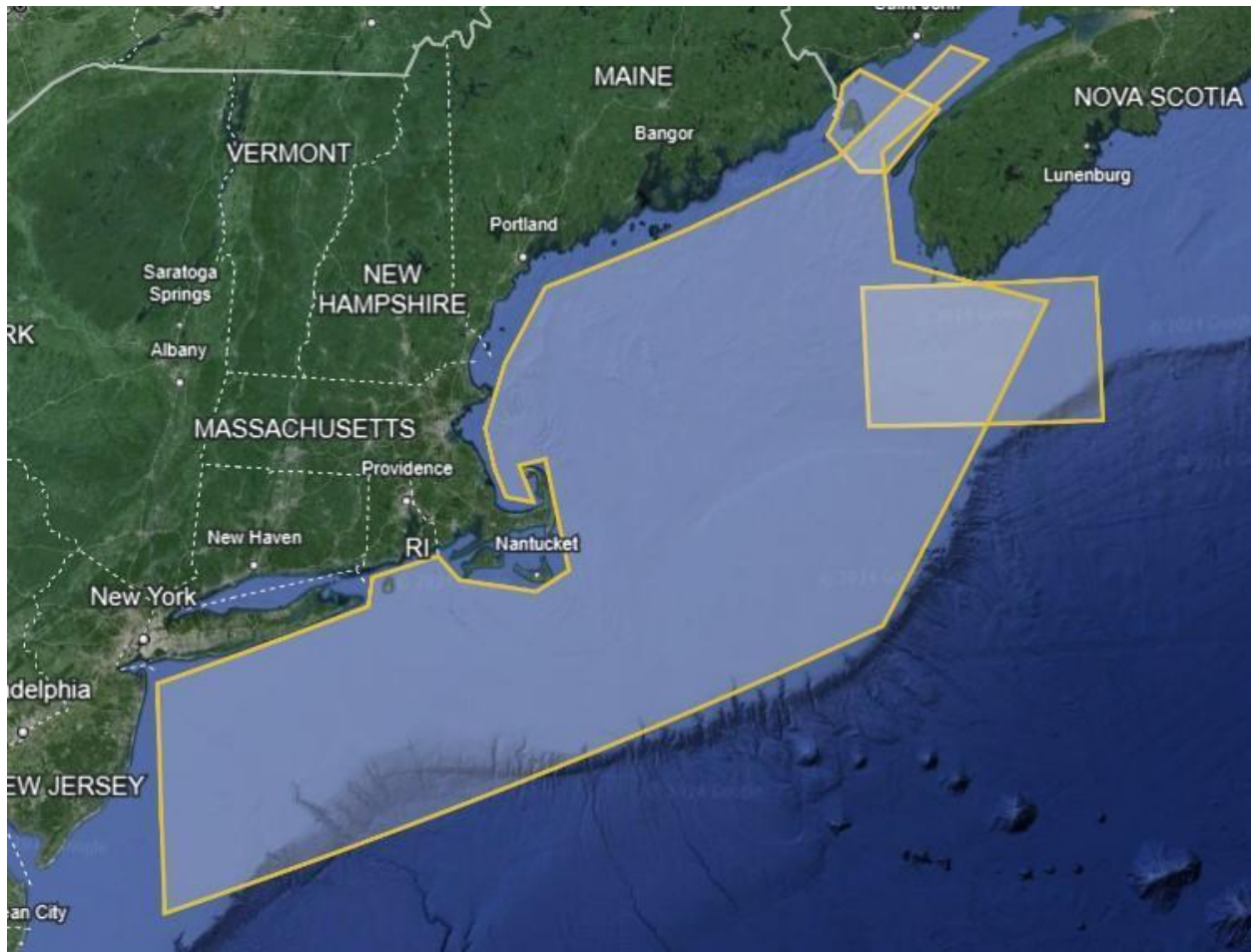
The planned period of performance is for approximately 25-30 days at sea, with the desired period of performance within the time frame of 16 September 2024 and 22 October 2024. This time period may be broken into two legs, depending on staffing and needs of the charter vessel.

A sea day is defined as any part of a calendar day spent steaming to and from the port of departure for the purpose of conducting the research, and the days actually spent conducting NARW research. Calendar days of less than 24 hours will be prorated at an hourly rate based on the daily rate agreed upon for the contract period. The vessel shall be available at the port of Woods Hole, MA three days prior to the start of a research cruise





prepared with the necessary fuel, food and crew to conduct and support the mission objectives. We will provide a minimum of 7 and a maximum of 12 science staff. A vessel shall be placed off-hire in the event of loss of time due to any contractor and vessel-related operational deficiencies. Any underway days lost by the vessel during the currency of the contract due to excusable delays as defined in FAR 52.212-4f shall be added to the cruise period per contract modification (See FAR 52.212-4c and FAR 52.212-4f).



*NARW General Survey Operation Area in U.S. and Canadian waters.*

## HOURS OF OPERATION

### Cruise Operations

The vessel will arrive in Woods Hole at least two full days prior to the commencement of the cruise, the vessel and crew will be made available to NEFSC science staff, for the





purpose of training ship's crew and science crew regarding the deployment and retrieval of small boats and sampling gear. The ship will be required to depart the dock for at sea training on one or two of these days. This training will be conducted in Vineyard sound, not far from the dock. Any software, gear, and/or equipment installed on the vessel by the NEFSC/PSB for the purpose of conducting the research cruise will be removed at the end of the cruise.

The vessel must have a minimum of four crew, covering the role of Master, mate, engineer and chief steward, to operate the vessel and to support scientific operations. The Master and at least one other member of the ship's crew must be fluent in English. While at sea, the Master is responsible for the operation of the vessel to insure the safety of the science crew and all crew members. The vessel's crew is responsible for the safe operation of any crane, davit, or winch. Any damage to the vessel and its gear which occurs during the cruise due to negligence is the responsibility of the vessel.

Charter vessel shall be able to accommodate science crew of 7-12. Three meals per day shall be provided for the science crew. Vegetarians must be accommodated.

Charter vessel shall have an open fly bridge which is safely accessible to science crew. At least three science crew shall be on the fly bridge at any time during daylight hours. Prior to the commencement of the cruise, the vessel crew shall install the 'big eye' binocular stands on the fly bridge. They are usually bolted to the deck, with rubber bushings to damp ship vibration. See images in Appendix 1. The chief scientist shall be consulted regarding placement prior to installation (Note: if there is an option other than a fly bridge, that gives observers 180 degree view forward, that can be considered). On the day of staging, ship's crew shall facilitate getting the big eye binoculars to the fly bridge. The fly bridge shall be outfitted with a wind screen to protect observers from wind. The windscreen should at least run across the front of the fly bridge and extend down the sides to be lateral with big eye stands. Windscreens are around 4.5' tall, leaving clearance for big eye binoculars, if necessary. Windscreens should include extension at the top, on the outboard side, which deflects wind from coming directly over the windscreen. See images in Appendix 1.

Charter vessel shall be outfitted with a crane which is capable of lifting and launching a 5,650 lb. (vessel, propulsion, fuel, gear, and 4 persons), 25' aluminum hulled vessel with foam collar, over the side. The crane shall be man-rated unless the freeboard of the ship allows one step down to launched vessel. NEFSC will provide the aluminum hulled vessel, and cradle for vessel to be secured on the aft deck. Charter vessel shall provide and carry around 100 gallons of gasoline, preferably in USCG approved mobile fuel caddies. Charter vessel will be responsible for fastening the RHIB cradle(s) to the deck in order to secure



the small boats during rough seas. NEFSC will provide a man-rated lifting harness for deployment. Charter vessel shall provide crane operator and at least one deck hand for deployment. Charter vessel shall modify deck rail/bulkhead to provide deck level embarkation/debarkation access point for 25' vessel. There will be science crew available to tend lines for deployment and retrieval of the small vessels.

If the charter vessel is not equipped with a .322 conducting wire cable and winch for deploying and retrieving oceanographic sampling equipment, then the NEFSC may bring a winch which will need to be secured to the back deck and powered by the ship.

The NEFSC intends to bring a dry lab/wet lab container to be secured to the back deck in order for science crew to work in this area. We will also require another 20' container, provided by the charter vessel, for storage of gear on the back deck. If the same amount of dry space (10' x 20' container) is available on the working deck (where the small boat will be launched from), then the 2nd container will not be necessary. The area should be dry, at least the same amount of space as the container (20' x 10'), and easy to access for the science crew.

During the cruise operations, the chief scientist may survey occasionally at night using sonobuoys (listening devices deployed from the ship, but not retrieved) in order to locate NARW.

## Daily Operations

Science Crew Observers will be on watch on the fly bridge by early morning. Tracklines will be determined the previous evening, unless locations of aggregations of right whales are known. When right whales are sighted, the RHIB will be deployed if weather permits. The charter vessel shall stand by while RHIB is working, likely sampling for plankton in the area of whales. Science crew may deploy sUAS (drone) from charter vessel while RHIB is deployed. These decisions will be made case-by-case by the chief scientist in conjunction with the captain or the mate on watch. Observers will work most daylight hours unless weather is limiting. If weather does not allow work from the fly bridge, observers may stand watch from inside the wheel house.

Research operations will generally be during daylight hours only, with the exception of opportunistic sonobuoy deployment or VHF-enabled tracking and retrieval of suction cup tags (no deck crew required).



A Scientific Research Permit from the NOAA Fisheries Northeast Regional Administrator will be obtained by the Contracting Officer's Representative (COR) and maintained onboard the vessel for the duration of the survey. The vessel will be considered a NOAA research vessel under this contract. The vessel shall utilize and maintain nautical charts, deck log and/or computer software(s) that provide a record of the vessel's location, operations, operating conditions and any vessel-related significant events. These charts, logs and software output(s) shall be made available upon request of the Chief Scientist. The Master shall provide science crew access to GPS location data, and other available operations data as needed. The chief scientist shall have access to the internet for weather forecasting and reporting as necessary. It is preferable that all science crew have at least intermittent internet access.

Nothing herein contained shall be construed as creating demise of the vessel to the Government. The Contractor under this contract shall retain complete and exclusive possession and operation of the vessel and its navigation.

## Provisions

Three meals per day (breakfast, lunch and dinner) shall be prepared by the vessel chief steward for the scientists. Meats shall be included at each lunch and dinner along with two vegetables and dessert or fruit. Vegetarians, vegans, non-dairy, and non-gluten diets shall be accommodated. Milk, coffee, tea, water, cold juice and soft drinks shall be available at all times. Meals shall be prepared during each day of vessel operation under this contract.

## Emergency Medical Care, Safety and Health

- a. Medical Services. The Contractor shall provide a qualified Emergency Medical Technician (EMT) holding current National certification (preferred) or at least one crew member trained in advanced first aid, CPR and automated external defibrillator (AED) use while underway for the duration of the contract. The medical person in charge is responsible to the Master for the health of crew members and science crew personnel including emergency and routine care, preventative medicine and medical administration. The medical person in charge shall assist the Master in developing plans and procedures for dealing with medical emergencies, including obtaining shore side medical advice/assistance and designating and training other shipboard personnel to provide assistance in emergencies.
- b. Medical Provisions. The Contracted vessel shall be outfitted with a current first aid manual, complete first aid kit and AED. The Contractor shall provide a designated area to accommodate first aid treatment, medical equipment and other medical provisions. The



Contractor shall establish adequate and reasonable controls and procedures for the custody and safekeeping of all medical supplies, equipment and controlled medical substances.

- c. Medical Records. The Contractor shall maintain medical records aboard the vessel for science crew personnel containing a minimum medical history and on-board treatment records. The confidentiality of these records shall be protected in accordance with the Privacy Act at 5 USC 552a.
- d. Hazardous Materials. The contractor shall follow all applicable regulations and standards pertaining to the Pipeline and Hazardous Materials Safety Administration, Department of Transportation contained in 49 CFR.B.1. The Contractor shall maintain a current library of Material Safety Data Sheets (MSDS) for all hazardous materials aboard the vessels and shall make them readily available to all personnel on board. The Chief Scientist will provide the contractor with a current copy of an MSDS for any/all hazardous materials brought onboard the vessel by the science crew. The Chief Scientist will be responsible for the removal of all hazardous materials not consumed during scientific operations and for the removal of all hazardous materials, if any, generated by the science crew. The Government will provide the personal protective equipment required for the safe handling of those hazardous materials brought onboard by the science crew. The contractor is responsible for the compliance with all applicable environmental, health and safety laws and regulations pertaining to shipboard operations, including the use of hazardous materials, and the treatment, storage and disposal of hazardous materials (if any) generated by the vessel. It is anticipated at this time that two hazardous materials will be brought on board, that is denatured alcohol and formalin. Arrangements will be made with the Master to accommodate the above requirements. Additional safety requirements such as an emergency eye wash station will also need to be arranged. These arrangements will be made in cooperation with the Master.

## Living and Working Conditions for Scientific Personnel

- e. Liquor or Illegal Drugs. During the cruise period, the possession or use of intoxicating liquor and or illegal drugs by any person aboard the vessels is not permitted, and may be grounds for termination of the Contract.
- f. Firearms. During the cruise period, all firearms, should any be onboard, shall be kept under lock and key by the Master.
- g. Smoking. Smoking shall be prohibited in all interior spaces occupied by or utilized by the science crew. Smoking on deck shall be in designated areas only.
- h. At no time during the vessel charter period which includes staging and de-staging in-port times, shall any member of the science or vessel crew be subjected to or take part in, any



acts of discrimination based on sex, disability, race, color, ethnic nationality or gender identification. This includes discriminatory comments, jokes, propaganda, harassment or biasness, whether directly or indirectly involving a member of the science or vessel crew member.

- i. Pornographic Material: All pornographic material, such as magazines, movies, calendars, etc. shall be removed from all public/common areas on board the vessel during the duration of the vessel charter period.
- j. Water intended for personal use and consumption that is taken, produced, or stored aboard the vessel shall be handled in accordance with applicable regulations. Evidence of bacteriological and chemical testing of shipboard potable water taken from the vessel's storage tanks via the vessel's distribution system by a certified laboratory within three months of the charter period shall be provided. Potable water shall be tested and treated to maintain a pH of 6.8 to 7.8 and a residual halogen content of 0.2 ppm to 2.0 ppm free available chlorine (or equivalent) weekly. Water should be free of tastes, odors, and turbidity that would be objectionable to the majority of those on board.

## Passengers

The Contractor shall not permit any passengers to be transported aboard the vessel for any reason without specific approval of the COR, with the exception of life saving emergencies at sea. This restriction applies to Government employees, Contractor's employees who are not crew members, science crew personnel not assigned and the general public.

## Security

The vessel shall provide a security watch while in port to ensure that unauthorized personnel are not permitted to board the vessels. Emergency phone numbers for local port officials and law enforcement shall be available to the person on watch. Best marine practices shall be in place while underway to ensure that unauthorized personnel or craft are not permitted to approach the vessel. The Master of the vessel shall take all additional customary and reasonable precautions to ensure that no harm befalls the vessel while in port and at sea.

Technical Point of Contact (TPOC) will notify the Contractor of Government facility/installation closures on an event-by-event basis. Contractor shall maintain an adequate workforce for the uninterrupted performance of all tasks defined within this SOW when the Government facility/installation is not closed for the above reasons.

### 1.0 CONTRACTOR RESPONSIBILITIES.



1.1 Contractor shall immediately notify the CO if discrepancies are discovered between the existing property conditions and those noted on the SOW or Appendix'.

1.2 Within ten (10) days of the contract start date, the Contractor shall submit all Material Safety Sheets (MSS) for any materials used under this contract containing "dangerous" or "warning" labels to the CO.

1.3 If charter cannot be completed as scheduled due to inclement weather, Contractor shall perform any and all scheduled charter days the following work day with no degradation to existing scheduled charter.

## 2.0 CONTRACTOR GENERAL CONDITIONS.

2.1 Contractor shall be responsible for quality control of Work performed.

2.2 Contractor shall be fully knowledgeable of all requirements of the contract documents and shall make themselves aware of all job site conditions that will affect their performance.

2.3 Contractor shall maintain an adequate workforce trained to safely and satisfactorily perform under this contract.

2.4 Contractor shall ensure all Contractor employees, and all associated subcontractor(s) are experienced in the type of work involved and familiar with the specifications of this contract. Contractor is responsible for damage to any Government equipment, supplies, or facilities caused by Contractor personnel. Government will not provide instruction or oversight.

2.5 Contractor shall comply with all applicable local, state, and federal codes and laws as well as other government published instructions per the contract documents.

2.6 Contractor shall perform in accordance with professional industry standards.

2.7 Contractor shall be responsible for all contractor security arrangements including subcontractor's materials, tools, equipment, and personnel.

2.8 Contractor shall accomplish all tasks to meet the requirements of the SOW.



2.9 Written and verbal communications concerning this contract shall be conducted between the Contractor and the authorized government team (Contracting Officer's Representative, Contracting Specialist, and Contracting Officer) only.

2.10 Contractor shall handle corrective action(s) without dependence upon Government direction. Contractor shall resolve all discrepancies noted (by the government team) within 24hrs of identification. Contractor shall ensure Contractor's employees and all associated Subcontractor(s) performing under this contract, are notified of all deficiencies in their area of responsibility to ensure that deficiencies do not reoccur.

2.11 Contractor shall be available on site within 2 hours of notification as required by the government for issues that cannot be resolved by telephone to the government's satisfaction. Contractor is responsible for understanding the site condition, complexity, volume and quality of services required.

2.12 Contractor Equipment. The Foundation and the Government may inspect Contractor's equipment at any time. Contractor's equipment shall be subject to approval by the TPOC. Contractor shall service or replace at no cost to the Government any equipment found to be defective, unsafe, or unsuitable.

2.13 Contractor Liability: Except as otherwise provided by law, the Foundation and the Government will not be responsible for the loss of, or damage to, the Contractor's equipment, property, or death of or injury to the Contractor's employees or associated subcontractors performing under this contract, resulting from the Contractor's negligent performance under this contract. Contractor shall be responsible for all damages to persons or property that occurs as a result of Contractor's faulty equipment, fault or negligence of Contractor personnel/employees or associated subcontractors performing Work on this contract.

2.14 Contractor Insurance Requirements. Contractor shall at its sole expense insure its activities in connection with the Work under this contract and shall obtain, keep in force, and maintain insurance in accordance with CAR 1352.228-70 Insurance Coverage. **Contractor shall provide** a copy of the Insurance Certificate to the CO prior to the commencement of Work on this contract.

### 3.0 SAFETY, SECURITY, FIRE PROTECTION, ENVIRONMENTAL CONTROLS, CONSERVATION OF UTILITIES, AND COMPLIANCE WITH LAWS AND REGULATIONS.

3.1 Safety Requirements. *Contractor shall produce proper OSHA and other industry certificates/licenses upon request of the CO.* Contractor shall be responsible for safety.





Contractor shall take all necessary precautions to meet proper safety standards, training, and regulations of all local, state and federal codes and regulations. (*Appendix A, Useful Web Sites*).

3.1.1 Smoking anywhere inside the vessel is prohibited.

3.1.2 Work under this contract must be accomplished in such a way as to minimize the potential of environmental impact by operating in an environmentally responsible manner and to the extent possible through the use of environmentally friendly procedures, services, and products.

3.1.3 Contractor shall record and report promptly (as soon as possible but no later than, one hour of incident) to the CO and TPOC, all available facts relating to each instance of damage to Government property or injury to either Contractor or Government personnel.

3.1.4 In the event of an accident/mishap, Contractor shall take reasonable and prudent action to establish control of the accident/mishap scene, prevent further damage to persons or property, and preserve evidence until released by the authorized Government representative (i.e. TPOC, CO).

3.1.5 If the Foundation or the Government elects to conduct an investigation of the accident/mishap, the Contractor shall cooperate fully and assist government personnel in the conduct of investigation until the investigation is completed.



## APPENDIX A - Useful Websites

Publication / Website	Mandatory or Advisory	Website
Federal Acquisition Regulation (FAR)	Mandatory	<a href="http://www.farsite.hill.af.mil">http://www.farsite.hill.af.mil</a>
Federal Holiday Home Page	Mandatory	<a href="http://www.opm.gov/fedhol">www.opm.gov/fedhol</a>
Occupational Safety and Health Administration (OSHA)	Mandatory	<a href="https://www.osha.gov/">https://www.osha.gov/</a>



## APPENDIX B - GOVERNMENT FURNISHED PROPERTY

The Government will provide the following item(s) of Government property listed in Appendix B to the Contractor. The Contractor shall be accountable for, and have stewardship of, the property in the performance of this contract. This property shall be used and maintained by the Contractor in accordance with provisions of the "Government Property" clause included in this contract.

Item No.	Description	Delivery Date
1	Research Permits	Prior to Cruise
2	Scientific Sampling and Recording Equipment	Prior to Cruise
3	20' aluminum hulled boat with foam collar	Prior to Cruise
4	Cradle for small boat	Prior to Cruise
5	Big eye stands (2) - installed	Prior to Cruise
6	Big eye binoculars	Prior to Cruise



Windscreen and big eye binoculars - R/V Connecticut



Close-up of temporary bracket holding top portion of windscreen, angled out to prevent wind directly over the top of screen. R/V Connecticut.



Big eye binocular stand, mounted to deck. Big eye binoculars mounted to stand.  
windscreen. R/V Connecticut.





windscreen and big eye binoculars - NOAA ship Delaware II





Windscreen and big eye binoculars - NOAA ship Gordon Gunter.

## HOW TO APPLY

Application packages should be submitted by 11:59 PM Eastern Standard Time on August 8, 2024. Please submit your application package to the Foundation using the following link:

<https://form.asana.com/?k=JXbb5twYVQvSotfFpscrw&d=1132613391873929>.

Please direct all questions regarding this RFP to [RFP@marinesanctuary.org](mailto:RFP@marinesanctuary.org) with the email subject line: NARW Research Cruise Charter: [Name of Organization].

Application packages should include:

- Technical Quote:
  - A description of the vessel, the experience of the captain and crew, and explanation of why you are qualified to complete this project.
  - No more than 60 pages, including all tables and graphics, but excluding resumes, index/appendices and past performance references.
  - Include technical capability of the
- Price Quote: Detailed budget proposal



- There is no page limitation for the price quote.
- Letters of support from 3 references to speak to Past Performance.

Determinations will be made by August 14, 2024 and applications notified shortly thereafter.

## REVIEW PROCESS

### Evaluation Criteria

The technical review and evaluation process will be graded by the following point system. Each proposal will be subject to a technical review process and evaluated on the objectives and priorities stated above.

Evaluation Criteria	Sub-Questions	Score	Scoring for this criterion will be assessed on how well proposals:
<b>Vessel Characteristics</b>	Does the proposal clearly describe how the vessel meets the requirements?	25	Proposals will be assessed on how well they demonstrate the vessel's ability to meet the requirements of the Statement of Work efficiently and safely.
<b>Experience of the Vessel, Captain, and Crew</b>	Does the proposal outline the captain and crew's qualifications, certifications, and relevant experience?	25	Proposals will be assessed on the depth and relevance of the experience of the captain, and crew, emphasizing their qualifications and track record in similar operations.
<b>Past Performance</b>	Does the proposal include three letters of support that speak to the successful completion of similar projects?	25	Proposals will be evaluated based on the quality and relevance of the three letters of support speaking to past performance.
<b>Budget</b>	Does the proposal provide a clear and detailed budget breakdown?  Is the budget realistic and within the funding opportunities budget?	25	Proposals will be assessed on the budget's clarity, realism, and comprehensiveness, ensuring that they are cost-effective and provide good value for money.
<b>Total Points</b>	100		



## APPLICATION LOGISTICS

### Timeline

<b>Expected Timeline</b> (broken down by month)
<b>Request for Proposals Submission Open</b> All proposals must be submitted by August 8, 2024
<b>Technical review of proposals</b> Proposals will be reviewed and scored between August 8, 2024 to August 14, 2024
<b>Notification, Agreements, and Release of Funds</b> All applicants will be notified of award status before August 26, 2024
<b>Period of Performance</b> The contract is anticipated to occur between September 16 – October 22, 2024

### ABOUT US

The [National Marine Sanctuary Foundation](#) was founded in 2000 by America's most influential ocean conservation leaders and works with communities and NOAA to conserve and expand these special places for a healthy ocean, coasts, and Great Lakes. Sanctuaries and monuments are our essential network of protected waters, owned by every American and championed by us. Connected by currents, they sustain miraculous species, coastal communities, and our shared heritage. The Foundation is a leading voice for U.S.-protected waters, and our work extends from the ocean floor to the classroom to Capitol Hill. The Foundation supports a growing portfolio of Community Stewardship, Outreach, and Education programs aimed at providing students, educators, and lifelong learners with opportunities to explore and discover connections to the natural world, no matter where they live.

The National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), and the Northeast Fisheries Science Center (NEFSC) is the research arm of NOAA Fisheries in the region. The Center plans, develops, and manages a multidisciplinary program of basic and applied research.

## TERMS & CONDITIONS

This is a Request for Proposals (RFP) only. Issuance of this RFP does not in any way obligate the Foundation to make an award or pay for costs incurred by potential offerors in the preparation and submission of an offer. In addition:



- (a) The Foundation may cancel RFP and not award;
- (b) The Foundation may reject any or all responses received;
- (c) Issuance of RFP does not constitute award commitment by The Foundation;
- (d) The Foundation reserves the right to disqualify any offer based on offeror failure to follow RFP instructions;
- (e) The Foundation will not compensate offerors for a response to RFP;
- (f) The Foundation reserves the right to issue an award based on an initial evaluation of offers without further discussion;
- (g) The Foundation may negotiate with short-listed offerors for their best and final offer;
- (h) The Foundation reserves the right to order additional quantities or units with the selected offer or;
- (i) The Foundation may reissue the solicitation or issue formal amendments revising the original RFP specifications and evaluation criteria before or after receipt of proposals;
- (j) The Foundation may modify the specifications without issuing a formal notice to all offerors when the revisions are immaterial to the scope of the RFP;
- (k) The Foundation may choose to award only part of the activities in the RFP or issue multiple awards based on multiple RFP activities; and
- (l) The Foundation reserves the right to waive minor proposal deficiencies that can be corrected prior to award determination to promote competition.