

2025 IPHC Catch Protection Study (CPS)

Vessel Tender Specifications

PREPARED BY: IPHC SECRETARIAT (13 DECEMBER 2024)

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PURPOSE

The International Pacific Halibut Commission (IPHC) is requesting tenders from commercial fishing vessels to conduct a study to investigate the effectiveness and performance of a shuttle device designed to protect Pacific halibut caught on hook and line gear from whale depredation. The shuttle was previously successfully tested on a 17 m (57') vessel under normal operating conditions demonstrating similar catch rates and fish size of entrained catch. The purpose of this charter is to (1) investigate the logistics of setting, fishing, and hauling an underwater shuttle catch protection device and (2) investigate the basic performance of the device on catch rates and fish size compared to traditional gear. This project will help refine a device that can be used in the Pacific halibut fishery to protect catch on the gear from removal or damage by whales and to potentially interrupt the reward cycle leading to depredation.

The 2025 IPHC Catch Protection Study will require 10 days of fishing with the test device on standard fixed gear, with two skates employing the shuttle device as the treatment gear, and other skates being treated as controls. One day in port will be required before the beginning of the charter to fabricate a raised cradle to stow and potentially launch the shuttle device, and to prepare gear, camera equipment, and review study design with the skipper and crew. Test fishing is expected to take place in areas with known Orca depredation activity. Preference will be given to vessels willing to conduct the work along the southern Bering Sea edge (IPHC Regulatory Area 4A). IPHC will consider bids to conduct the work in other regions dependent on current reports of whale depredation activity. Vessels must be capable of carrying up to four research staff. Crew will assist with duties associated with longline baiting, setting, hauling, and maintenance of gear. The crew is also responsible for fish dressing and icing in the hold. Gear specifications and device descriptions are described in Section B. All Pacific halibut captured during this project will be assessed for injuries, sampled for length and weight, and then retained for sale. Pacific halibut and some byproduct (retained incidental catch) will be retained from FISS operations and become the property of the IPHC. All fish are sold to offset the expenses incurred during FISS operations. Vessels receive a lump sum payment for each charter region as well as 10% of the net Pacific halibut sales, and 50% of the value of net byproduct sales.

The vessel must have adequate deck space for accommodating a measuring scale and cradle 1.2 m x 0.6 m x 0.2 m (48" x 24" x 8") which must not obstruct fishing or processing operations. Additionally, there must be sufficient room to stow two shuttle devices securely (each approximately 2.60 m long by 0.80 m in diameter (8.5' x 2.6'), each weighing approximately 100 kg (220 lb.) when empty). An open deck design (no bait claim or shelter deck, or partial shed) for ease of launching and retrieving the shuttle device from the rail with a hoist and boom are required (Section B).

Vessel must be available to conduct the ten days of fishing in one of the following time windows: 15 May – 31 May, 16 June – 1 July or 14 July – 31 July 2025 as mutually agreed by the IPHC and the vessel. The control gear may serve to inform both the experiment and contribute data to the IPHC's Fishery Independent Setline Survey (FISS). If project objectives are not being achieved adherence to FISS standards will not be necessary. It is essential that the vessel clearly indicates its availability preference amongst the three available time windows and communicates with research staff on specific dates.

Vessels are reminded to carefully consider all costs associated with performing the work (including fuel) and to budget these into their proposal(s).

The IPHC will not be obligated to accept the tender with the lowest bid, or any tender received and will contract according to its best interests. Vessels will be rated using the following criteria:

1. Seaworthiness and general condition of the vessel and its equipment,
2. Vessel's availability within the schedule determined solely by the IPHC Secretariat,
3. Vessel captain's experience and fishing record,
4. Qualifications of the selected crew,
5. IPHC operating costs (tender amounts),
6. Previous interactions with the IPHC and its Secretariat, experience operating as a charter vessel, scheduling flexibility, and ability to take additional Secretariat are other factors to be potentially considered in the decision-making process.

Tenders must be submitted to the IPHC Secretariat no later than **23:59 Pacific on 3 February 2025**.

A. General Operations

1. The IPHC is requesting a vessel to complete ten days of testing of a catch protection device (described below) in IPHC Regulatory Area 4A in any of these three time periods: 15 May – 31 May, 16 June – 1 July or 14 July – 31 July 2025.
2. Tenders are to be based on eight (8) skates of gear (6 with hooks, 2 blanks) per set. Control gear will be fished in a group of 4 contiguous skates, a blank skate, two treatment skates on heavier groundline, followed by another blank skate. The blank skates enable the attachment of the catch protection device onto the groundline during haul back. If C links are used to connect skates of gear, they should be size 9 or smaller to pass through the shuttle pulleys smoothly.
3. Four sets of gear will be fished per day. Two sets per day must be on traditional FISS grid station locations ([Appendix I](#)), and the other two must be berthed at least 4 nmi away. Gear must be soaked for a minimum of 5 hours to allow for data to contribute to the FISS program. If project objectives are not being met under these constraints, FISS standards may be relaxed, and soak times may be as short as 3 hours minimum and berthing distance requirements will be relaxed.
4. One day of gear preparation (creation of a wood/metal cradle to manipulate and stow the shuttle device on deck) is expected. The shuttle devices are approximately 2.60m (8.5ft) long by 0.80m (2.6 ft) in diameter, each weighing approximately 100 kg (220 lb.) when empty. The vessel will be required to carry two shuttle devices (one primary and one backup) during the work.
5. Preference may be given to vessels with an open deck layout (no bait claim or shelter deck) and must have a movable boom (crane) or davit to aid in hoisting shuttle device (see dimensions above) on and off the vessel.
6. Vessel must supply 16 skates of conventional longline gear fitted with size 16/0 circle hooks on 18 ft (5 m) spacing, as well anchors, buoy lines, and flags and 8 sections of blank groundline. Groundline for the two treatment skates (8 skates per

day) on this charter must be of a **minimum 3/8" (9.5mm) diameter but 7/16" (10.9mm) or greater in diameter is preferred, and tied gangion length will be restricted to 24 inches (see Section E for more details)**. It is possible that this size of groundline is heavier than that used in the IPHC FISS program, and the costs to construct gear to this specification must be considered. The blank groundline will be included in each set before and after the treatment skates to allow the shuttle unit to slide to the bottom ensuring it is encountering hooks only near the bottom, and that fish hooked on the treatment skates aren't lifted into the water column and exposed to depredation during hauling.

B. Project description

The 2025 Catch Protection pilot study will investigate the logistics of setting, fishing, and hauling as well as the basic performance of an underwater shuttle catch protection device designed to protect the captured fish from depredation by toothed whales. In 2023 the device was used in a pilot test aboard a 17 m (57') long vessel off the Oregon coast. It was demonstrated that the unit could be safely deployed on vessels of this size and that it entrained similar numbers and sizes of fish to that on the control (no shuttle) gear. The shuttle design has previously been used successfully in the Patagonia toothfish fishery.

The underwater shuttle design is modelled after the [Sago Extreme](#), and consists of an aluminum cage which slides down the gear near the seabed during haul-back, unhooking fish and securing the fish inside. After 200 hooks (2 skates), the device encounters a pre-installed stopper and is hauled to the surface with fish inside. At the surface the device must be hoisted aboard using a boom and winch. One set will consist of six skates of fixed gear and two blank skates: two skates will be hauled using the shuttle device (treatment) and four skates will be hauled without the shuttle device (control). A blank skate will be deployed on both ends of the treatment skates. Two shuttle devices will be aboard, for gear redundancy and modifications. As tested in the 2023 pilot study, shuttles are attached to the gear only during hauling.

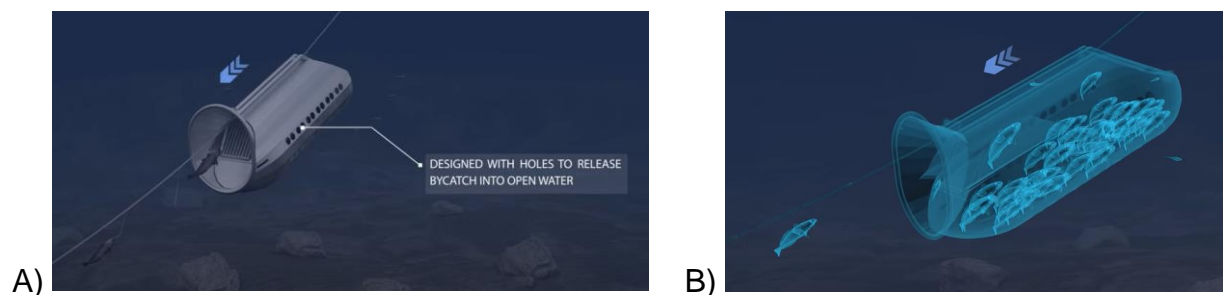


Figure 1. Schematic of underwater shuttle device, as it slides down the groundline (A) and cross-sectional view of fish released and contained within the device (B) (images from Sago Solutions presentation).

Four sets will be made each day, for a total of 40 sets over ten fishing days. Setting will begin no earlier than 05:00 hours local time or at first light each morning, whichever is later. Setting must be immediately preceded by a 15-minute observation period as required by national law of the USA and intended to avoid interactions with federally designated protected species (see additional protected species requirements at [Appendix](#)

II). Hauling may begin once the gear has soaked for a minimum of five hours. Data will be collected on optimal configurations of the gear (weighting, attachment methods, etc.) to optimize setting and hauling of the device, as well as deployment and retrieval logistics. Basic performance of the units in comparison to fishing without the devices (species caught, injury classifications, catch rates, and size compositions) will be documented. After sampling, all Pacific halibut (all sizes), Pacific cod, and rockfish will be retained, dressed, and iced for future sale. Non-retained bycatch will be returned to the ocean as carefully as possible.

Fishing locations are expected to be along the southern Bering Sea edge in IPHC Regulatory Area 4A in areas of known Orca depredation (Figure 2). IPHC will consider other known Orca hotspots. Realtime reports from the fishing fleet may be used to fine tune locations to complete the study. The captain will work with the IPHC secretariat staff to comply with permit requirements for minimizing marine mammal interactions ([Appendix II](#)), while achieving the objectives of the study.

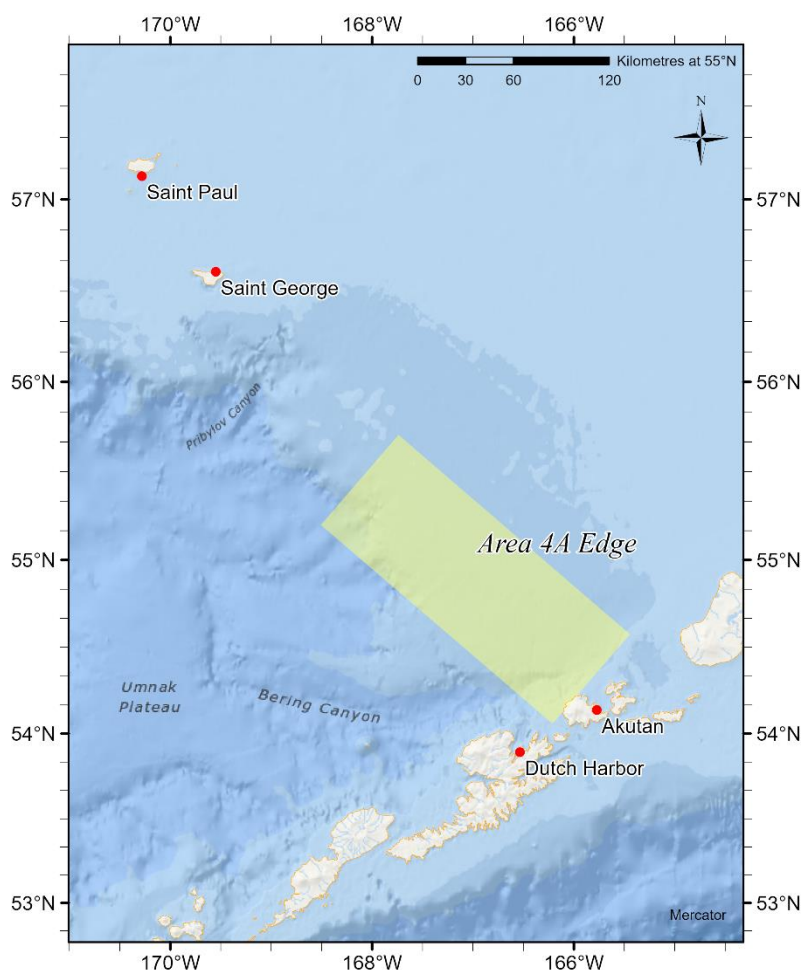


Figure 2. General area of operation for the 2025 catch protection study in IPHC Regulatory Area 4A with pale green box outlining area of known Orca depredation activity.

C. Vessel requirements

Prior to tender acceptance, the IPHC Secretariat may need to 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 with conventional longline gear.
2. The vessel must have a well-insulated fish hold capable of packing all retained species in ice. Vessels will not be permitted to use RSW or slush ice.
3. The vessel must have adequate deck space to allow the IPHC Secretariat and Partner staff to carry out their duties. This requires space to mount a measuring scale and cradle 1.2 m x 0.6 m x 0.2 m (48" x 24" x 8") which must not obstruct fishing or processing operations and must be close to the dressing table. With the application, please provide a deck diagram indicating proposed scale/cradle position and location for data recording.
4. Preference may be given to vessels with sufficient deck space to mount a recording shack (approximately 0.91 m by 0.97 m by 1.9 m high (36" by 38" by 74" high). The location of the shack must not obstruct fishing or processing operations and must be close to the dressing table. The ideal setup is to have the scale and cradle attached to the shack directly below one (1) of the shack windows. This allows for optimal communication among IPHC Secretariat. Please provide a deck diagram with proposed shack and scale/cradle position indicated with your application.
5. The vessel must have adequate deck space to store two shuttle devices that are approximately 2.60m (8.5ft) long by 0.80m (2.6ft) in diameter, each weighing approximately 100 kg (220 lb.) when empty. Vessel must have a boom and winch system capable of hauling up the shuttle units along with any entrapped catch (~2-ton capacity seems sufficient from other testing). Preference may be given to a vessel with an open deck (no bait claim or weather house) which can aid with ease of movement of the large shuttle units during the work.
6. Accommodations shall be clean and sanitary. The vessel shall have adequate accommodations for the vessel crew and at **least four (4) research staff (2 IPHC scientists, 1 NOAA scientist, 1 gear specialist), including women**. The vessel must be equipped with clean, sanitary, dry, and comfortable mattresses, but no bedding, for research personnel. **This staff requirement is higher than what is required on the IPHC FISS program, and no extra food stipend is provided on this charter, so please budget accordingly. Crew requirements have been reduced by one to help accommodate this and to reflect lower gear and catch expectations.**
7. The vessel must have a functioning marine head that can be used in privacy.
8. The vessel must have a galley reasonably equipped with a cook stove, refrigerator for food storage, and a sink.
9. The vessel must have appropriate facilities for personal hygiene.

D. Electronic equipment minimum requirements

1. Two (2) VHF radios and one (1) single side-band unit.

2. A satellite communication system capable of reliably communicating with the IPHC Secretariat's Headquarters office.
3. Reliable email system.
4. Two (2) GPS (Global Positioning Systems) units.
5. Two (2) depth sounders.
6. Two (2) radar units. One (1) must have a range of at least 44 kilometers (24 nm).
7. An intercom from the fishing deck to the bridge is desirable.
8. Reliable 110V AC power to the sampling shack for powering a light, tablet, and a small computer. The ability to provide 110V 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 vessel owner shall provide and replace, as needed, all gear and associated equipment necessary for commercial longline fishing. At least 24 skates of conventional fixed-hook gear, and 8 skates of blank groundline as specified below must be prepared before the charter begins. The 8 skates used for the treatment skates will need heavier groundline and shorter tied gangions as outlined in paragraphs 3 and 5 below.

1. All skates must be 1,800 feet long (300 fm or ~549 m) with 100 hooks per skate. Gear may be provided as full or partial skates coiled either in tubs or on skate bottoms. Gear must be flagged at the half skate so specialists can identify where within the individual skates each fish is caught.
2. Skates must be uniformly rigged with circle hooks (#3 (16/0) Mustad model 39965 or equivalent) in average or better condition spaced along the groundline at 18-foot (5.5 m) intervals (100 per skate). Spacing and hook counts will be monitored and verified by the IPHC Secretariat.
3. Groundline for the treatment skates must be of a **minimum 3/8" (9.5mm) diameter but 7/16" (10.9mm) or greater in diameter is preferred**. Ten skates of gear of this heavier groundline will be required (8 to be actively fished and 2 backup skates). It is possible that this is heavier than used in the IPHC FISS program, and **the costs to construct gear to this specification must be factored into your bid**.
4. Groundline for the control skates may be that typically used during typical FISS work.
5. Gangions on the control gear must be 72-thread count, hard lay material between 24 and 48 inches (61 and 122 cm) after tying. Perlon® gangions are not allowed. For the 8 treatment skates gangions must be **24 inches (61 cm)** after tying. Swivels are not allowed on the gear. Hooks must be oriented on the gangions by inserting the gangion through the front of the hook eye (Figure 3).

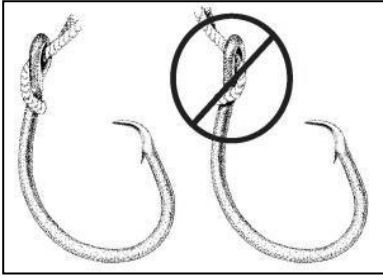


Figure 3. Proper orientation of gangion through front of hook eye.

6. A weight of approximately 3 to 4.5 kg (7 to 10 pound) must be snapped on or tied to the groundline at each skate junction. **No weight cluster will be used on the pair of skates designated for the shuttle treatment.**
7. Fishing gear must be maintained strictly in accordance with the specifications outlined in this document. If it is found that the gear is not being maintained to standards, the IPHC Secretariat may halt fishing operations and the owner or his/her representatives will be required to bring it up to standard. No payment will be made for the time required to meet or maintain gear standards.
8. Automated hook strippers, or ‘crucifiers’, are prohibited and must NOT be on the vessel while conducting IPHC work.
9. Vessel must have a boom and winch system capable of hauling up the shuttle units along with any entrapped catch (~2-ton capacity seems sufficient from other testing). A swing boom or davit system will be useful in swinging the unit over gunwale.
10. Two aluminum shuttle devices approximately 2.60m (8.5ft) long by 0.80m (2.6ft) in diameter, each weighing approximately 100 kg (220 lb.) will be provided for this project. IPHC will have them shipped to whichever port the work is conducted from.
11. All vessels must use an approved seabird deterrent device (e.g. tori line) while setting the gear, as required by state and/or federal agencies. See [Appendix II](#) for seabird deterrent requirements.

Bait and Ice

IPHC will purchase bait and ensure it is stored at the port of embarkation.

1. The IPHC will bear the cost of all ice and bait purchased for this work. The IPHC will also arrange for bait to be available in the intended ports.
2. Bait shall be frozen chum salmon, number 2 semi-bright or better.
3. The crew will be responsible for cutting the salmon into individual pieces weighing approximately 0.1 to 0.15 kg (1/4 to 1/3 pound). The IPHC requires that the bait not be salted, but rather kept on ice or frozen until used. The IPHC Secretariat will monitor and verify bait size to ensure compliance to standards.
4. The vessel captain will certify that the bait is satisfactory prior to its use.

F. Crew requirements

The crew number required to maintain, bait, set and haul 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. It is of the utmost importance that all crew working on the FISS adhere strictly to the gear maintenance and fish quality standards expected by the IPHC. Vessel owners are cautioned to consider the ability of crew assigned to gear maintenance, baiting, and fish handling, and to select crewmembers with the best possible skill and

motivation levels. As less fish are expected on this study than on the FISS, we have reduced the number of required crew by one.

1. The owner will be solely responsible for providing at all times during the study a fully qualified and experienced crew. The normal daily workload for gear maintenance, baiting, deployment/retrieval of fishing gear, and handling of fish have shown that the necessary crew must consist of at least a vessel captain plus three (3) to four (4) additional crew members for this type of experiment. Submitting a tender with less than this complement of crew may result in your operation being excluded from consideration.
2. The vessel captain must possess any required U.S.A. Coast Guard or maritime licenses or certifications applicable to the vessel and charter region of operation.
3. The vessel captain shall have a minimum of three (3) years of longline fishing experience as a master of a comparable-sized vessel and be competent in the use of modern navigational equipment.
4. The vessel captain is responsible for being knowledgeable and adhering to all state, 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 two (2) crew shall have a minimum of three (3) years of Pacific halibut longline fishing experience and be competent in longline construction and repair, hand-baiting methods, and Pacific halibut dressing and icing techniques. The remaining crew must be capable in longline repair, hand-baiting methods, and Pacific halibut dressing and icing.
6. The vessel 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 and unloading all vessel supplies prior to, during and after the charter.
8. The crew will be responsible for offloading any fish sold during the project.
9. All catch not retained must be carefully released from the hook. This includes all shark and skate species. Vessels encountering tail-wrapped shark specimens shall make every effort to release the animal unharmed.
10. The vessel captain and crew will be responsible for the dressing and icing of all fish. Crewmember(s) must be available (as required) for dressing Pacific halibut while the gear is being hauled.
11. Fishing plans must be mutually agreeable to the IPHC Secretariat and the vessel captain. The vessel captain will communicate to the IPHC Secretariat on a daily basis all changes to fishing plans and contingencies as they develop.
12. All vessel personnel are expected to conduct themselves in a professional manner at all times. If a conflict arises, the IPHC will reevaluate staffing options and work with the vessel owner, vessel captain, and crew to resolve the conflict.
13. The vessel captain and crew shall create a working environment that is free from intimidation and harassment (verbal, physical, or sexual). Please refer to Appendix III for further information regarding harassment and professional work environments.
14. All vessel 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.

G. Safety

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

1. Vessels licensed in the U.S.A. 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: USCG.gov .
3. All safety equipment (such as life rafts) must have passed inspection requirements and be of sufficient capacity for the vessel captain, crew, and all study participants including IPHC Secretariat aboard.
4. The IPHC will provide immersion suits, personal EPIRBs, and personal floatation devices for its employees.
5. No alcohol consumption or illegal drug use is allowed aboard IPHC chartered vessels, including days at sea, anchor days, or when the vessel is at the dock.

The IPHC has a zero-tolerance policy for alcohol or illegal drug use which is in effect at all times. Violation of this policy is sufficient cause for immediate contract termination, and shall result in a five (5) year exclusion from future contract eligibility for the vessel and the vessel captain.

6. While shore excursions are not prohibited while under IPHC contract, vessel captains and crew are reminded that such activities fall outside of the mandates of the FISS work, and that the vessel captain and owner are 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.

H. Owner's responsibilities

1. The owner will be responsible at their 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 guided recreational 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.
4. 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 III](#) for further information regarding harassment and professional work environments.
5. 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 or its agents or employees.
6. 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 (5) years by the vessel's owner, vessel captain or crew.
7. The vessel owner will provide adequate and wholesome meals for the crew and all IPHC representatives. This includes days when the vessel is in port, weather days and any time the IPHC Secretariat is sleeping on board the vessel. No additional food stipend will be available for this project so please budget accordingly.
8. 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.
9. 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.
10. Prior to commencement of the charter, vessel owners shall provide to the IPHC a copy of the insurance policy verifying that all IPHC Secretariat and collaborating researchers (NOAA, private industry) aboard the vessel for the purposes of this chartered activity 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 \$1,000,000 USD. The IPHC will not reimburse the owner for any premiums incurred to meet their obligations under this paragraph. Owners should incorporate these costs into their Tender.
11. The vessel 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 IPHC. The vessel owner will provide proof that the above coverage and subrogation is in place prior to the commencement of the charter.
12. The vessel 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 IPHC as an additional insured. Prior to commencement of the charter, vessel owners shall provide to the IPHC a

copy of the operations' pollution/environmental hazard insurance policy that is effective through the period of this charter.

13. The vessel owner is responsible for any costs and fees associated with sending and receiving electronic communications (satellite phone, email) pertaining to IPHC business. Any anticipated costs are to be included in the tender amount.
14. The data collected on this experiment is essential to the IPHC's stock assessment. The IPHC's policy is to release the project data to the public only after all data checks have been made. Provision of this information to the public in an equitable manner requires that no advance release occur and is based on the personal integrity of the vessel captain, vessel crew, and the IPHC Secretariat. The owner agrees that the catch information collected during this study is confidential until released by the IPHC Secretariat to the public. The vessel owner will take steps to ensure the vessel captain and crew understand and abide by this policy and do not discuss the catch information until the release of that information by the IPHC Secretariat to the public. Violation of this policy is sufficient cause for contract termination and shall result in a five (5) year exclusion from future contract eligibility for the vessel and the vessel captain.

I. IPHC responsibilities

1. The IPHC will provide all scientific sampling supplies and equipment.
2. The IPHC will provide 2 shuttle devices.
3. The IPHC will procure and coordinate all ice and bait necessary to complete the experiment. Prior approval from IPHC HQ is required before purchasing ice and bait.
4. The IPHC will **not** replace fishing gear lost in the course of the gear being put into the sea as part of this experiment, nor will we pay for wear and tear on the gear.
5. The IPHC will ensure all scientific permits for this work are in place.
6. The IPHC will pay the owner the specified amount, 50% upfront and the remaining 50% upon successful completion of the contracted work.
7. 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.

J. Fish caught during the charter

For this experiment Pacific halibut (all sizes from the shuttle treatment, and legal sizes from the control gear) and some other species (rockfish (*Sebastes* spp.) and Pacific cod) are retained and sold to offset operational costs. All fish caught become the property of the IPHC and are sold through an auction or direct sale process by the IPHC Secretariat. The IPHC makes no guarantee as to the amount of fish caught or to the prices received. The lead IPHC Secretariat member will work with the vessel captain to maintain contact with the IPHC Secretariat HQ office and arrange offloads as well as ice and bait for successive trips.

1. The crew is responsible for the dressing, icing, and unloading of all retained fish and maintaining a quality product throughout the process.
2. Contracted vessel is only allowed to retain Pacific cod and rockfish in addition to Pacific halibut. 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 experiment. These fish become the property of the IPHC.

3. Vessels will receive 10% of **ALL** Pacific halibut sales. This includes the sale of U32 Pacific halibut.
4. All fish will be measured, weighed, and sampled on board, after which non-retained specimens must be returned to the sea with minimal injury including shark and skate species.
5. Vessels will receive 50% of all allowable byproduct (Pacific cod, rockfish) sales.
6. The IPHC is committed to selling only fish of the highest possible quality. To this end, all fish caught on IPHC FISS and intended for sale must be handled in a manner that meets or exceeds the industry standards. Prior to the FISS 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 vessel captain's responsibility to see that the aforementioned procedures are carried out. Following each sale, the offloader will be required to complete the Fish Quality Form which will note fish appearance and temperature for all Pacific halibut and byproduct offloaded. The vessel captain will be required to initial the Fish Quality Form to acknowledge that the contents have been read

K. Post-award 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 time to discuss logistics and issues relating to the charter.

L. Tender procedures

1. The IPHC will consider tender submissions based upon a lump sum for the successful completion of one preparation day and ten active fishing days within one mutually agreed upon period (between 15 May – 31 May, 16 June – 1 July, **or** between 14 July and 31 July 2025). In addition to this lump sum, the vessel will receive 10% of the net sales of all Pacific halibut and 50% of net value of allowable byproduct sales. The IPHC cannot guarantee the amount of fish caught on the study or prices received from the sale of the fish. The IPHC will pay 50% of the tender price once a charter agreement is signed by all parties and work on the project has commenced. The remaining 50% of the tender price will be paid upon the completion of work. The vessel's share of Pacific halibut revenue will be paid within 30 days after the offload payment monies are received by the IPHC Secretariat.
2. All submissions should specify the dates they are available for charter.
3. Vessels currently contracted for other IPHC projects will be considered at the discretion of the IPHC Secretariat, with FISS scheduling considerations taking priority.
4. All submissions must be electronic: [CPS VESSEL TENDER FORM](#).

5. The IPHC is not restricted as to the nationality of the vessels it contracts for operation in any charter region and will contract according to its own best interests. Also, vessels need not be licensed for Pacific halibut fishing in the U.S.A. to be eligible for consideration.
6. The IPHC will not be obligated to accept the lowest submission, or any submission 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 vessel captain's experience and fishing record, the qualifications of the selected crew, and IPHC operating costs. Scheduling flexibility may be a possible factor in the decision-making process.
7. Submissions must be electronically submitted no later than 23:59 (Pacific Daylight Time) on **3 February 2025**.
8. If you have any questions, please contact the IPHC Secretariat.

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IPHC Secretariat
International Pacific Halibut Commission
2320 W. Commodore Way, Suite 300
Seattle, WA 98199-1287
206-634-1838 | www.iphc.int



Appendix I: FISS Locations in 4A Edge Region

4A Edge Stations

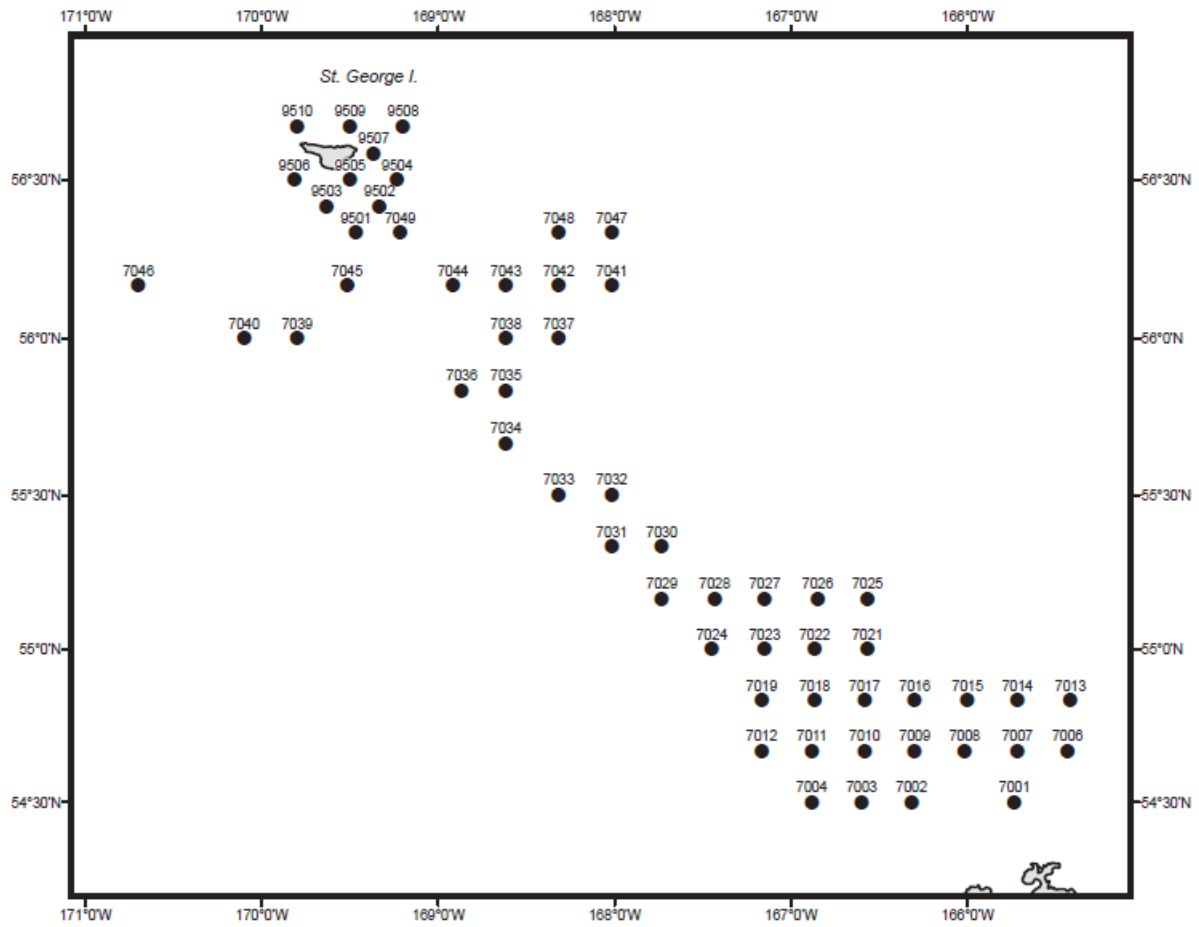


Figure 4. IPHC Fishery Independent Setline Survey (FISS) station locations on the 4A Edge. Latitude and longitude listed in Table 1 below.

4A Edge Stations (57)

Station Number	Stat Area	North Latitude	West Longitude	Depth (F)	Purpose Code	ADFG Area	Ineffective: PW (since 2014) - multiple
7001	543165	54° 30'	165° 44'	200	SG	655409	PW
7002	543166	54° 30'	166° 19'	271	SG	665401	PW
7003	543166	54° 30'	166° 36'	264	SG	665401	
7004	543166	54° 30'	166° 53'	261	SG	665401	PW
7006	543165	54° 40'	165° 26'	110	SG	655430	
7007	543165	54° 40'	165° 43'	181	SG	655430	
7008	543166	54° 40'	166° 01'	181	SG	665430	PW
7009	543166	54° 40'	166° 18'	175	SG	665430	
7010	543166	54° 40'	166° 35'	185	SG	665430	
7011	543166	54° 40'	166° 53'	206	SG	665430	PW
7012	543167	54° 40'	167° 10'	247	SG	675430	
7013	543165	54° 50'	165° 25'	83	SG	655430	PW
7014	543165	54° 50'	165° 43'	85	SG	655430	PW
7015	543166	54° 50'	166° 00'	85	SG	665430	PW
7016	543166	54° 50'	166° 18'	90	SG	665430	
7017	543166	54° 50'	166° 35'	108	SG	665430	
7018	543166	54° 50'	166° 52'	143	SG	665430	
7019	543167	54° 50'	167° 10'	193	SG	675430	PW
7021	550166	55° 00'	166° 34'	80	SG	665500	
7022	550166	55° 00'	166° 52'	84	SG	665500	
7023	550167	55° 00'	167° 09'	95	SG	675500	
7024	550167	55° 00'	167° 27'	162	SG	675500	PW
7025	550166	55° 10'	166° 34'	77	SG	665500	
7026	550166	55° 10'	166° 51'	79	SG	665500	
7027	550167	55° 10'	167° 09'	82	SG	675500	
7028	550167	55° 10'	167° 26'	89	SG	675500	
7029	550167	55° 10'	167° 44'	167	SG	675500	PW
7030	550167	55° 20'	167° 44'	90	SG	675500	PW
7031	550168	55° 20'	168° 01'	202	SG	685500	PW
7032	553168	55° 30'	168° 01'	79	SG	685530	
7033	553168	55° 30'	168° 19'	133	SG	685530	
7034	553168	55° 40'	168° 37'	79	SG	685530	
7035	553168	55° 50'	168° 37'	79	SG	685530	
7036	553168	55° 50'	168° 52'	159	SG	685530	
7037	560168	56° 00'	168° 19'	87	SG	685600	
7038	560168	56° 00'	168° 37'	136	SG	685600	
7039	560169	56° 00'	169° 48'	144	SG	695600	
7040	560170	56° 00'	170° 06'	104	SG	705600	
7041	560168	56° 10'	168° 01'	79	SG	685600	
7042	560168	56° 10'	168° 19'	89	SG	685600	
7043	560168	56° 10'	168° 37'	175	SG	685600	
7044	560168	56° 10'	168° 55'	143	SG	685600	
7045	560169	56° 10'	169° 31'	273	SG	695600	
7046	560170	56° 10'	170° 42'	82	SG	705600	
7047	560168	56° 20'	168° 01'	77	SG	685600	
7048	560168	56° 20'	168° 19'	85	SG	685600	
7049	560169	56° 20'	169° 13'	75	SG	695600	
9501	560169	56° 20'	169° 28'	82	SG	695600	PW
9502	563169	56° 25'	169° 20'	62	SG	695600	PW
9503	563169	56° 25'	169° 38'	54	SG	695600	
9504	563169	56° 30'	169° 14'	52	SG	695631	
9505	563169	56° 30'	169° 30'	44	SG	695631	
9506	563169	56° 30'	169° 49'	47	SG	695631	
9507	563169	56° 35'	169° 22'	28	SG	695631	
9508	563169	56° 40'	169° 12'	36	SG	695631	
9509	563169	56° 40'	169° 30'	43	SG	695631	
9510	563169	56° 40'	169° 48'	42	SG	695631	

Table 1. Locations and depths (F) for FISS stations in the 4A Edge. Last column indicates stations experiencing whale depredation over past decade, bold letters indicating multiple events

Appendix II: Protected Species information

A. Marine Mammal Interactions

As part of receiving a Letter of Acknowledgment from NOAA Fisheries for IPHC research operations, the vessel requirements and procedures for avoiding marine mammals and reducing interactions are detailed in the vessel contract and summarized in part below.

Monitoring Measures

The vessel captain or any crew on watch, or the IPHC Secretariat onboard 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 will 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 lead setline survey specialist and vessel captain.

To reduce depredation and habituation of whales, if whales begin to depredate, IPHC research vessels are instructed to sink the line back down and travel to and haul gear on a different station set, returning to the station where the whales were later the same day (within 24 hours). IPHC research protocols specifically prohibit chumming before or during the longline setting operations (i.e. releasing any bait or entrails from previous catch).

Reporting

The vessel captain and crew should work with the IPHC Secretariat to record any marine mammal sightings and depredation events. Incidentally captured marine mammals that are still alive should be released from 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 should not delay the animal’s release.

In the event that the animal can safely be brought aboard or near enough for closer inspection, the setline survey specialist 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 a picture of the nature of gear entanglement, and for cetaceans an image of the left and right side of the dorsal fin to help determine stock ID. Information should also describe whether the animal was seen prior to the entanglement, a description of its behavior, and any mitigation measures used and discretionary decisions made by the IPhC Secretariat, including a rationale for those decisions. This information will be recorded in the research cruise logbook, and the Protection Species Mitigation and Handling Forms and conveyed to NOAA Fisheries 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 gear or any collisions of marine mammals with the vessel, the scientific personnel will contact the IPhC Secretariat with the encounter and condition information as soon as possible and within 24 hours.

B. Seabird Regulations

The current regulations are as follows but may change prior to the experimental period. All IPhC contracted research vessels must comply with seabird deterrent measures as required by federal management authorities. Check current regulations prior to the start of the experiment.

U.S.A.: For vessels fishing in USA waters, all vessels over 16 meters (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 (1) 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 91 meters (300 feet)
Spacing of streamers: Every 5 meters until performance standard is achieved.
Streamer material: Brightly colored, UV protected plastic tubing or 1 centimeter (3/8 inch) polyester line or material of equivalent density. An individual streamer must hang from the mainline to 0.25 meters off the water in the absence of wind.

Double Streamer Standard:

- (i) Deploy a minimum of two (2) streamer lines while setting hook-and-line gear. If both streamer lines cannot be deployed prior to the first hook, at least one (1) 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 55 kilometers per hour (30 knots), it is acceptable to fly a single streamer from the windward side of the vessel. In winds exceeding 83 kilometers per hour (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 30 m (100 ft) and 60 m aft for vessels over 30 m (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 91 m (300 feet)
Spacing of streamers: Every 5 meters until performance standard is achieved.
Streamer material: Brightly colored, UV protected plastic tubing or 1 centimeter (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:

<https://www.fisheries.noaa.gov/national/bycatch/seabirds>
<https://www.fisheries.noaa.gov/alaska/bycatch/seabird-avoidance-gear-and-methods>

The following link has a video demonstration of tori tine deployment by Washington Sea Grant, Clip#3 specifically:

<https://www.youtube.com/playlist?list=PLpZeSH7XVI0wa4BSVSbY1qR5wVicFAXhb>

Appendix III: Harassment in the Workplace

A. What is harassment?

Federal regulations (U.S.A. Civil Rights Act, U.S.A. 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 and criminal convictions. The IPHC and vessels contracted to the IPHC 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 (2) 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.

B. IPHC Secretariat and the vessel captain and crew must 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 vessel captain, the IPHC lead setline survey specialist, or the setline survey coordinator.

C. Vessel captain and IPHC Secretariat 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.