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INTERNATIONAL PACIFIC HALIBUT COMMISSION

ESTABLISHED BY A CONVENTION BETWEEN CANADA
AND THE UNITED STATES OF AMERICA

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2017-18 IPHC Reproductive Assessment Collection Charters Bid Specifications May 2017

The International Pacific Halibut Commission (IPHC) is requesting bids from commercial fishing and research vessels to perform monthly Pacific halibut collection charters from July 2017 through May 2018. The purpose of the collection charters is to obtain reproductive samples (ovaries, testes, blood, ultrasound imagery, weights) from a target total number of 100 Pacific halibut (up to 50 males (>70cm), up to 50 females (>90 cm)). The main purpose of this study is to document and describe temporal changes (changes over time) in gonadal (sex organs) morphological characteristics as well as the levels of reproductive hormones and physiological condition throughout an entire annual reproductive cycle in order to improve and update our estimation of maturity in this species. Understanding the reproductive biology of Pacific halibut is important for estimating the reproductive potential and spawning biomass of the stock and, consequently, for optimizing the management of the species.

The 2017-18 IPHC Reproductive Assessment Collection charters will require fishing to occur in the greater Portlock Bank area, bounded between the following points (58°03'N, 152°44'W); (58°55'N, 151°58'W), (57°45'N, 148°41'W), and (56°59'N, 150°04'W) as depicted in Figure 1. Fishing is to occur between the 1st and 15th of each month. The vessel must be capable of taking up to two (2) IPHC field biologists for the data and sample collections. Vessel crew may set as much gear as they feel is necessary to achieve the sampling targets; however, once the targets are met, all remaining gear must be hauled and all fish released with minimal injury. It is expected that during most months the targets likely can be obtained in 2-3 fishing days.

Vessels must be available to conduct the collection trips during the first half of each month for which they bid, unless otherwise agreed by IPHC staff and the vessel. It is essential that you clearly indicate your availability during each month and port of departure in your bid, as preference may be given to vessels with greater scheduling flexibility, or the charters may need to be spread between multiple vessels.

Unless combined with quota fishing, legal-sized Pacific halibut and permissible bycatch retained from collection operations become the property of the IPHC and are sold to reduce the costs of charter operations. No fish proceeds will be shared with the vessel.

Vessels are reminded to carefully consider **all** costs associated with performing the work over the time frame of the bid, and to budget these into their proposal(s).

Bids must be mailed, emailed (pdf) or faxed in time to arrive in the Commission's Seattle office by 12:00 noon (Pacific Daylight Time) on Monday, 12 June 2017.

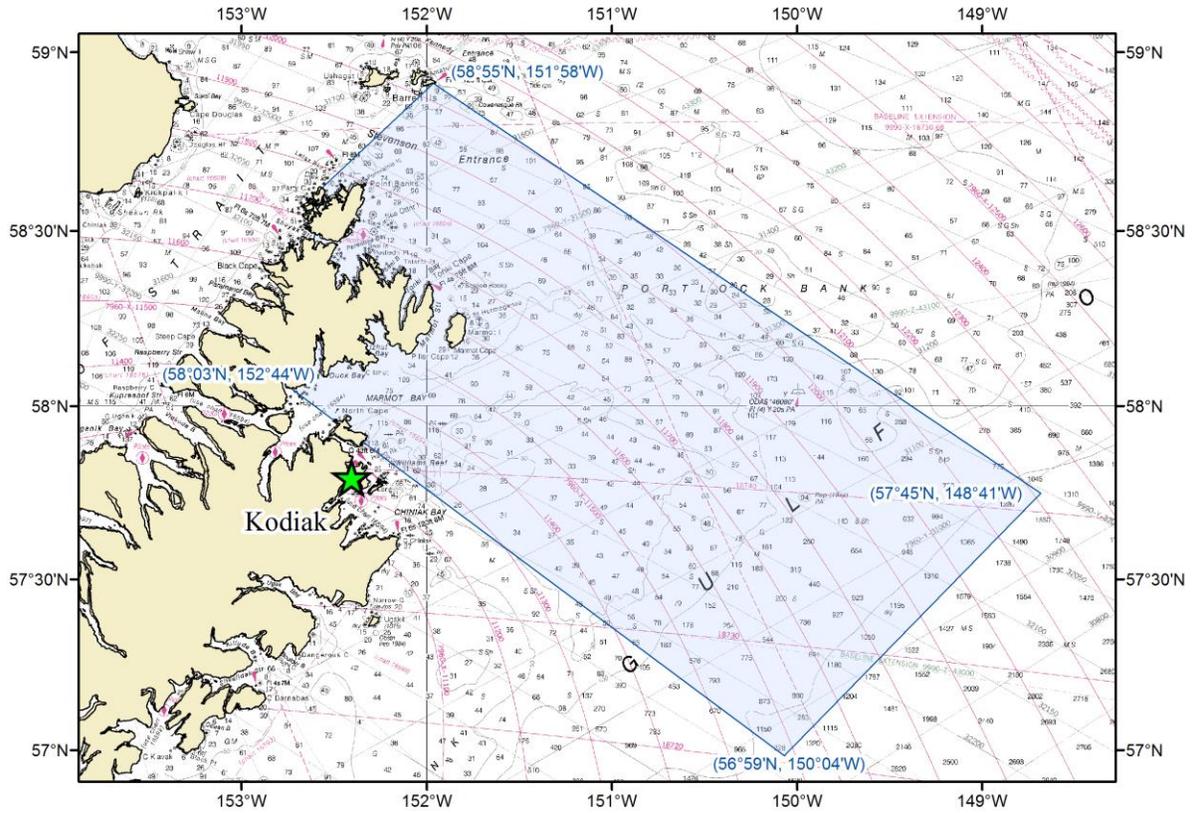


Figure 1. Reproductive sample collection area (greater Portlock Bank)

General Operations

1. The Commission is requesting bids for individual-month charters within a single-year of sampling to cover July 2017 through and including May 2018. Vessels are encouraged to bid even if not available to charter for all months.
2. Conventional and snap gear vessels will be considered.

B. Project description

The 2017-18 Pacific halibut reproductive assessment collection charters will collect samples from a desired target number of fifty (50) female Pacific halibut > 90 cm and fifty (50) male Pacific halibut > 70 cm captured in the greater Portlock Bank area, bounded between the following points (58°03'N, 152°44'W); (58°55'N, 151°58'W), (57°45'N, 148°41'W), and (56°59'N, 150°04'W) as depicted in Figure 1. Vessel will be required to carry two motion compensating scales (a large one with accompanying weighing plastic cradle for measuring round weights and a small one for weighing gonad and liver weights) and provide power for charging electronic equipment (ultrasound, centrifuge, rechargeable batteries for scales, electric knife, etc.).

Chartered vessel must have sufficient crew for baiting, setting, and hauling the gear, and dressing and icing any of the sampled fish.

During hauling, Pacific halibut may only be brought aboard at a rate that is roughly equivalent to the rate at which the IPHC staff can sample them. Specifically, the Pacific halibut must remain alive until sampling begins in order to ensure that blood can be drawn from each individual. In order to avoid accumulating fish on deck that are waiting to be sampled, the number of fish on deck may need to be limited by suspending hauling until the IPHC staff catch up with the fish already aboard. A crewmember may be required to aid in the movement of live fish to and from the sampling station during sampling operations. Only fish deemed to be in viable condition, without marked injury and bearing no evidence of being parasitized, will be considered as candidates for sampling. Fish will be subjected to ultrasound sexing to determine gender and up to fifty female (50) Pacific halibut >90 cm and up to fifty (50) male Pacific halibut >70 cm will be targeted for sampling for length, otoliths (ear bone for aging), round weight, ultrasound image, fat reading, blood sample, gonad and liver weight, gonad photograph and tissue (ovary and pituitary) collection. It is expected that the entire sampling process, from ultrasonic sex determination to tissue collection will require less than 5-10 minutes per fish. Pacific halibut that are not sacrificed will be returned to the water unharmed. All sampled Pacific halibut (of commercial legal-size) and some bycatch if permitted by federal or state regulations (Pacific cod and rockfish) will be retained and sold to reduce costs of the charters, except as noted in Section K.

The working day for the vessel crew finishes when all sampled fish have been dressed, examined by Commission samplers, iced, and all gear is baited and ready for the next day's fishing. For vessels with satisfactory speed and an efficient crew, the working day is expected to be approximately 16 hours or less. Due to weather, gear problems, vessel's speed, heavy fishing, etc., the length of working days will vary. Fishing at night is to be avoided to minimize sand flea activity affecting the suitability of the fish for sampling.

The IPHC will schedule your vessel to meet program and personnel needs, and your availability may affect whether we award you sampling months. It is therefore vital for you to indicate what times throughout the charter period(s) that your vessel is available to perform the work, and preference may be given to vessels with the greatest flexibility in their schedule. To take advantage of possibly short periods of fishable weather, the captain, crew, and IPHC scientists will work as intensively as possible to obtain the maximum number of sets during good weather.

C. Vessel requirements

Prior to bid acceptance, IPHC Secretariat staff will inspect the vessel and determine the adequacy of deck space, accommodations, and confirm that the vessel meets all minimum requirements.

1. The vessel must be mechanically sound in all respects, seaworthy for fishing in the designated areas, and suitably equipped for fishing Pacific halibut (conventional or snap gear are acceptable for this charter).
2. The vessel must have a well-insulated fish hold capable of packing all retained species in ice. Vessels will not be allowed to use RSW or slush the catch.
3. The vessel must have adequate deck space to allow the IPHC Secretariat staff to carry out their duties. We will require space to mount a recording shack (approximately 36” by 38” by 74” high) or the vessel will need a sheltered space for sample collection and data recording. Deck space will need to accommodate a measuring cradle and two motion compensated scales (large scale: 54 cm length, 40 cm width, 16 cm high with accompanying cradle of 121.5 cm length and 52 cm width; small scale: 33 cm length, 21 cm width, 11.5 cm high). The location of the shack or data recording station, must not obstruct fishing or processing operations and must be close to the dressing table. The ideal setup is to have the cradle attached to the shack directly below one of the opening shack windows. This allows for optimal communication between IPHC Secretariat staff. With your application, please provide a deck diagram indicating proposed shack/data recording station and cradle position.
4. Accommodations shall be clean and sanitary. The vessel shall have adequate accommodations for the vessel crew and at least two IPHC Secretariat staff members, including women. The vessel must be equipped with clean, sanitary, dry, and comfortable mattresses, but no bedding, for IPHC-assigned personnel.
5. The vessel must have a usable marine head that can be used in privacy by male or female IPHC Secretariat staff.
6. A galley reasonably equipped with a cook stove, refrigerator for food storage, and sink is required.
7. A sink or shower for washing is preferred.
8. Preference may be given to a vessel with capability of freezing samples (~-20C).

D. Electronic equipment requirements

1. Two VHF radios and one single side-band unit.
2. A satellite communication system capable of reliably communicating with the IPHC office.
3. Reliable email capabilities are preferred but not required.
4. Two GPS (Global Positioning Systems) units.

5. A GPS plotter is desirable.
6. Two radar units. One must have a range of at least 24 nm.
7. Two depth sounders.
8. An intercom from the fishing deck to the bridge is desirable.
9. The vessel must provide reliable 110 AC power to the sampling shack/data station for powering a light, tablet, and a small computer. The ability to provide 110 AC during hauling operations is required (power draw of 5 amps). For those vessels without a constant AC supply during hauling, the power supply requirements can likely be met with a simple inverter.

E. Gear requirements

The owner shall provide and replace, as needed, all gear and associated equipment necessary for commercial longline fishing (except as noted in Section J-1).

1. There are no strict guidelines regarding the type of longline gear to be used or its configuration. Vessels fishing fixed or snap gear will be considered. Acceptable gear types include, but are not limited to Pacific halibut fixed gear, snap gear, P-cod and black cod gear. Alternative gear configurations will be considered; vessel owners should describe their gear configuration on the bid tender form. All gear must be in good condition at the beginning of the charter and must be acceptable to the lead biologist.
2. Automated hook strippers, or crucifiers, may be used to remove larger Pacific halibut from the longline. If a crucifier is used, and interferes with data collection (length measurements, prior hook injury assessment, tag and release operations), the lead may require you to stop using the crucifier altogether. Smaller Pacific halibut may not be removed by the hook stripper as it makes total length determination inaccurate. Bycatch may not be removed by hook strippers as all bycatch (including sharks) are to be carefully released.
3. All vessels must provide and use an approved seabird deterrent device (e.g. tori line) while setting the gear, as required by state or federal agencies. Experience has shown that the key to successful tori line deployment is the height from which the line is deployed. This technique produces an effective coverage zone, while minimizing deployment challenges and interference with the fishing gear. It is the vessel's responsibility to have sturdy attachment poles for the tori lines (preferably welded, not strapped), with a high attachment point for the lines. All tori lines are to be deployed so that the line enters the water no less than a distance of 40 meters aft of the vessel stern (if the vessel is greater than 100 ft. the minimum distance is 60 meters). See Appendix 1 for full bird avoidance requirements.
4. The IPHC will provide small temperature/data logger (s) for attachment to the groundline or anchors, as determined by the vessel crew.

F. Bait

1. The IPHC will bear the cost of all ice and bait purchased before or during each charter, unless the work is proposed in combination with quota fishing.
2. Bait used for these charters may be a variety of types including frozen chum salmon, herring, or squid. Different bait-types may be used between or within trips because we are not concerned with standardizing catch rates among sets.
3. The crew will be responsible for cutting and baiting the gear.

G. Crew requirements

The number of persons required to maintain and bait the skates of longline gear, as well as to process the Pacific halibut as it is caught, depends on the skill and professionalism of the crew as a whole. Experience has shown us that these qualifications vary widely, and that the labor-intensive nature of using hand-baited longline gear wears heavily on all but the most durable and experienced. It is of the utmost importance that all crew working on these research charters adhere strictly to the gear maintenance and fish quality standards expected by the IPHC. Bidders are cautioned to consider the ability of individuals assigned to gear maintenance, baiting, fish cleaning, and icing duties, and to select crewmembers with the best possible skill and motivation levels.

1. The owner will be solely responsible for providing at all times during the charter a fully qualified and experienced crew.
2. The captain must possess any required Coast Guard or maritime licenses or certifications applicable to the vessel and area of operation.
3. The captain shall have a minimum of three years of commercial fishing experience as a master of a comparable-sized vessel and be competent in the use of modern navigational and fish-detecting equipment.
4. The captain is responsible for being knowledgeable in and adhering to all state, provincial, federal and international laws pertaining to commercial fishing. This includes fishing regulations, area closures (rockfish, sea lion rookeries, etc.), state or federal No Discharge Zones (sewage/blackwater), MARPOL (International Convention for the Prevention of Pollution from Ships) and the COLREGs (International Regulations for Preventing Collisions at Sea).
5. At least one crew shall have a minimum of three years of longline fishing experience and be competent in longline construction and repair, baiting methods, and Pacific halibut dressing and icing techniques. The remaining crew must be capable in longline repair, baiting methods, and Pacific halibut dressing and icing.
6. The captain and crew will be responsible for all phases of gear maintenance and the daily setting and hauling of the fishing gear.
7. The crew will be responsible for loading all vessel supplies prior to, during, and after the charter.
8. The crew will be responsible for offloading any fish sold during the charter.
9. All bycatch not retained must be carefully released from the hook. This includes shark and skate species as well. Vessels encountering tail-wrapped shark specimens shall make every effort to release the animal unharmed.
10. The captain and crew will be responsible for the dressing and icing of all sampled fish. A crewmember or members must be available (as required) for dressing Pacific halibut while the gear is being hauled.
11. All vessel personnel are expected to conduct themselves in a professional manner at all times. Physical relationships with IPHC Secretariat staff are prohibited while on charter, and vessel personnel must disclose any past or present activities or relationships that are in conflict with this policy. If a conflict arises, the IPHC will reevaluate staffing options and work with the vessel owner, captain, and crew to resolve the conflict.

12. Fishing plans must be mutually agreeable to the lead biologist and the captain. The captain will communicate to the lead biologist on a daily basis all changes to fishing plans and contingencies as they develop.
13. The captain and crew shall create a working environment that is free from intimidation and harassment (verbal, physical, or sexual). Please refer to Appendix 3 for further information regarding harassment and professional work environments.
14. All captains and crewmembers must be acceptable to the IPHC. The IPHC may require the replacement of any crewmember during the charter if found unacceptable in skill, experience, or behavior.

H. Safety

The captain is responsible for all matters relating to safety of personnel, the vessel, and equipment operation. The captain will adhere at all times to navigational rules whether it be during fishing operations, running, drifting, or when at anchor. He/she (or captain's representative) shall review safety procedures and equipment with the scientific party at the beginning of each charter and after any crew change.

1. U.S. vessels must possess a current U.S. Coast Guard inspection sticker. The vessel shall be mechanically sound in all respects, completely seaworthy, and comply with all applicable safety regulations.
2. All vessels shall adhere to the regulations for power driven vessels underway in International Waters. In relation to the practice of drifting at night, the operator must maintain a proper lookout and ensure that his/her vessel is properly lighted as per the regulations (specifically 1972 International Regulations for Prevention of Collisions at Sea (72 COLREGS): Rule 2, 5 and 23. These regulations are available online at <http://www.navcen.uscg.gov/?pageName=navRulesContent>).
3. All safety equipment (such as life rafts) must have passed inspection requirements and be of sufficient capacity for the captain, crew, and all Commission staff aboard.
4. The Commission will provide immersion suits, personal EPIRB's, and personal floatation devices for its employees.
5. A Category I 406 MMHZ EPIRB (Emergency Position Indicating Radio Beacon) must be affixed to the exterior of the vessel in a manner approved by the U.S. Coast Guard.
6. No alcohol consumption or illegal drug use is allowed aboard IPHC chartered vessels, including days at sea and anchor days, as well as port days or when the vessel is at the dock. This is a **no tolerance policy** which will be in effect at all times the vessel is on charter, and violation of this policy is sufficient cause for contract termination, and possible exclusion from future IPHC contract eligibility for one or more years.
7. While shore excursions are not prohibited under IPHC contract, vessels are reminded that such activities fall outside of the mandates of the contracted work, and that the vessel is responsible for the safety of all concerned during such activities and may not be fully protected by insurance policies during non-contracted activities. It is required that float plans be completed before making shore excursions, that all participants wear approved floatation devices, skiffs be fully stocked with a boat kit (emergency oars, bailer, sea anchor, rope etc.), and that the group carry a fully stocked shore kit, hand held radio, and first aid kit.

I. Owner's responsibilities

1. The owner will be responsible at his/her own expense to maintain the vessel, its engine(s), machinery, equipment, and fishing gear in good and seaworthy condition.
2. The owner will be responsible to provide lube oil, grease, filters, other engine-room supplies, and all other vessel operating supplies normally required for commercial fishing operations.
3. The owner will be responsible for the purchase of all fuel required to operate the vessel for the duration of the charter period, except as stated in Section J.
4. The owner will be responsible for the purchase and supply of adequate bait and ice for the charter. Receipts for this will need to be retained for reimbursement by the IPHC.
5. The owner will be responsible for providing a working environment that is free from intimidation and harassment (verbal, physical, or sexual). Please refer to Appendix 3 for further information regarding harassment and professional work environments.
6. The owner agrees to indemnify, defend and hold harmless the IPHC from any and all claims by whomsoever brought for loss, damage or personal injury from any cause arising out of the charter of the vessel, including but not limited to, claims arising out of the negligence of the IPHC, its agents or employees.
7. As part of the bid, the owner shall submit a disclosure statement specifying any conviction for the violation of any fishing regulations pertaining to the Pacific halibut fishery within the past five years by the vessel's owner, captain or crew.
8. The owner will provide adequate and wholesome meals for the crew and all IPHC representatives for days when IPHC Secretariat staff are aboard the vessel. The vessel owner will reimburse the IPHC for meals if the galley is closed while in port.
9. The owner shall be responsible for the payment of all crew salaries, including any bonuses, and for the payment of all payroll taxes on salaries, such as income tax, unemployment, workers compensation, and other taxes as applicable. With respect to vessels operating in the waters of foreign countries, the owner is responsible for ensuring that all crew have adequate health insurance coverage.
10. The owner shall be responsible for all fees incurred arising out of the operation of the vessel including, but not limited to, harbour dues, moorage, watchman costs and environmental fees.
11. Prior to commencement of the charter, U.S. vessel owners shall provide to the IPHC a copy of the insurance policy verifying that all IPHC personnel are included on the vessel's P&I insurance policy as either a crewman or business invitee, and that the IPHC is listed as an additional insured or co-insured on the P&I policy for the term of the charter agreement. The policy must provide protection with minimum limits of \$5,000,000 USD. The IPHC will reimburse the owner for any additional premiums incurred by the owner to meet its obligations under this paragraph (Section J-6).
12. The owner agrees to maintain at its sole cost and expense throughout the period of the charter hull and machinery insurance to the full market value of the vessel with trading warranties appropriate to the charter, said policy to include a waiver of subrogation against the International Pacific Halibut Commission. The Owner will provide proof that the above coverage and subrogation is in place prior to the commencement of the charter.

13. The owner agrees to maintain at its sole cost and expense throughout the period of this charter pollution/environmental hazard insurance with minimum limits of \$5,000,000 USD, said insurance to name the International Pacific Halibut Commission as an additional insured. The Owner will provide proof that the above coverage is in place prior to the commencement of the charter.

J. IPHC responsibilities

1. The IPHC will replace all fishing gear lost in the course of the gear being put into the sea for fishing. This includes lost buoys, flags, buoy line, anchors, and physical components of skates including lost or replacement hooks and gangions required for normal gear maintenance. As well, the IPHC will bear the cost of purchasing the physical components (i.e., labor is not included) of one new skate based upon every 100 skates of gear fished as compensation for normal wear and tear. Replacement groundline, hooks, and gangions will be the same or equivalent to gear lost or condemned. To this end, the skipper must provide a vendor contact to speed up the processing of gear claims.
2. The IPHC will reimburse the individual costs and fees associated with sending and receiving electronic communications (satellite phone, email) pertaining to IPHC business. Email capability is preferred, but not required. Costs for service connection are not included and should be covered in the bid price.
3. The IPHC will pay for all ice and bait necessary to complete the charter upon submission of receipts by the Owner, except in cases where the charter is completed while quota fishing.
4. The IPHC may terminate the charter at the nearest port if for any reason the owner fails to render the required services or the vessel and/or crew do not meet the specifications as stated on the Vessel Tender Form.
5. The IPHC will reimburse U.S. vessel owners for any additional premiums required to cover IPHC personnel under the vessels Protection and Indemnity (P&I) insurance policy. The IPHC will purchase individual insurance for IPHC employees serving aboard Canadian vessels.

K. Fish caught during the charter

Pacific halibut (of commercial legal-size) sacrificed for sampling and some bycatch (rockfish and Pacific cod if permitted by federal or state regulation) are retained and sold. Unless the charter is conducted while quota fishing, all fish caught become the property of the IPHC and are sold through an auction or direct sale process by IPHC Secretariat staff in Seattle. The lead biologist will work with the captain to maintain contact with the office and arrange offloads.

1. Ports of sale for each charter region will be assumed to be the same as the starting port, unless an alternate port is agreed upon by the IPHC and the vessel owner. Please note that the port of sale may be dictated by which processors are able to accommodate a small winter offload.
2. The crew is responsible for the dressing, icing, and unloading of all retained fish.
3. No Pacific halibut proceeds will be provided to the vessel. If a vessel conducts this charter while quota fishing, the fish will be the property of the vessel and the IPHC will take no proceeds.

4. The vessel may retain bycatch only if all applicable state and federal regulations are met for the retention of that species. IPHC-chartered vessels are only allowed to retain Pacific cod and rockfish. In no instance will the retention of species other than Pacific halibut be allowed to restrict or otherwise interfere with achieving the scientific objectives of the charter. These fish become the property of the IPHC, with the net sale proceeds provided to the local management authority. If conducting this charter while quota fishing, the vessel will be required to abide by all regulations pertaining to that fishery, and retention will be decided by those rules in place, and any retained fish will be the property of the vessel owner.
5. The IPHC is committed to selling only fish of the highest possible quality. To this end, all fish caught on IPHC charters and intended for sale must be handled in a manner which meets or exceeds the industry standards. Prior to the charter and after any offload, the hold must be thoroughly cleaned and sanitized. Fish retained for sale must not be gaffed in any area other than the head and should be stunned and bled immediately after landing and prior to dressing. All traces of blood, gills, viscera, gonads, kidney, and sweetmeats must be completely removed. Pacific halibut must be wet-scraped or the body cavities rinsed before icing. All fish must be layer iced and the pokes and gill cavities of all retained Pacific halibut, large and small, must be filled with ice. It shall be the captain's responsibility to see that the aforementioned procedures are carried out. Following each sale, the offloader will be required to complete Fish Quality Forms which will note fish appearance and temperature for all Pacific halibut and bycatch offloaded. The captain will be required to initial the Fish Quality Forms to acknowledge that the contents have been read.

L. Post-award and post-charter meetings

1. Upon the award of a contract and prior to the start of the charter, a post-award meeting will be held at a mutually agreeable location to discuss issues relating to the charter, and to sign contracts. The project supervisor will schedule the date and time of the meeting. The meeting shall include the vessel owner and captain. A follow up phone meeting will occur in the two weeks prior to the charter's start, to confirm final details and requirements.
2. After completion of the charter, a post-charter debriefing may be held in person, over the phone, or by mail with the vessel owner and captain. The purpose of the debriefing is to provide the vessel operator with a vessel performance evaluation and provide feedback for future charter projects. The vessel operator will also have the opportunity to assess and evaluate the IPHC Secretariat staff and/or charter methods.

M. Bidding procedure

1. The IPHC will consider bids based upon a monthly lump sum for the successful completion of each fish collection trip, allowing for the live-sampling of up to 50 male and up to 50 female Pacific halibut within the previously-stated size categories. At the discretion of the lead IPHC sampler aboard each vessel, a given charter period may be deemed to be complete prior to sampling of the pre-specified desired number of Pacific halibut. The IPHC will pay the monthly lump sum fee after each charter period (i.e., month) has been completed.
2. Proposals that combine IFQ fishing with charter fishing may be considered.
3. All bids must be submitted on the appropriate VESSEL TENDER FORM provided by the IPHC.

4. Vessels need not be licensed for Pacific halibut fishing in the U.S. to be eligible.
5. The IPHC will not be obligated to accept the lowest bid or any bid received and will contract according to its best interests. Vessels will be rated using the following criteria: seaworthiness and general condition of the vessel and its equipment, the vessel's availability, the captain's experience and fishing record, the qualifications of the selected crew, and IPHC operating costs.
6. Bids must be mailed, emailed (pdf format) or faxed in time to arrive in the IPHC's Seattle office **by 12:00 noon (Pacific Daylight Time) on Monday, 12 June 2017**. We have encountered problems in the past with bids posted too late to arrive in Seattle by the deadline (**postmarked dates do not apply to the deadline date**). If mailing please allow sufficient time for your bid to arrive. Please mark all bids whether mailed or faxed with: "REPRODUCTIVE CHARTER BID: Attn: Josep Planas" and note "REPRODUCTIVE CHARTER BID" in the subject line of the email. Emails should be sent to josep@iphc.int.
7. If we can be of assistance in filling out the Vessel Tender Form or answer any questions, please call Josep Planas (ext. 7687), Tim Loher (ext. 7674), or Claude Dykstra (ext. 7662) at **206-634-1838**.

INTERNATIONAL PACIFIC HALIBUT COMMISSION

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Appendix 1: Seabird Regulations

The current regulations are as follows, but may change prior to the charter period. All IPHC vessels must comply with seabird avoidance measures as required by federal management authorities. Please ensure that you check on the current regulations prior to the charter as changes are currently being discussed.

Canada: Vessels fishing in Canadian waters will be required to meet DFO requirements as set out for the Pacific halibut (L tab) fleet.

- (1) Subject to subsections (2) and (3), vessel masters fishing:
 - a. Vessels more than 16.8 m in overall length fishing shall deploy paired streamer lines when setting longline gear.
- (2) Vessel masters fishing vessels that have no masts, poles or rigging shall deploy at least one towed buoy when setting longline gear.
- (3) Vessels masters shall deploy gear described in subsection (1) at all times when setting longline gear except:
 - a. during the period between 30 minutes after sunset and 30 minutes before sunrise; or
 - b. when the current wind speeds, at the nearest marine weather station, are reported as greater than 35 knots; and
 - c. when current wind speeds, at the nearest marine weather station, are reported as between 25 and 35 knots the vessel master shall deploy only a single streamer line or for vessels less than 9 m, either a single streamer line or a single towed buoy.
- (4) Vessel masters shall ensure that streamer lines are deployed so that:
 - a. the streamers are in the air at least 30 m beyond the point at which the groundline enters the water; and
 - b. towed as close to the groundline as is practical under the prevailing conditions of wind and sea.
- (5) Vessel masters shall ensure that towed buoys are deployed so that the buoy is towed further astern than the point at which the groundline enters the water.
- (6) When setting longline gear, vessel masters shall:
 - a. use baited hooks that sink to the bottom as soon as they are put in the water, e.g. use sinking groundlines, thawed bait, additional weight on the groundline;
 - b. discharge old bait and offal so as not to attract seabirds to the longline gear; and
 - c. use bait fish that do not retain air in their swim bladders or puncture the swim bladder.
- (7) All birds caught shall be recorded by species in Integrated Groundfish Fishing Log.
- (8) Birds shall be released in the least harmful manner.

U.S.: For vessels fishing in US waters, all vessels over 55-ft must comply with the following seabird regulations:

Requirements:

The operator of a vessel must conduct fishing operations in the following manner:

- (i) Use hooks that when baited, sink as soon as they are put in the water.
- (ii) Must not discharge offal while gear is being set.
- (iii) Make every reasonable effort to ensure that birds brought on board alive are released alive and that wherever possible, hooks are removed without jeopardizing the life of the birds.

The operator of that vessel must employ one or more of the following seabird avoidance measures:

- (i) For inside waters (Prince William Sound, Southeast Inside District, and state waters of Cook Inlet), all vessels must tow a single streamer line to prevent birds from taking hooks;
- (ii) All other waters all vessels must tow a paired streamer line while gear is being set to prevent birds from taking hooks

Single Streamer Standard:

- (i) A single streamer line must be deployed in such a way that streamers are in the air for a minimum of 40 m aft of the stern and within 2 m horizontally of the point where the main groundline enters the water.
- (ii) **Material Standard:** The minimum streamer line specifications are as follows:
 - Length** 300 feet (91.4 m)
 - Spacing of streamers:** Every 5 meters until performance standard is achieved.
 - Streamer material:** Brightly colored, UV protected plastic tubing or 3/8 inch polyester line or material of equivalent density. An individual streamer must hang from the mainline to 0.25 meters of the water in the absence of wind.

Double Streamer Standard:

- (i) Deploy a minimum of two streamer lines while setting hook-and-line gear. If both streamer lines cannot be deployed prior to the first hook, at least one streamer line must be deployed before the first hook and both streamers must be fully deployed within 90 seconds
- (ii) Exceptions: In conditions of wind speeds exceeding 30 knots, it is acceptable to fly a single streamer from the windward side of the vessel. In winds exceeding 45 knots, the safety of the crew supersedes deployment of the streamer lines.
- (iii) Paired streamer lines must be deployed in such a way that streamers are in the air for a minimum of 40 m aft of the stern for vessels under 100 ft and 60 m aft for vessels over 100 ft. The paired streamer lines must be deployed on each side of the main groundline.
- (iv) **Material Standard:** The minimum streamer line specifications are as follows:
 - Length** 300 feet (91.4 m)
 - Spacing of streamers:** Every 5 meters until performance standard is achieved.
 - Streamer material:** Brightly colored, UV protected plastic tubing or 3/8 inch polyester line or material of equivalent density. An individual streamer must hang from the mainline to 0.25 meters of the water in the absence of wind.

FOR MORE INFORMATION CHECK OUT THESE WEB PAGES

<http://www.fakr.noaa.gov/protectedresources/seabirds/bycatchregs.htm>

<http://www.fakr.noaa.gov/protectedresources/seabirds/guide.htm>

<http://www.fakr.noaa.gov/protectedresources/seabirds/newsitems.htm>

<http://alaskafisheries.noaa.gov/protectedresources/seabirds.htm>

The following link has a great video demonstration of Tori Line Deployment technique. Clip #3 specifically:

<http://www.wsg.washington.edu/mas/resources/seabirdvideo.html>

Appendix 2: Marine Mammal Interactions

The IPHC has begun the process to obtain a Letter of Authorization from NMFS for operations that have the potential for a marine mammal take or interaction. As part of this process, we are formalizing the vessel requirements for avoiding marine mammals and reducing interactions. These procedures will be detailed in the vessel contract but are summarized in part below.

Monitoring Measures

The Captain or any crew on watch, or the IPHC sampler will be required to visually monitor the area of operation for marine mammals and other protected species during all longline operations. The objective is to avoid transecting or operating in areas with significant concentrations of animals.

Operational Procedures

The “move-on” protocol may be implemented if protected species are present near the vessel and appear to be at risk of interactions with the longline gear; longline sets are not initiated if marine mammals are detected and represent a potential interaction with the longline gear, as determined by the professional judgment of the IPHC lead sampler and vessel captain. The location of the sampling station may not be altered to avoid potentially adverse interactions; however, the fishing plan can be adjusted to return to the area at a later time or date.

To reduce depredation and habituation of whales if whales begin to depredate, IPHC research boats are instructed to sink the line back down and travel to and haul gear on a different station set that morning, returning to the station where the whales were later the same day. IPHC longline survey protocols specifically prohibit chumming before or during the longline setting operations (i.e., releasing additional bait to attract target species to the gear).

Reporting

The vessel captain and crew should work with the IPHC staff to record any marine mammal sightings and depredation events. Incidentally captured marine mammals that are still alive should be released from research longline gear to the water as soon as possible with no gear or as little gear remaining on the animal as possible. Animals are released without removing them from the water, if possible. Any data collection if conducted should not to delay the animal’s release.

In the event that the animal can safely be brought aboard or near enough for closer inspection, the IPHC samplers will collect as much data as possible from captured animals considering the disposition of the animal; i.e., if it is in imminent danger of drowning, it is released as quickly as possible. If the safety of the crew and captured animal will not be compromised, the scientific party will attempt to collect biological information from captured, marine mammals before they are released, including species identification, sex identification, estimated length, and photographs. Photos of dead marine mammals (and live if possible), should include an image of the left and right side of the dorsal fin to help determine stock ID and a picture of the nature of gear entanglement. Information should also describe whether the animal was seen prior to the entanglement, a description of its behavior, and any mitigation measures used and/or discretionary decisions made by the lead sampler, including a rationale for those decisions. This information will be recorded in the research cruise logbook and conveyed to NMFS NMML within 24 hours of capture or as soon as ship to shore communication allows.

In the event of any incidental capture or entanglement of marine mammals in any research gear or any collisions with marine mammals with the vessel, the scientific personnel will contact the IPHC Survey Manager with the encounter and condition information as soon as possible and within 24 hours.

Appendix 3: Harassment in the Workplace

What is harassment?

Federal regulations (U.S. Civil Rights Act, U.S. Equal Employment Opportunity Commission, and Canadian Human Rights Commission) protect employees from harassment in the workplace based on race, color, ancestry, place of origin, political belief, religion, marital status, family status, physical or mental disability, sex, sexual orientation, age, or criminal convictions. The IPHC and vessels contracting to them adhere to these laws. Harassment is any behavior that demeans, humiliates, or embarrasses a person, and that a reasonable person should have known would be unwelcome. It includes actions (e.g., touching, pushing), comments (e.g., jokes, name-calling), or displays (e.g., magazines, posters, cartoons). Speech (including swearing and offensive jokes) can also be considered workplace harassment if someone feels that the language used is severe or pervasive enough to create a hostile or abusive work environment.

Some examples of harassment include:

- unwelcome remarks, slurs, jokes, taunts, or suggestions about a person's body, clothing, race, colour, place of origin, religion, age, marital status, family status, physical or mental disability, sex, sexual orientation, political belief, or criminal or summary conviction offence unrelated to employment;
- unwelcome sexual remarks, invitations, or requests (including persistent, unwanted contact after the end of a sexual relationship);
- displays of sexually explicit, sexist, racist, or other offensive or derogatory material;
- written or verbal abuse or threats;
- practical jokes that embarrass or insult someone;
- leering (suggestive staring) or other offensive gestures;
- unwelcome physical contact, such as patting, touching, pinching, hitting;
- patronizing or condescending behavior;
- humiliating an employee in front of co-workers;
- vandalism of personal property;
- and/or physical or sexual assault.

Whether or not behavior is harassment depends on the individual's tolerance or sensitivity to it. The law supports this interpretation.

Consensual Banter

Two or more employees bantering back and forth is not harassment if everyone involved is in agreement. However, such banter is harassment if any employee feels uncomfortable with this behavior, and the behavior continues even after that person has expressed their discomfort, or if the others involved should have known the person was uncomfortable. This type of harassment can create what is known as a "poisoned work environment," where employees do not feel safe and feel consistently humiliated.

All IPHC staff and vessel captain and crew should abide by the following:

i. Respect others

Each employee has the right to be treated fairly and respectfully in the workplace. Each employee also has the responsibility to treat others in a way that respects individual differences. No matter what your opinion, or that of the people with whom you interact at work, showing mutual respect and consideration will make everyone's work and life aboard the boat easier. If you have doubts about whether a joke, comment, coarse language, or other behavior will embarrass, humiliate, degrade, or otherwise bother someone, then don't say or do it.

ii. Speak up and report harassment

If someone behaves in a manner that offends, harms, humiliates, or degrades you, do not put up with it. First, if you feel that you can speak to that person, do so. Let them know how you feel. Tell them the behavior is inappropriate. If they continue the behavior, or if you do not feel you can speak directly to the person, you have several options, from speaking to the captain, the IPHC lead, or the IPHC office.

Vessel Captain and IPHC Staff Responsibilities

i. Put a stop to harassment

The vessel (owner/captain) and the IPHC have full responsibility for making sure the work environment is free from harassment. If you become aware of harassment in your work environment, you must do everything you can to stop it, whether or not a complaint has been made. Not knowing that one's actions are perceived as harassing, is not an excuse. It is important for you to be aware of the behavior of those around you and how it affects a professional working environment. If a reasonable person should have known that harassment was going on, you will still be held responsible if you let the situation continue. Harassment will not be tolerated and necessary actions will be taken to stop it.