

**REQUEST FOR PROPOSALS:
Removal of M/V *Going Coastal* Monterey Bay National Marine
Sanctuary**



Photo credit: SN Estrada USCG

Implementation Period

Approximately July 1 through December 31, 2025.

Application Package Due

Monday, May 12, 2025
11:59 PM Pacific Daylight Time

OVERVIEW

Purpose

In 2023, the National Marine Sanctuary Foundation, the chief non-profit partner to America's National Marine Sanctuary System, was awarded a grant from the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program with funding through the Bipartisan Infrastructure Law to support "High-Impact and Large Marine Debris Removal throughout the National Marine Sanctuary System." Large marine debris that will be removed consists of abandoned and derelict vessels, derelict fishing gear, and other large items, including vessels and large debris in Monterey Bay National Marine Sanctuary.

Project Background

Monterey Bay National Marine Sanctuary (NMS) comprises over 6,000 square miles of marine habitat in Central California that contains extensive kelp forests, one of North America's largest underwater canyons, and close-to-shore deep ocean environments. These habitats harbor an incredible variety of marine life, including 36 species of marine mammals, more than 180 species of seabirds and shorebirds, at least 525 species of fish, and an abundance of invertebrates and algae. Visitors and residents enjoy the sanctuary for diving, fishing, surfing, boating, research, whale watching, and many other recreational and commercial activities.

On April 30, 2020, the M/V *Going Coastal*, a 92' luxury sailing yacht, sank in about 400 ft of water in Monterey Bay NMS, leaving 90 gross tons of marine debris in the sanctuary. The incident occurred several miles south of Carmel Bay, about four miles off the coast of Lobos Rock. At last sighting that evening, as USCG helo reported the vessel to be $\frac{2}{3}$ submerged and surrounded by debris and a sheen. The next morning, no sheen and some debris was observed. The vessel was found resting hull down on the bottom by a side scan sonar on May 25, 2020 and confirmed by ROV on June 15, 2020. (Location and vessel details are provided in the Vessel Specifications section of this Request for Proposals.)

Two failed attempts were made to salvage the vessel in September and October of 2020. In mid-September 2020, weather conditions resulted in the first cancelled attempt. In early October 2020, a second attempt was made to raise the vessel by connecting six mooring chocks to slings connected to a lifting frame. The vessel was lifted off the seafloor, however, while being raised and monitored by real time video from ROVs, small cracks were observed in the fiberglass at the connection points, halting operations over concerns the vessel would break apart.

In September 2024, an ROV survey of the M/V *Going Coastal* was conducted to assess the current condition of the vessel. The vessel was found intact with exterior conditions similar to 2020 ROV documented conditions. The vessel had moved approximately 50 meters from its original resting place; **current location at 36.367033N / 121.979993W**. The vessel was resting at a depth of approximately 120-121 meters on a flat sand/mud bottom, upright and on a northwest-southeast axis with the bow pointing southeast.

Need

The National Marine Sanctuary Foundation (the Foundation), in partnership with the National



Oceanic and Atmospheric Administration (NOAA) Marine Debris Program and Monterey Bay National Marine Sanctuary, requires support for marine salvage work to remove the M/V *Going Coastal* from the waters of the Monterey Bay NMS.

The estimated contract start date is July 1, 2025 and operations will conclude by December 31, 2025.

FUNDING & BUDGET

Funding for his project is provided by a grant from the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program Award Number NA23NOS9990089. The contractor, and subcontractors, are required to comply with all provisions as set forth in [2 CFR 200](#) while providing goods and services under contract.

The budget for this project should not exceed \$1,650,000. Except as otherwise specified herein, the contractor shall furnish the personnel, materials, equipment, and services, and otherwise complete all activities necessary for and incidental to completion of this Statement of Work. A detailed budget that includes specific costs is required. Subcontractor costs should be broken out separately with detail provided to support those costs. See budget requirements under the Proposal Elements and Evaluation Criteria sections of the Request for Proposals.

SCOPE OF WORK

Deliverables

The scope of work shall include all phases of planning, removal, and disposal including (1) pre-removal survey, (2) removal/salvage plan development and approvals, (3) mobilization, (4) removal, (5) disposal, (6) demobilization, and (7) closeout.

1. *Pre-removal survey*, as used in this contract includes, but is not limited to, use of remotely operated vehicles, gliders, side scan sonar, technical divers, or other means to assess the specific location and condition of M/V *Going Coastal* to support the removal/salvage plan.
2. *Removal/salvage plan development*, as used in this contract includes, but is not limited to, collaboration with the Foundation and partners including NOAA to finalize a salvage plan. Contractors will be required to create and implement Spill Prevention Containment and Cleanup Plans (SPCC) to prevent releases of hazardous materials. The survey and removal may be combined under one plan and mobilization.
3. *Mobilization*, as used in this contract includes, but is not limited to, the establishment of all off-shore operations.
4. *Removal*, as used in this contract includes, but is not limited to, the operations for full removal of wreck and associated debris of M/V *Going Coastal*.
5. *Disposal*, as used in this contract includes, but is not limited to, any testing, abatement, deconstruction, and land based disposal of M/V *Going Coastal*.
6. *Demobilization*, as used in this contract includes, but is not limited to, removal of all operations, including equipment and gear, from work locations.
7. *Closeout*, as used in this contract includes, but is not limited to documentation of completed work which should contain pre- and post-bathymetric survey and/or GIS-linked underwater photography, or other forms of underwater imagery. Please specify the proposed method in

the proposal. Provide disposal records that include the name and location of the disposal site, the volume/weight, and scale record.

Vessel Specifications and Assumptions

Builder: Paragon Motor Yachts (no longer in business)
Built in 2006
Length 91'10" / 28.1 m
Beam 21.6 ft / 6.6 m
Draft 5.9 ft / 1.8 m
Gross Tonnage 90
Naval Architect Paragon Design
Exterior Stylist Scott Robinson
Interior Stylist Paragon Design Team
Hull Fiberglass



ROV image courtesy of Monterey Bay NMS

The vessel has three fuel tanks with a total capacity of 4300 gallons. At the time of sinking, an estimated 1200-1400 gallons of diesel fuel was onboard. The current volume is unknown; the two outer tanks are believed to be defueled but the center tank may still contain up to 800 gallons of diesel.

Technical Requirements & Capabilities

Labor and Equipment

The Contractor shall supply all labor, materials, tooling, engineering, dive and salvage equipment, and land transport for disposal as needed to complete the work.

Skills and Experience

The Contractor must possess skill and experience with use of Dive/Sonar/ROV surveys to locate target; use of vessel/barge/winch/crane operations (as needed) and use of slings/airbags to lift

objects to conduct salvage & transport debris. In addition, experience in use of hand tools underwater (non pneumatic) if needed to recover vessel parts/debris.

Spill Response and Containment

The Contractor must ensure the containment of fuel leaks and have oil spill response equipment such as boom and absorbent pads on-site during salvage operations. Proposals should include Spill Prevention Containment and Cleanup Plans (SPCC) to prevent releases of hazardous materials.

Insurance and Liabilities

Contractors will, at their own expense, provide and maintain all necessary insurances during the entire performance of the project and provide certificates of insurance to the Foundation. Coverage limits include Workers Compensation and Employer Liability and Commercial General Liability, including Maritime Liability, coverages of \$1,000,000.

Compliance

The Contractor shall follow all directives and regulations outlined by the Foundation and Monterey Bay NMS, including terms and conditions of all permits, and will comply with all applicable Federal and state safety and health standards and regulations applicable to this work, including but not limited to the Occupational Safety and Health (OSHA) Act, 29 U.S.C. 651§ et seq. To the extent the Contractor relies on sub-contractors in executing this work, the Contractor will have sole responsibility for ensuring the sub-contractors are qualified, appropriately trained and outfitted, and comply with all applicable safety and health standards and regulations.

Permitting & Certifications

The Foundation will secure required permits. Work may not commence until all permitting requirements are met by the Foundation. The Foundation is currently in the process of securing required permits.

All aspects of Contractor's salvage plan must be approved by the Foundation, Monterey Bay National Marine Sanctuary, and potentially other agencies as required.

Salvage plans must include the following:

Marine Wildlife Observers:

- One or more marine wildlife observers will be present during debris removal activities to monitor and maintain a protective perimeter around the work area and to ensure work does not proceed if it would pose a risk of entanglement or harm to any whale or other marine mammal.
- A marine wildlife observer will be present on all project vessels during transit to maintain a protective perimeter and minimize the potential for ship strikes, or
- All project vessels will limit speeds in transit to below 10 knots.

Water Quality Protection:

- Prior to vessel removal, efforts will be made to fully pump out and collect all hazardous liquids, including fuels, oils and lubricants.

Applicants must have proper certifications for conducting salvage operations.

ELIGIBILITY

Applicants must have a proven track record of doing similar salvage projects and have the technical ability to complete the project within the provided budget.

By submitting an offer in response to this RFP, the offeror certifies that it and its principal officers are not debarred, suspended, or otherwise considered ineligible for an award by the U.S.

Government. The Foundation will not award a contract to any firm that is debarred, suspended, or considered to be ineligible by the U.S. Government.

PRE-BID MEETING

A pre-bid meeting will be held virtually on Monday, April 28, 2025 from 11:00 AM - 12:00 PM PDT. Attendance is encouraged but is not required to submit a proposal. To register for the meeting, visit [Registration](#). Questions and answers from the meeting will be published to the RFP within three business days.

HOW TO APPLY

Application packages should be submitted by 11:59 PM Pacific Daylight Time on May 12, 2025.

Please submit your application package to the Foundation through C-STAAR – the Foundation’s Collaborative System for Tracking Activities, Awards, and Reporting – using the following link: [C-STAAR](#).

You will need to register your organization to begin your submission. You can find registration steps and instructions [here](#).

Once you have set up your organization profile, navigate to the applicant home page (you can always access the homepage by clicking the “Applicant Homepage” button in the top right corner). You should then scroll down and click on active contract RFPs to find the **M/V Going Coastal Removal RFP**.

While you are registering your organization, there is an opportunity to add multiple contacts for the organization. Please add as many as you would like but know that this does not give them access to the applications you start or submit, nor does it give them access to the resultant contract that we will process in the system. If you would like multiple people to have access to the application and the fully executed copy of that contract, you will need to add them as an alternate contact on the application. Once you have started an application, towards the bottom, there is an opportunity to add financial contacts, the agreement signatory which is mandatory, and alternate contacts. We recommend adding at least 1 alternate contact so someone else has access to the contract in the system. Once you add an additional contact, whether it is an alternate contact, financial contact, or agreement signatory, they will be sent an email requesting that they accept the invitation to be an additional contact. Once the additional contacts accept the invitation and register in C-STAAR, their account will be tied to the organization, and they will have access to the application and the resultant

contract as it goes through the execution process in the system.

Please direct all questions regarding the RFP and registering in C-STAAR to support@marinesanctuary.org with the email subject line: RFP QUESTION M/V Going Coastal Removal [Organization Name].

Proposal Elements

Applications should include the following elements

- A description of the company
- Technical expertise and capability requirements
 - Explanation of why you are qualified to complete this project including key personnel
- Project Description – Description of the salvage operations plan including:
 - Types of equipment required to remove debris including any surface support vessels, and if anchoring will be necessary.
 - Method of salvage, for example, float and lift, or strap and lift, and how that will be accomplished.
 - Proposed dates and duration of removal efforts.
 - Any anticipated direct or indirect impacts of removal efforts on the sanctuary (i.e., any known hazardous or petroleum products and methods for mitigating any impacts or spills)
 - BMPs or other mitigation methods that will be utilized to reduce impacts to sensitive species and critical habitats (cetaceans, marine mammals, seabirds)
 - Subcontractors, if applicable,
- A detailed budget. Subcontractor budgets must be broken out and detailed;
- Two or more examples of past work (*uploaded as attachments in the supplemental attachments section*); and
- Three references.
- Additional materials to support your proposal may be uploaded as attachments to your application in the supplemental attachments section.

REVIEW PROCESS

Evaluation Criteria

All applications will be screened for relevance and completeness and will then be evaluated based on the extent to which they meet the below criteria and how they are weighted. Proposals may be evaluated by technical experts outside of the collective representative agencies.

- Eligibility – as noted above, if the company is not eligible, your proposal will be removed and not graded;
- Qualifications– Experience and proven history of executing similar open ocean salvage jobs in similar conditions with positive outcomes. (*Total maximum of 10 points*)
- Requirements- Demonstrates ability to meet the technical requirements and capabilities outlined in RFP. (*Total maximum 10 points*)

- Work Plan- thoroughness of project narrative, clear and feasible salvage plan and timeline, meets deliverables within required timelines. *(Total maximum of 15 points)*
- Budget - The budget includes details on specific costs and is reasonable. Subcontractor costs are broken out and detail provided. *(Total maximum of 10 points)*
- Overall pricing *(Total maximum 5 points)*

Review/Proposal Timeline

- Pre-bid Meeting (virtual): April 28, 2025, 11:00 AM PDT
- RFP closes: May 12, 2025, 11:59 PM PDT
- Review/Negotiation period: May 13 - June 30, 2025
- Estimated Contract Start Date: July 1, 2025

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.

TERMS & CONDITIONS

This is a Request for Proposals 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 offeror;
- (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 reserves the right to waive minor proposal deficiencies that can be corrected prior to award determination to promote competition.

Exhibit A: Pre-Bid Meeting Materials

Pre-bid Meeting

Request for Proposals

M/V Going Coastal Monterey Bay National Marine Sanctuary

Agenda

- Kickoff and Introductions
- Review Project Background, Need & Target Details / Q&A
- Review Scope of Work and Funding Availability / Q&A
- Review Technical Requirements / Q&A
- Review Application Process & Timeline / Q&A
- Next Steps

Please refer to RFP for full details

Introductions

- Justin Boevers, Marine Debris Manager, NMSF
- Erin Jaszczak, Sr. Program Ops Manager, Marine Debris, NMSF
- Kaiya McGhaw, Interim Sr. Program Ops Coordinator, NMSF
- Karen Grimmer, Resource Protection Coordinator, Monterey Bay NMS
- Keighley Lane, Resource Protection Specialist, Monterey Bay NMS
- Max Delaney, Resource Protection Specialist, Greater Farallones NMS

Review Project Background

- Project Background
 - 2020 April: M/V *Going Coastal*, a 92' luxury sailing yacht, sank in about 400 ft of water in Monterey Bay NMS
 - 2020 September/October: failed attempt to raise vessel
 - Lifting from mooring chocks, cracks observed in the fiberglass at the connection points, halting operations over concerns the vessel would break apart.
 - 2023 July: Foundation received grant from the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program to remove the vessel
 - 2024 September: ROV survey was conducted
 - Location: 36.367033N / 121.979993W
 - Depth: ~121 meters
 - Condition: Little change from 2020, intact, resting upright on a sandy/muddy bottom

Project Need & Target Details

- Target Details
 - Built in 2006, builder no longer in business
 - Length 28.1 m / Beam 6.6 m / Draft 1.8 m
 - Hull Fiberglass
 - Gross Tonnage 90
 - Potentially 800 gallons of diesel still onboard
- Need
 - Removal and disposal of vessel

Scope of Work and Funding

- Scope of Work
 - Pre-removal survey.
 - Removal/salvage plan development
 - In collaboration with the Foundation and partners including NOAA.
 - Spill Prevention Containment and Cleanup Plans (SPCC)
 - Mob/Demob
 - Removal/Disposal
 - Closeout
 - Documentation of completed work and disposal records
- Period of Performance
 - Expected contract start date July 1, 2025
 - Work must conclude by December 31, 2025
 - Removal timelines as part of plan development
- Funding
 - \$1,650,000
 - Federal funds
 - Provisions as set forth in [2 CFR 200](#) services under contract.

Technical Requirements

- Ability to provide all labor and equipment
- Demonstrated experience and skills
- Requirement of Spill Prevention Containment Plan (SPCC)
- Insurances as outlined in RFP
- Compliance with permits and BMPs
 - Permits secured by Foundation
 - Marine wildlife observer
 - Water quality protections
- Subcontractors
 - Include details and separate detailed budget

Application Process & Timelines

- Must submit application through Foundation portal: C-STAAAR
 - Review RFP for required proposal elements
 - May use Upload Supplemental Attachments for any documents
 - Evaluated on qualifications, meeting RFP requirements, workplan, budget, and pricing.
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- RFP closes: May 12, 2025, 11:59 PM PDT
 - Review/Negotiation period: May 13 - June 30, 2025
 - Estimated Contract Start Date: July 1, 2025

Questions or assistance with C-STAAAR: support@marinesanctuary.org

Next Steps

- Questions and responses posted to RFP within three business days





National
Marine Sanctuary
Foundation

Thank you



Questions & Responses from Pre-Bid Meeting

Regarding the possible fuel remaining on board, how do we know/what source of information are we using to predict there may be fuel remaining in some of the fuel tanks onboard the vessel and in what quantities?

We do not have a confirmed amount, just an approximation. We also are not sure if the tank was breached, so it is also possible that the tank does not have any fuel remaining.

Do the survey and removal have to be combined into one mobilization and demobilization?

As a way to cut costs of mobilization and demobilization, it is possible to do the survey and removal under one mobilization. A draft salvage plan will need to be submitted and approved before any operations are conducted anyway, so once mobilized, you can conduct the survey and go directly into the wreck removal operations. We will assess your draft removal plans and likely make comments/edits and ensure the coast guard and all other shareholders approve.

How was the budget for this project determined?

The project budget was determined from prior salvage attempts and the numbers are based on the real cost and estimates from those attempts.

Based on the last attempt to retrieve the vessel, can any ROV data be shared?

We have a September 2024 ROV survey that found the vessel still intact and about 50m from its original location. We will request permission to get the video footage from that survey and will share that out if possible.

Can you provide additional history on removal attempts for this vessel?

There was an attempt to remove the vessel in the Fall 2020. The salver's plan was to use chocks to secure the vessel and lift. This removal attempt was overseen by the responsible party's insurance company, so NOAA and the Coast Guard had input in the removal strategy, but not final say. NOAA expressed concerns with the salver about using chocks because although the vessel is 90 gross tons, it is approximately 120 gross tons with the

water weight. The first attempt was halted because of weather conditions. The second attempt was halted because when the salver began using the chocks to lift the vessel they started to see cracks in the fiberglass. The salver decided it would be best to stop the removal and put the vessel back down for fear that it would break apart. From these past attempts we learned that using mooring chocks is likely not the best approach. Instead, it seems using slings under the vessel to gently lift it, if it can be removed intact would be the better approach. Also, the use of divers has its pros and cons considering the depth of the vessel is approximately 400 feet. Regarding the fuel tank onboard the vessel, there was some indication that there may be fuel in that tank, but this is not certain and while this should be a consideration, it should not be the primary consideration in this vessel removal operation.

Although challenging, the removal of this vessel is a high priority.

Considering the weather and field season viability in Monterey Bay, is there a preferred/better time to be in the field?

The field season in Monterey is generally May through October. May and June weather can be unpredictable. July and August can be more manageable but still unpredictable. In September and October, the conditions tend to be very good, so an optimal window to conduct field activities would be in September or October.