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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 IPHC Fishery-independent Setline Surveys Bid Specifications February 2017

The International Pacific Halibut Commission (IPHC or Commission) is requesting bids from commercial fishing and research vessels to perform setline survey charters during the summer of 2017. The purpose of the standardized survey is to collect information required as part of the IPHC's annual stock assessment. This information is used to study aspects of the halibut coastwide stock such as growth, distribution, area-wide biomass, age composition, sexual maturity, and relative abundance of bycatch species.

The 2017 fisheries-independent setline survey will cover 31 regions within the IPHC Regulatory Areas with a standard grid of stations from California to the northern Bering Sea including the Aleutian Islands (Figure 1). Individual region charts are included with this package. All areas are open for single-year contracts. Vessels will fish 5 skates of gear at each station (except 6 skates in Area 2A and 7 skates in Area 4CDE) following standard survey protocol. A maximum of 4 stations will be permitted per day. Generally, each charter region will require between 12 and 22 fishing days, with the total charter duration expected to take 20 to 25 days in Areas 2B, 2C, and 3; 25 to 35 days in Areas 2A and 4 (Table 1).

The IPHC has added additional stations to the standard survey in IPHC Regulatory Areas 2A and 4B for 2017. Extra stations will be fished within both the current (20-275 fm) as well as shallower (10-20 fms) and deeper (275-400 fm) depth ranges. These additional stations will expand the geographic range of the survey in northern California and in the western Aleutians (Adak and Attu charter regions). A densified grid of 26 stations has also been added to northern 2A that will be included as an additional separate charter region. The overall increase in stations has required some changes to traditional survey charter regions and areas. Details on this work can be found in Appendix 4.

Vessels can be awarded up to three charter regions; however, all fishing operations must be completed between 28 May and 31 August 2017. The IPHC **will actively schedule** vessels to meet program and personnel needs. It is essential that you clearly indicate your availability in your bid(s), as preference may be given to vessels with greater scheduling flexibility.

Legal-sized Pacific halibut and bycatch retained from survey operations become the property of the IPHC and are sold to reduce the costs of survey operations. Typically, vessels receive a lump sum payment upon the completion of each charter region, as well as 10% of the net Pacific halibut sales, and 50% of the net bycatch sales (Section L, N).

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). **Please be aware of the changes to the program description for 2017 (Section A) when comparing past bid prices.**

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, 13 March 2017.**

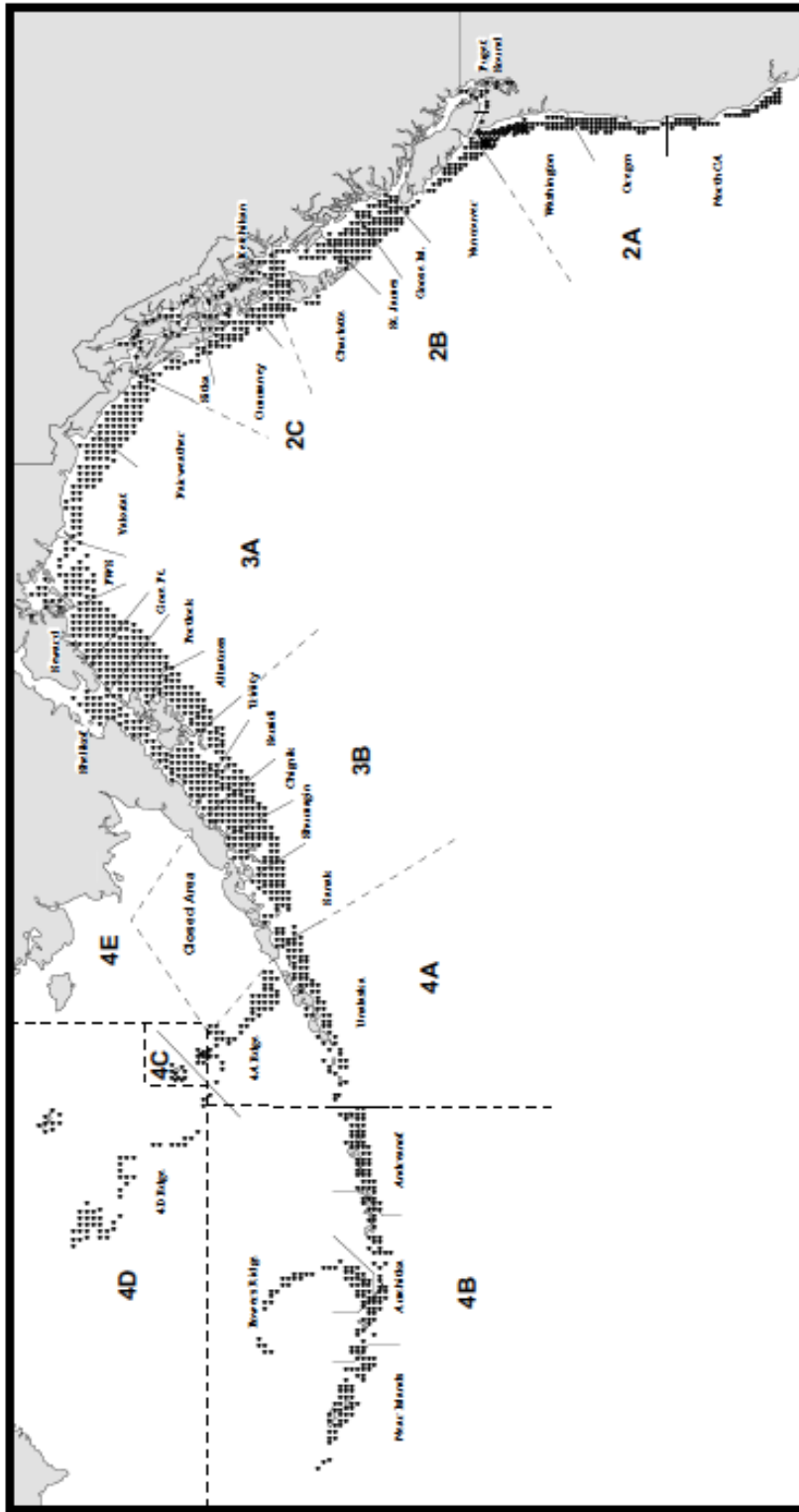


Figure 1. IPHC stock assessment survey stations by charter region and regulatory area

## IMPORTANT for 2017!

Several significant changes in the scope of the survey work will occur in 2017.

### General Operations

1. The Commission is requesting bids for single-year contracts for all charter regions.
2. Bids are to be based on **5 skates** of gear per station, all using one bait type in all areas except:
  - a. Area 2A – California, Oregon and Washington where 6 skates per station will be required
  - b. 4D edge –where 7 skates will be required.
3. A maximum of four stations fished per day will be permitted.
4. Customs and brokerage requirements and fees are listed in Appendix 1. Fees have increased slightly from 2016. Rates for satellite transponders for Canadian vessels fishing in US waters have stayed constant, with the exception of a \$10 increase (from \$40 to \$50) for the weekly satellite and ASVTS access fee.
5. In 2017, there will be new codified procedures regarding marine mammal interactions (see Appendix 3).
6. Vessels who fished for IPHC in 2016 can complete a streamlined bid submission. Any new vessels must complete a full application for their submission.
7. The IPHC plans to launch electronic data recording equipment (tablets) in all areas in 2017 with the possible exception of Area 2A (California, Oregon and Washington) when only one IPHC sampler is deployed.

### Special Projects

#### Multiple Areas:

1. **Areas 2B, 3A, 3B, 4A, 4B, 4C:** Sublegal U32 halibut not sampled for their otoliths will be wire tagged except in Area 2A and 4D Edge where the otolith sampling rate is 100%. The tagging rate will be low enough that a 3<sup>rd</sup> sampler will not be necessary (the goal is 500 tags per charter area). Status: New.
2. **All areas:** The first five (5) spiny dogfish shark (*Squalus suckleyi*) in Areas 2A, 2B, 2C, 3A, 3B, and all dogfish in Area 4 will be brought aboard for length and sex data collection prior to live release. Partner agency: NMFS. Status: Ongoing.
3. **Area 2B, and potential in 2C, 3A, 3B:** In collaboration with National Marine Fisheries Service (NMFS) and the Pacific States Marine Fisheries Commission (PSMFC), IPHC will be testing aspects of the Alaskan electronic monitoring (EM) camera system in Areas 2B, 2C, 3A and 3B. Vessels need to have a davit at the haul rail to position a traditional EM camera and a set of stereoscopic cameras outboard of the hauling station. Preference will be given to vessels capable of carrying an additional sampler who will be tasked with collecting 100% whole haul species identification. For this reason, Canadian regions will be targeted, as well as those vessels with the davits installed fishing in Alaska. Multiple vessels will be involved in the project. Vessels will need to be available for one day prior to survey start up for equipment install. More information can be found in Appendix 6. Status: Ongoing – last time was in 2015.
4. **Gore Point, Unalaska and Amchitka region:** As part of a collaborative project with the Alaska Department of Environmental Conservation (ADEC), flesh samples (approx. 3 – 4 lbs. from behind the head) will be taken from 90 halibut to be tested for environmental contaminants. Vessels will not be compensated for any lost value resulting from this

- 5 sampling. Generally these fish are still marketable (as #2 quality). Partner agency: ADEC. Status: Ongoing.
5. **Oregon, Prince William Sound, and 4D Edge:** Heart and liver tissue samples will be taken from 65 halibut to test for *Ichthyophonus*. Samplers will require crew assistance in obtaining these samples. Status: Ongoing.
  6. **Multiple Areas (charter regions TBA):** Longnose skate vertebrae and biometrics will be collected for a joint project with NMFS. This collection is opportunistic with a goal of 50 samples per IPHC Regulatory Area. This may require crew assistance in bringing the skates aboard for sampling. Status: Ongoing - last collected in 2013.

#### **Area 2A (Washington):**

1. **Expansion:** The IPHC is expanding its survey coverage in 2A in both in the number and depth range of stations fished in an effort to cover gaps in the current standard depth range and to improve estimation of weight per unit effort (WPUE) in these areas. Some stations will be within our traditional depth coverage (20 fm to 275 fm) and others will be shallower (10 fm to 20 fm) or deeper (275 fm to 400 fm). The traditional charter area has been split into four survey regions: Northern California- 44 stations (17 new), Oregon- 47 stations, Washington- 83 stations (26 new densified northern stations) that includes the 8 Rockfish index (unchanged from 2016) and Puget Sound with 14 stations. (see Appendix 4),
2. **Densified grid:** At the IPHC's 93rd Annual Meeting, commissioners passed a motion directing staff to design a denser survey grid off the north coast of Washington. This was to address concerns that the IPHC setline survey coverage in the north coastal region of Area 2A was insufficient for sampling localized patches of high density that are believed to occur in parts of this region. This new densified grid has 26 stations. This will double the station density by creating an augmented 10 nmi grid (Figure 10) within the standard setline survey depth range of 20-275 fm. Further details can be found in Appendix 4. Status: New.
3. **Area 2A (Washington):** The Commission is working on a cooperative research project with the Washington Department of Fish and Wildlife (WDFW) to fish eight (8) rockfish index stations within the Washington charter region. Bids on this region are to be based on **6 skates** of gear per standard survey station, and only **3 skates** of gear per rockfish index station (station numbers 1527-1534 located in a 2.5 nm spacing around station 1082) in the Washington charter region). Additionally WDFW has requested one additional skate of gear be set on these 8 stations to test different bait and hook types. Further details can be found in Appendix 5. **Please note that halibut will not be retained from rockfish index stations, therefore no halibut revenue share will be realized.** Partner agency : WDFW. Status: Ongoing.

#### **Area 2B (Vancouver, Goose Island, St. James, Charlotte):**

1. The Commission is continuing cooperative work with the Department of Fisheries and Oceans (DFO) to census and sample rockfish in British Columbia. Vessels bidding on these areas are **required** to have space for a third IPHC sampler. For more details see section D-4. Status: Ongoing.
2. Federal law in Canada requires all rockfish (*Sebastes* spp.) and Pacific cod (*Gadus macrocephalus*) proceeds to be returned to the Crown. To compensate you for the work involved in processing (gilling, gutting) and handling (icing, offloading) of these species, we now require that you submit a lump sum bycatch processing fee for any 2B charter area you are bidding on. The share of bycatch revenue applied to vessel processing costs

- 6 in 2016 (USD) were: Vancouver (\$2,500), Goose Is. (\$2,500), St. James (\$4,000) and Charlotte (\$1,500). Status: Ongoing.

### Area 3A:

1. **Portlock region:** Gonad sampling will require one trip with an additional sampler. Gonads and blood samples from fifty (50) female halibut > 90 cm and fifty (50) male halibut > 80 cm will be collected. Sampling will be restricted to stations east of 151° W. latitude and deeper than 50 fm. Status: New.

### Area 4 (4A Edge, 4B, 4D Edge):

1. Vessels fishing in the 4A Edge and 4D Edge regions will be required to bring the first 15 Pacific cod (*Gadus macrocephalus*) from each skate aboard the vessel for measuring by the Commission samplers. This may slow the haul back event. Vessels may choose to retain or discard the Pacific cod after the measurements are taken, depending on the number of days remaining in the trip. The St. Paul processors will not be buying Pacific cod from our survey vessels. Status: Ongoing.
2. **Unalaska:** As part of revisiting the length weight relationship for halibut, one vessel will be required to carry a motion compensating scale capable of weighing halibut as large as 200 lbs. A subsample of halibut will be weighed round, freshly gutted, and again during the offload event. Jointly with this project samples will be collected to assess halibut condition including blood and tissue. This project will require an extra sampler. Status: Ongoing.

### Area 4B

1. **Expansion:** For 2017, the Commission is expanding its survey coverage in 4B both in the number and depth range of stations fished in an effort to improve estimation of weight per unit effort (WPUE) in this area. Some stations will be within our traditional depth coverage (20 fm to 275 fm) and others will be deeper (275 fm to 400 fm). We have split up our traditional charter areas of Adak and Attu into 4 separate regions to make them a more manageable size for bidding purposes. They are the Near islands (49 stations), Amchitka (52 stations), Bowers ridge (51 stations), and Andreanof Islands (55 stations). We expect that there will be a portion of stations that will be prospected and may be unfishable due to depths outside of our survey. Unfished stations will be deducted on a prorated basis from your final lump sum payment (e.g. Lump Sum Bid Dollar Value divided by Total Number of Stations bid upon). More information can be found in Appendix 4. Status: New.
3. **Bowers Ridge:** Twenty-eight (28) halibut will be tagged and released with pop-up archival transmitting (PAT) tags. The majority of tagged halibut will be females that are > 100 cm. As these animals will all be released, no fish share revenue will be seen. Status: New.

## B. Survey description

The 2017 setline survey is divided into 31 separate charter regions (Figure 2). Important exceptions to this design (notably 2A densified grid and the 2A rockfish stations) are listed in Appendices 4 and 5. The setline surveys have been designed to maximize coverage over the charter regions and consist of a regular distribution of stations on a 10 nm by 10 nm grid. The center of each station is within the survey depth range of 20 to 275 fathoms. The end of some sets may extend shallower or deeper than the standard range. An example of the basic station

pattern is given in Figure 2. Charts of each charter region and exact coordinates of the station locations are available with this package.

The survey design requires considerable running distance each day, both to set and retrieve the gear. One string of 5 standard skates will be set at each station (6 skates in Area 2A and 7 skates in 4D). Vessels will be allowed to fish a maximum of 4 stations per day if deemed feasible by the skipper and lead biologist. To ensure safety and data integrity, IPHC's Seattle office reserves the right to reduce the maximum stations per day, dependent on captain and crew efficiency with the survey design. Typically, a vessel capable of running 8 knots is just able to complete this design and transit to the next day's fishing location in a timely fashion. Vessels running less than 8 knots may find it difficult to complete the daily work plan. The requirements of gear maintenance and catch processing demand an experienced and professional crew capable of working long hours, day after day (typically 14-16 hr days). It is of utmost importance that the Vessel Tender Form accurately reflects both the vessel's running speed and the capabilities of the intended vessel and crew.

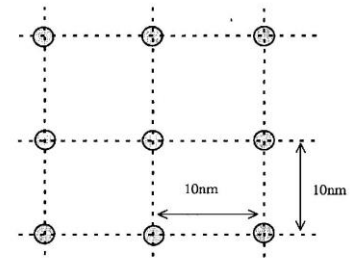


Figure 2. Station Pattern

Charter regions generally contain 40 to 66 predetermined stations, which will take approximately 12 to 22 fishing days to complete. This does not include additional days required for loading, offloading, running, foul weather, resetting stations, etc. The total number of days projected to complete each charter region ranges from 20 to 35 (Table 1). If the vessel cannot keep up with the station schedule, the charter must be extended and the number of fishing days increased until all stations in the chartered area are complete.

General fishing plans may depend upon bait storage locations, personnel needs, or sales considerations. The choice of where to begin and the number of stations to fish each day ( $\leq 4$  stations/day) is generally agreed upon by the captain and lead sea sampler on board, taking into account setting and hauling logistics, weather and tide conditions, and distance between sets. A single coordinate indicating the center of the set is given for each station location. The gear should be set through this position in either a N-S or E-W orientation. All stations within a survey region do not have to be set in the same direction. If weather or tides do not permit setting directly N-S or E-W, the captain may set in the direction necessary. Under no circumstances should the setting of the grid stations be altered to purposefully increase or decrease the catch.

If any gear is left soaking more than 24 hours, the set will be considered unsuccessful and ineffective and must be hauled and reset (Section C). "Foul weather days," when work is not possible, are anticipated. As a guideline, sampling will not occur in seas above 15 feet and winds above 30 knots. The IPHC lead sampler and Captain will suspend fishing operations if it is determined that the weather is significantly affecting the catch (fish falling off the line unobserved), their ability to conduct sampling, or for safety reasons.

Setting will begin at approximately 5:00 AM **local** time (not earlier) or at first light each morning, whichever is later. When all stations are set, the vessel will return to the first station and begin hauling after the set has soaked at least 5 hours.

During hauling, all halibut will be brought aboard. Lengths, otoliths (ear bone for aging), sex determination, and other information will be collected for all legal-sized halibut and a random

sample of the sublegal-sized halibut. Sublegal-sized fish that are not sacrificed will be measured and returned to the water unharmed. All legal-sized halibut and some bycatch (Pacific cod and rockfish) will be retained and sold to reduce costs of the survey, except as noted in Section L.

The working day for the vessel crew finishes when all the fish have been dressed, examined by Commission samplers, iced, and all gear is baited and ready for the next day's fishing. While the charter design calls for finishing on deck between 7:00 PM and 9:00 PM, it will not be uncommon for a vessel which started setting at 5:00 AM to not finish on deck until well after 10:00 PM. 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, vessels' speed, heavy fishing, etc., the length of the working day will vary.

Vessels may bid to complete up to 3 regions, keeping in mind that all fishing operations must be completed between 28 May and 31 August 2017. The Commission will schedule your vessel to meet program and personnel needs, and your availability may affect whether we award you areas. It is therefore vital for you to indicate what times throughout the survey season that your vessel is available to perform the work, and preference may be given to vessels with the greatest flexibility in their schedule. IPHC will stagger the start date of the different charter vessels to be able to schedule personnel and complete the work.

### **C. Resetting previously fished stations**

Chartered vessels will be responsible for “successfully” completing all stations in their assigned region. Stations will be considered successful if the vessel properly sets the standardized gear, soaks it for a minimum of 5 hours, hauls back within 24 hours, and within 3 nm of the station coordinates. If gear is left soaking more than 24 hours (or less than 5 hours) or is set greater than 3 nm from the station coordinates, or if there are setting errors such as missing tubs or unsecured anchors, the vessel will be required to bear the cost of resetting the station. The lead biologist will determine whether or not the station is successful.

Situations resulting in the data from a set being deemed ineffective for stock assessment include lost gear, snarls, mammal predation, and excessive sand flea activity. In these cases, the vessel will not be required to reset the station unless special arrangements have been made with the IPHC office.

### **D. Vessel requirements**

Prior to bid acceptance, Commission 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 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 allowed to use RSW or slush the catch.
3. The vessel must have adequate deck space to allow the Commission staff to carry out their duties. We will require space to mount a recording shack (approximately 36” by 38” by 74” high) with an attached measuring cradle. 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 cradle attached to the shack directly below one of the opening shack windows. This allows for optimal communication between IPHC staff. Please provide a deck diagram with proposed shack and cradle position indicated with your application. Additionally there must



9 be adequate storage space for the water column profiler, and its storage crate, buoys, and anchors.

4. Accommodations shall be clean and sanitary. The vessel shall have adequate accommodations for the vessel crew and at least two IPHC staff members, including women. Certain vessels may be asked to take three IPHC staff if the vessel has adequate accommodations (in such cases, the Owner will be provided with a \$40 per day food stipend for any days the third IPHC staff is aboard the vessel). The vessel must be equipped with clean, sanitary, dry, and comfortable mattresses, but no bedding, for Commission-assigned personnel. Below are exceptions to the requirement of two Commission staff per vessel:

**2A- Oregon, Washington:** Due to low catch rates in Area 2A, the Commission may consider chartering vessels with limited bunk and/or deck space as the work may be able to be completed with **one** IPHC staff member. Preference will be given to vessels capable of taking a **second** IPHC staff member for multiple trips in northern Washington for rockfish index work.

**2B- Vancouver, Goose Islands, St. James, and Charlotte:** The Commission is doing collaborative bycatch research with DFO in Area 2B. Vessels bidding on these areas are **required** to have space for a **third** IPHC staff member. This project requires the IPHC to conduct 100% hook counts and sample rockfish after the haul. Experience has shown that these sampling requirements delay the dressing and icing of the bycatch and result in significantly longer deck times for the vessel crew. This will affect the crew's availability to bait new gear, clean the deck, etc. Please take this into consideration when submitting your bid.

**4A- Unalaska-** As part of revisiting the length weight relationship for halibut, one vessel will be required to carry a motion compensating scale capable of weighing halibut as large as 300 lbs. A subsample of halibut will be weighed round, freshly gutted, and again during the offload event. Additional tissue and blood samples will also be collected to assess halibut condition factors. These projects will require an extra sampler.

5. The vessel must have a usable marine head, which can be used in privacy for male or female Commission 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.

## **E. Electronic equipment requirements**

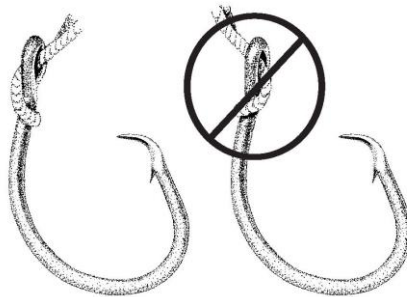
1. Two VHF radios and one single side-band unit.
2. A satellite communication system capable of reliably communicating with the IPHC office.
3. Reliable email capabilities.
4. Two GPS (Global Positioning Systems) units.
5. A GPS plotter is desirable.
6. Two radar units. One must have a range of at least 24 nm.
7. Two depth sounders.
8. An intercom from the fishing deck to the bridge is desirable.

- 10 9. The vessel must provide reliable 110 AC power to the sampling shack 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.

## F. 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 K).

1. At least 32 skates of conventional longline gear must be prepared before the charter. All gear will be 1,800 feet long (300 fathoms) 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 samplers can identify which half of a skate fish came from. **Snap gear is not allowed.**
2. Skates shall be uniformly rigged with circle hooks (#3 (16/0) Mustad or equivalent) in average or better condition spaced along the groundline at 18-foot intervals (100 per skate). Spacing will be monitored by Commission staff.
3. Gangions shall be 72-thread count, hard lay material between 24 to 48 inches after tying. **Swivels are not allowed.** Hooks must be oriented on the gangions by inserting the gangion through the front of the hook eye (Figure 3).



**Figure 3. Proper gangion orientation to hook**

4. A weight of approximately 5 to 10 pounds must be snapped on or tied to the groundline at each skate junction.
5. Fishing gear shall 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 Commission representative could halt fishing operations and the owner or his/her representatives will be required to bring it up to standard. No additional payment will be made for time required to perform this gear maintenance.
6. Automated hook strippers, or crucifiers, may be used to remove larger 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 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.
7. 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

- 11 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 2 for full bird avoidance requirements.

## G. Bait

Most bait required to complete each charter has been purchased and stored at certain ports where offloads are anticipated. Some freshly frozen bait may need to be purchased by the Commission staff during the charter.

1. The Commission will bear the cost of all ice and bait purchased before or during each charter. The Commission shall also arrange for bait to be shipped to or available in the intended ports of sale.
2. Bait shall be frozen chum salmon, number 2 semi-bright or better.
3. The crew will be responsible for cutting the salmon into pieces approximately 1/4 to 1/3 pound for baiting the gear. The Commission requires that the bait **not be salted**, but instead kept on ice or frozen until used. IPHC staff will monitor bait size during the charter to ensure compliance to survey standards.
4. Auto-baiting machines are not permitted for use on IPHC survey sets.

## H. Crew requirements

The number of persons required to maintain and bait the skates of longline gear, as well as to process the 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 this research survey 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. The normal daily workload for fishing, icing the catch, and the strict gear maintenance required by the IPHC have shown us that the necessary crew **must consist of at least a captain plus three to five additional crew members** (except when fishing in Area 2A). Bidding with less than that complement of crew may result in your operation being excluded from consideration.
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 longline 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).

- 12 5. At least two crew shall have a minimum of three years of longline fishing experience and be competent in longline construction and repair, hand-baiting methods, and halibut dressing and icing techniques. The remaining crew must be capable in longline repair, hand-baiting methods, and 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. The captain will ensure that the vessel remains in port for a 24-hour period after the offload is complete to enable the Seattle staff to ensure the exchange of all necessary data, to maintain consistent communications, and provide troubleshooting support. If there is a legitimate need for a quick turn-around (e.g., weather window, offload window between salmon openings, mechanical breakdown, etc.), clearance from the Seattle office staff needs to be obtained on the day that the fish sale is conducted. However, deficiencies in the vessel or problems with the crew's performance must be resolved prior to departing, which could result in port stays in excess of the 24-hour window.
10. 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.
11. The captain and crew will be responsible for the dressing and icing of all fish. A crewmember or members must be available (as required) for dressing halibut while the gear is being hauled.
12. The vessel crew will be required to assist in the deployment and recovery of a water column profiler (supplied by the Commission) at each station. A water column profiler is an oceanographic device that records depth, temperature, salinity, dissolved oxygen, pH, and chlorophyll levels as it descends through the water column. The units are approximately 3½ feet tall and weigh 55 pounds each. The weighted unit is lowered on an anchor line until it hits bottom, then retrieved with the gurdy, prior to hauling the gear at that station. Typically, each cast adds 10 to 15 minutes of time to the start of each hauling event. Between casts the unit, along with the accompanying floats and anchor configuration, must be secured on deck away from active objects and gear which could impact the instruments.
13. All vessel personnel are expected to conduct themselves in a professional manner at all times. Physical relationships with IPHC 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.
14. 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.
15. The captain and crew shall create a working environment that is free from intimidation and harassment (verbal, physical, or sexual). Please refer to Appendix 7 for further information regarding harassment and professional work environments.
16. All captains and crewmembers must be acceptable to the Commission. The Commission may require the replacement of any crewmember during the charter if found unacceptable in skill, experience, or behavior.

### I<sub>3</sub> 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. Canadian vessels must possess a current Ministry of Transportation certificate (Canada Steamship Inspection Certificate) for the purposes for which the vessel is to be used. The vessel shall be mechanically sound in all respects, completely seaworthy, and comply with all federal Transport Canada regulations.
3. 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> ).
4. 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.
5. The Commission will provide immersion suits, personal EPIRB's, and personal floatation devices for its employees.
6. No alcohol consumption or illegal drug use is allowed aboard Commission 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 contract eligibility for one or more years.
7. While shore excursions are not prohibited under Commission 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.

### J. 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 L.

- 14 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 7 for further information regarding harassment and professional work environments.
5. The owner agrees to indemnify, defend and hold harmless the Commission 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 Commission, 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 halibut fishery within the past five years by the vessel's owner, captain or crew.
7. The owner will provide adequate and wholesome meals for the crew and all Commission representatives.
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. The owner will be responsible for all vessel and crew related customs and immigration requirements and fees. A summary of requirements and fees for Canadian vessels chartering in the U.S. can be found in Appendix 1. The owner will be responsible for all delay expenses incurred by the Commission arising out of the owner's failure to fulfill conditions necessary to permit entry of the vessel and/or crew into the United States to timely meet the owner's charter obligations (see Appendix 1).
11. The owner will be responsible for all customs requirements and fees related to fish sales in a foreign port. The Commission will organize the customs brokering for any foreign offloaded fish and the associated fees will be deducted from the vessel payments. See Appendix 1 for a summary of the requirements and estimate of fees for Canadian vessels landing in the US and for any vessel landing U.S. caught fish in Canada.
12. Prior to commencement of the charter, U.S. vessel owners shall provide to the Commission a copy of the insurance policy verifying that all Commission personnel are included on the vessel's P&I insurance policy as either a crewman or business invitee, and that the Commission 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. Canadian vessel owners are strongly encouraged to acquire similar coverage. The Commission will reimburse the owner for any additional premiums incurred by the owner to meet its obligations under this paragraph (Section K-7).
13. 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.
14. 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

15 insured. The Owner will provide proof that the above coverage is in place prior to the commencement of the charter.

15. The data collected under this project is essential to stock assessment. The Commission's policy is to release the survey data, only after the catch limit recommendations for the coming year have been released to the public. 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 Commission staff. The owner agrees that the catch information collected during the survey is confidential until released by International Pacific Halibut Commission to the public.

**The vessel owner will take steps to ensure the captain and crew understand and abide by this policy and do not discuss the catch information until the release of that information by the Commission to the public. Violation of this policy is sufficient cause for contract termination, and possible exclusion from future contract eligibility.**

## **K. Commission responsibilities**

1. The Commission 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 Commission 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 Commission will reimburse the individual costs and fees associated with sending and receiving electronic communications (satellite phone, email) pertaining to Commission business. Costs for service connection are not included and should be covered in the bid price.
3. The Commission will pay for any extra fuel used by the vessel due to special travel requests that are above and beyond the requirements of the survey design.
4. The Commission will arrange and pay for all ice and bait necessary to complete the charter.
5. The Commission will determine that the charter operation is ready to leave the port after the offload and commence the next fishing trip.
6. The Commission 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.
7. The Commission 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 Commission will purchase individual insurance for IPHC employees serving aboard Canadian vessels.
8. In Canada where offload validation fees are billed to the vessel, the IPHC will reimburse the vessel for a portion of those fees based on the halibut sharing agreement as listed in the vessel contract (i.e., if fisher gets 10% of the halibut and the IPHC 90%, we will pay 90% of the offload fees as invoiced by the service provider and the vessel will be responsible for the rest). These monies will be paid to the vessel, and the vessel will be responsible for paying the service provider as invoiced.

## **6. Fish caught during the charter**

Legal-sized halibut and some bycatch (rockfish and Pacific cod) are retained and sold to reduce costs of the survey operations. All fish caught (with the exception of sablefish retention if licenced and permitted to do so in 2A and/or 2B) become the property of the IPHC and are sold through an auction or direct sale process by Commission staff in Seattle. The Commission makes no guarantee as to the amount of fish caught or to the prices received. Landing and price information for halibut caught in 2016 is included in Table 2. The lead biologist will work with the captain to maintain contact with the office and arrange offloads as well as ice and bait for successive trips.

1. Ports of sale for each charter region are listed in Table 1. Vessels are advised to calculate their bids based on the longest run for the ports listed. If the Commission requires a vessel to offload in a port that is a substantial distance from the listed offload ports, the vessel may be provided with a running bonus. Canadian vessels fishing in Alaska may negotiate to deliver their final trip into Prince Rupert, BC en route back to Canada; however, they will not be provided with a running bonus.
2. When delivering to ports where the fish may go to the fresh market (typically in Homer, Seward, SE Alaskan ports, British Columbia, Washington and Oregon ports) fish should be no more than 5 days old (5 fishing days and one run day). Therefore vessels must expect to perform at least 3 to 4 trips per charter region. Longer trips may be allowed when delivering to the frozen market or in areas where more transit time is required such as the western Aleutians (Near Islands, Amchitka, Bowers Ridge and Andreanof Islands) and the Bering Sea (4A and 4D Edge). Vessels bidding on regions in 4B, should plan on having to deliver one large trip to Dutch Harbor from each of these charter regions.
3. The crew is responsible for the dressing, icing, and unloading of all retained fish. Ten percent (10%) of the net proceeds from halibut sales will be paid to the vessel unless otherwise agreed upon (for Areas 2A, 4A, 4B, 4C, and 4D see exception in Section N-3).
4. The vessel may retain bycatch only if all applicable state (U.S.) and federal (U.S and Canada) regulations are met for the retention of that species. Survey vessels are only allowed to retain Pacific cod and rockfish. In no instance will the retention of species other than halibut be allowed to restrict or otherwise interfere with achieving the scientific objectives of the charter. These fish become the property of the Commission, with the vessel receiving 50% of the net sale proceeds (for 2B see exception in Section N-2).
5. Vessels making deliveries to St. Paul or Adak should note that the plant there will not be accepting Pacific cod as part of our deliveries.
6. Vessels making deliveries to Sand Point should note that the plant there may not be accepting rockfish if there is an active closure to commercial landings.
7. Vessels fishing in the Washington and Oregon regions will be required to retain 100% of their rockfish, and will have their rockfish tagged prior to being placed in the hold. This will require the vessel to keep rockfish separate by skate during hauling. Tagged rockfish will be sampled by state biologists at the offload event which will likely increase the time to complete the offload. Halibut caught on the rockfish stations will be measured and released and will not be included in any revenue sharing with the vessel.
8. Vessels fishing in the 4A Edge and 4D Edge will be required to bring the first 15 Pacific cod from each skate aboard the vessel for measuring by the Commission samplers. This may slow the haul back event considerably in these areas compared to previous years. Vessels may choose to retain or discard the Pacific cod after the measurements are taken, depending on the number of days remaining in the trip.



- 17 9. As part of a collaborative project with ADEC, flesh samples (approx. 3 – 5 lbs. from behind the head) will be taken from 70 halibut in three charter regions (Gore Point, Unalaska , and Amchitka) to be tested for environmental contaminants. Vessels will **not** be compensated for any lost value resulting from this sampling. Generally these fish are still marketable (as #2'd quality).
10. Twenty-eight halibut will be tagged and released with pop-up archival transmitting (PAT) tags. The majority of tagged halibut will be females that are > 100 cm. As these animals will all be released, no fish share revenue will be seen.
11. The Commission is committed to selling only fish of the highest possible quality. To this end, all fish caught on Commission 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. 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 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 halibut and bycatch offloaded. The captain will be required to initial the Fish Quality Forms to acknowledge that the contents have been read.

## **M. Post-award and post-survey 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 survey, and to sign contracts. The survey manager 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 survey start, to confirm final details and requirements.
2. After completion of the survey, a post-survey 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. The vessel operator will also have the opportunity to assess and evaluate the Commission staff and/or survey methods.

## **N. Bidding procedure**

1. The Commission will consider bids based upon a lump sum for the completion of each charter region regardless of the number of days within the allowable period (28 May to 31 Aug) that are required. In addition to this lump sum, the vessel will receive 10% of the net sales of halibut and 50% of the net sales of bycatch (see exceptions in N-2, and N-3). The Commission cannot guarantee the amount of fish caught during a charter or prices received from the sale of the fish. For most regions, the Commission will pay 50% of the bid price after half of the stations are completed and the remaining 50% upon the completion of each charter region (for operations in the 4A Edge and Unalaska regions, payments will be paid out on a 25% completion trigger). The vessel's share of halibut and bycatch revenues will be paid once the offload payment monies are received by the IPHC office in Seattle.
2. Federal law in Canada requires all rockfish (*Sebastes* spp.) and Pacific cod (*Gadus macrocephalus*) proceeds to be returned to the Crown. To compensate you for the work involved in processing (gilling, gutting) and handling (icing, offloading) of these species,

- 18 we now require that you submit a lump sum bycatch processing fee for any 2B charter area you are bidding on. The share of bycatch revenue applied to vessel processing costs in 2016 (USD) were: Vancouver (\$2,500), Goose Is. (\$2,500), St. James (\$4,000) and Charlotte (\$1,500).
3. Due to either low relative catch rates or the remote nature of Area 2A and portions of Area 4, the Commission encourages alternative funding proposals in the following charter regions: Oregon, Washington, 4A Edge, 4D Edge, Near Islands, Amchitka, Bower's Ridge and Andreanof Islands. The Commission cannot budget sufficient funds to survey these areas under the standard revenue arrangement, but can contribute revenue from fish sales as well as ice and bait. Vessels interested in these regions are encouraged to creatively structure their bids. Proposals that combine IFQ fishing with charter fishing will not be considered.
  4. All bids must be submitted on the appropriate VESSEL TENDER FORM provided by the Commission. You may submit a bid for a specific charter region, separate bids for multiple regions, or a single bid applicable to any region. Not more than three charter regions will be awarded to a single vessel. You must specify on the bid, the minimum number of regions you require to work with us, as well as the maximum.
  5. The Commission is not restricted as to the nationality of the vessels it charters for operation in any area and will contract according to its own best interests. Also, vessels need not be licensed for halibut fishing in Canada or the U.S. to be eligible.
  6. The Commission 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. Previous experience with IPHC charter work does factor into the decision making
  7. Bids must be mailed, emailed (pdf format) or faxed in time to arrive in the Commission's Seattle office **by 12:00 noon (Pacific Daylight Time) on Monday, 13 March 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: "CHARTER BID: Attn: Tracee Geernaert" and note "CHARTER BID" in the subject line of the email. Emails should be sent to charterbids@iphc.int.
  8. If we can be of assistance in filling out the Vessel Tender Form or answer any questions, please call Tracee Geernaert (ext. **7665**), or Eric Soderlund (ext. 7678) at **206-634-1838**.

**INTERNATIONAL PACIFIC HALIBUT COMMISSION**

2320 West Commodore Way – Suite 300

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**Table 1: 2017 Landing Ports and Projected Days by Charter Region**

Reg. Area	Charter Region	# of Stations	# of Skates	Projected Charter Days <sup>1</sup>	Ports of Sale <sup>2,3</sup>
2A	California	44	6	22	Brookings, Charleston, Astoria, Newport
2A	Oregon	47	6	28	Brookings, Charleston, Astoria, Newport
2A	Washington	75	6	30	Bellingham, Westport, Newport or Astoria
2A	Puget Sound	8	3	7	Bellingham
2B	Vancouver	14	6	7	Bellingham
2B	Vancouver	41	5	22	Port Hardy, Tofino, Ucluelet or Vancouver
2B	Goose Is.	43	5	21	Port Hardy, Prince Rupert
2B	St. James	42	5	21	Prince Rupert, Port Hardy
2B	Charlotte	44	5	22	Prince Rupert, Port Hardy
2C	Ketchikan	41	5	20	Ketchikan, misc 2C ports, Prince Rupert, BC.
2C	Ommaney	40	5	20	Petersburg, Sitka, other 2C ports, Prince Rupert, BC
2C	Sitka	42	5	21	Sitka, Juneau, other 2C ports, Yakutat, & Prince Rupert, BC
3A	Fairweather	49	5	23	Yakutat, Sitka, Juneau, other ports in 2C
3A	Yakutat	51	5	25	Yakutat, Seward, Cordova, Valdez
3A	PWS	45	5	24	Seward, Valdez, Cordova, other 3A ports
3A	Seward	48	5	24	Seward, Valdez, Cordova, Kodiak, other 3A ports
3A	Gore Point	45	5	22	Seward, Homer, Kodiak, other 3A ports
3A	Portlock	46	5	23	Kodiak, Homer, Seward, other 3A ports
3A	Albatross	45	5	22	Kodiak, Homer, Seward, other 3A ports
3A	Shelikof	45	5	24	Homer, Kodiak, Alitak, other 3A ports
3B	Trinity	47	5	25	Kodiak, Alitak, Homer, other 3A ports
3B	Semidi	47	5	25	Kodiak, Alitak, Homer, other 3A ports
3B	Chignik	45	5	23	Kodiak, Alitak, Sand Point, King Cove
3B	Shumagin	44	5	22	King Cove, Kodiak, Sand Point
3B	Sanak	48	5	23	Dutch Harbor, King Cove, Akutan, Sand Pt, Kodiak
4A	Unalaska	66	5	35	Dutch Harbor, King Cove, Akutan
4A	4A Edge	57	5	25	Dutch Harbor, St. Paul <sup>4</sup> , Akutan, other ports in Reg. Area 4
4B	Andreanof Islands	55 (29 new)	5	32	Adak <sup>4</sup> , Dutch Harbor, Atka
4B	Amchitka	52 (34 new)	5	32	Adak <sup>4</sup> , Dutch Harbor, Atka
4B	Bowers Ridge	51 (38 new)	5	32	Adak <sup>4</sup> , Dutch Harbor, Atka
4B	Near Islands	49 (17 new)	5	32	Adak <sup>4</sup> , Dutch Harbor, Atka
4D	4D Edge	68	7	35	Dutch Harbor, St. Paul <sup>4</sup> , other ports in Reg. Area 4

<sup>1</sup> These are only projected numbers using # of skates fished per station and three to four stations fished per day. The actual may vary considerably depending on weather, mechanical failures, etc. Projections include running and port days. Vessel is responsible for completing all stations in their region.

<sup>2</sup> If the Commission requires a vessel to offload in a port which is a substantial distance from the listed offload ports, the vessel may be paid a running bonus.

<sup>3</sup> Alternate ports may be considered on the last trip for vessels returning home. No running bonus will be paid in this situation.

<sup>4</sup> St. Paul and Adak processors will **not** be accepting Pacific cod as part of our deliveries.

**Table 2: 2016 Survey catch and effort summary by charter region**

Reg Area	Charter Region	Charter Days <sup>1</sup>	Planned Stations	Halibut Sold <sup>2</sup> (lbs)	Avg. Price <sup>3</sup> USD
2A	Oregon	27	47	7,935	\$7.66
2A	Washington	27	57	9,200	\$7.42
2B	Charlotte	21	44	32,129	\$8.10
2B	Goose Is.	16	43	21,070	\$8.38
2B	St. James	21	42	23,613	\$7.89
2B	Vancouver	18	41	13,220	\$8.17
2C	Ketchikan	18	41	35,387	\$7.61
2C	Ommaney	23	40	49,802	\$6.53
2C	Sitka	23	42	33,818	\$6.49
3A	Albatross	24	45	39,966	\$6.74
3A	Fairweather	21	49	36,170	\$6.59
3A	Gore Pt.	19	45	31,520	\$7.36
3A	Portlock	25	46	30,104	\$6.78
3A	PWS	19	45	33,626	\$7.04
3A	Seward	21	48	30,951	\$7.22
3A	Shelikof	30	45	10,022	\$7.40
3A	Yakutat	28	51	53,141	\$7.02
3B	Chignik	23	45	24,402	\$6.14
3B	Sanak	20	48	23,928	\$6.13
3B	Semidi	27	47	23,001	\$6.48
3B	Shumagin	18	44	21,231	\$6.14
3B	Trinity	21	47	16,676	\$6.52
4A, Closed	4A Edge	26	57	12,439	\$6.05
4A, 4C	Unalaska	39	66	23,235	\$5.88
4D, 4C	4D Edge South	29	52	7,159	\$5.93
4D	4D Edge Central	31	53	4,662	\$5.75
4D	4D Edge North	26	47	5,568	\$5.83
4B	Adak	30	45	21,002	\$5.17
4B	Attu	27	44	6,576	\$5.24
<b>Total</b>		<b>698</b>	<b>1366</b>	<b>681,553</b>	<b>\$6.85</b>

<sup>1</sup> Days are estimated as some vessels fished two charter regions in one day, etc.

<sup>2</sup> WPUE is calculated from length-weight data from all skates, not halibut sold.

<sup>3</sup> Pounds may not sum to correct total due to rounding errors introduced by splitting the catch out to region.

**Catch is based on 6-skate stations. Most areas in 2017 will be fishing 5 skates except 2A = 6 skates/ 4D = 7 skates.**

<sup>4</sup> Ex-vessel prices.

**Table 3: 2016 contract award prices by charter region**

Area	Vessel	Region	Project	Lump Sum (USD)	Share of Halibut	Share of Bycatch
2A	<i>Pacific Surveyor</i>	Oregon	Stock assessment	\$98,700	0%	0%
2A	<i>Pacific Surveyor</i>	Washington <sup>2</sup>	Stock assessment	\$111,300	0%	0%
2B	<i>Free to Wander</i>	Vancouver	Stock assessment	\$72,500	10%	\$2,500 <sup>1</sup>
2B	<i>Free to Wander</i>	Goose Is.	Stock assessment	\$72,500	10%	\$2,500 <sup>1</sup>
2B	<i>Pender Isle</i>	St. James	Stock assessment	\$70,300	10%	\$4,000 <sup>1</sup>
2B	<i>Pender Isle</i>	Charlotte	Stock assessment	\$73,400	10%	\$1,500 <sup>1</sup>
2C	<i>Pender Isle</i>	Ketchikan	Stock assessment	\$78,100	10%	50%
2C	<i>Kema Sue</i>	Ommaney	Stock assessment	\$73,000	10%	50%
2C	<i>Kema Sue</i>	Sitka	Stock assessment	\$72,000	10%	50%
3A	<i>Kema Sue</i>	Fairweather	Stock assessment	\$82,000	10%	50%
3A	<i>Seymour</i>	Yakutat	Stock assessment	\$96,000	10%	50%
3A	<i>Bold Pursuit</i>	PWS	Stock assessment	\$88,000	10%	50%
3A	<i>Bold Pursuit</i>	Seward	Stock assessment	\$88,000	10%	50%
3A	<i>Bold Pursuit</i>	Gore Pt.	Stock assessment	\$88,000	10%	50%
3A	<i>Clyde</i>	Portlock	Stock assessment	\$79,000	10%	50%
3A	<i>Clyde</i>	Albatross	Stock assessment	\$79,000	10%	50%
3A	<i>St. Nicholas</i>	Shelikof	Stock assessment	\$77,000	10%	50%
3B	<i>Clyde</i>	Trinity	Stock assessment	\$89,000	10%	50%
3B	<i>Allstar</i>	Semidi	Stock assessment	\$96,000	10%	50%
3B	<i>Free to Wander</i>	Chignik	Stock assessment	\$103,000	10%	50%
3B	<i>Polaris</i>	Shumagin	Stock assessment	\$103,000	10%	50%
3B	<i>Polaris</i>	Sanak	Stock assessment	\$103,000	10%	50%
4A	<i>Vanisle</i>	Unalaska	Stock assessment	\$145,000	10%	50%
4A	<i>Vanisle</i>	4A Edge	Stock assessment	\$115,000	10%	50%
4B	<i>Norcoaster</i>	Adak <sup>2</sup>	Stock assessment	\$125,000	10%	0%
4B	<i>Norcoaster</i>	Attu <sup>2</sup>	Stock assessment	\$145,000	10%	0%
4D	<i>Sunward</i>	4D Edge South	Stock assessment	\$120,000	5%	0%
4D	<i>Saint Peter</i>	4D Edge Central	Stock assessment	\$134,500	10%	50%
4D	<i>Saint Peter</i>	4D Edge North	Stock assessment	\$145,500	10%	50%

Note: 6 skates were fished coastwide

<sup>1</sup> Vessel's bycatch processing cost included in lump sums payments

<sup>2</sup> Regions in 2A and 4B are not comparable for 2017 work as they will have expanded stations

<sup>3</sup> Area 4D was divided into 3 regions in 2016 as part of the expansion with an extra 86 stations fished over the normal grid.

## Appendix 1: Customs, Brokerage and Tracking Fees for International Operations and Landings

Vessel owners are advised that border agents (U.S. or Canadian) may deny entrance to individuals with prior criminal convictions or immigration violations into their respective countries. This includes but is not limited to convictions for DUI/DWI (driving under the influence of drugs or alcohol, driving while intoxicated), break and enter, assault (no matter how minor), drugs, and theft (includes shoplifting). We have witnessed increased vigilance in this area, especially with respect to the U.S. Bureau of Customs and Border Protection (CBP). It is the owners' responsibility to ensure that all crew meet the necessary security requirements to enter a foreign country. **The captain and crew are required to possess a valid passport upon entry.**

### Customs and Fish Brokerage Fees:

Vessels landing in foreign ports will be required to meet all Immigration and Customs requirements of that country. These fees are divided into those dealing with the vessel itself and its crew, and those dealing with offloading fish or product. Entrance requirements are essentially triggered any time the vessel docks for any reason in the foreign country.

**The vessel owner will be responsible for all charges levied in this process, and should budget this into their bids. Please keep in mind that the prices listed here are subject to increase over the period covered by multi-year contracts.**

#### A. Canadian Vessel and Crew in U.S. waters (Customs Issues).

Canadian vessels fishing and landing catch from U.S. waters must make a formal entry with a U.S. Custom's Office for the vessel and crew into the first U.S. port of call. After a formal entry is made, the vessel must obtain a 'permit-to-proceed'. Upon arrival at the next U.S. port, a formal entry and clearance are once again required. **These requirements apply for every visit to a port, without regard to the interval between port visits or whether fish are delivered during the visit.** This process is continued until the vessel clears to a foreign port and leaves U.S. waters. Although it is possible for a vessel to post an international carrier bond and complete all paperwork themselves, the IPHC strongly recommends the vessel secure the services of an experienced maritime agent.

Summaries of the expected 2017 fees (US) are as follows and apply to any port visit:

1. Brokerage fee to process the vessel's entrances/clearances with CBP per occasion will be \$695 for any Alaskan port.
2. CBP fees for entry and clearance \$40 (US) for vessels under 100 GRT.
3. Automated Cargo Entry (ACE) manifest input is an automated requirement to declare the vessel's manifest (items on board) prior to each entry. The IPHC office in Seattle will arrange for a customs brokerage firm to handle this requirement and will post the necessary bonds. An AMS entry will be required for every port entry and the customs brokerage fee for this service is \$135 (US).
4. Advance Passenger Information System (APIS) electronic Advanced Notice of Arrival (eANO) must be filed, **online**, by each vessel at least 24 hours in advance of arrival into the US. The charge for this is \$310 (US).

5. The vessels must also file an APIS electronic Advanced Notice of Departure (eANOD) no less than 15 minutes prior to departure from their last US port before departing to foreign. The charge for this \$310(US).
6. Brokerage communications fee per port call is \$55.
7. Yakutat Entry Agent Travel Expense is \$70.

Therefore, **Canadian** boats can expect to pay **\$925 (US) to \$1,215 (US) per port entry (plus an additional \$70 if landing in Yakutat) in Alaska**. Example invoices for combinations of the above can be obtained by contacting the IPHC Survey Manager. The IPHC works with Alaska Maritime Agencies (907-562-8808) for its brokerage services.

## B. Canadian Vessels selling fish in a U.S. port. (Fish Brokerage Fees)

The IPHC office in Seattle will arrange for a customs broker to handle the required paperwork for selling U.S. fish in a U.S. port from a Canadian vessel. The lead biologist on the vessel will work closely with the IPHC office and/or customs broker to ensure that all entry requirements are fulfilled. This includes giving the office or broker at least 24 hours' notice before entering port and providing a copy of the fish ticket and any other required information after the offload and prior to departure.

Our fish sales broker in Alaskan ports is Perman Stoler Customs Brokers (907-243-3313). Their fees per landing in 2017 will be as follows:

Basic brokerage fees will range from \$306(US) to \$320(US) per landing depending on the species delivered (halibut, rockfish, Pacific cod). In 2017 there is a \$50 charge for filing a Food and Drug Administration (FDA) prior notice of landing, and a \$50 electronic invoice processing charge per landing. In addition to this U.S. Customs levies a Harbor Maintenance Fee in Haines, Juneau, Ketchikan, Kodiak, Petersburg, Sand Point and Sitka. This fee is calculated at 0.125% of the landed value (fish sales).

Boats can expect to pay a fish landing brokerage fee ranging from **\$406-\$494 (US)** per landing.

## C. Selling U.S. caught fish in a Canadian port.

The IPHC office in Seattle will arrange for a customs broker to handle the required paperwork for selling U.S. caught fish in a Canadian port. **Vessel owners will be responsible for any fees associated with this and should budget this into their bids.**

Vessels will be responsible for clearing out with U.S. Customs (usually in Ketchikan) with permission to proceed to a foreign port. Upon arrival in Prince Rupert, the vessel must clear in with Canadian Customs prior to the offload.

Our fish sales broker in British Columbia (Prince Rupert, Port Edward) is E.T.S Moore Customs Brokers (1-778-884-3684). (email: mcbroker@citywest.ca)

Basic brokerage fees seen for 2017 are as follows: Vessel arrivals between 0800 Hrs. and 1700 Hrs. Monday to Friday is \$520 (CND)/vessel. Vessel arrivals between 1700 Hrs. and 0800 Hrs. Monday to Friday, plus all day Saturday, Sunday and Holidays is \$550(CND)/vessel. Vessel

arrivals with no cargo on board between 0800 Hrs. and 1700 Hrs., Monday to Friday is \$420 (CND)/vessel. Vessel arrivals with no cargo on board between 1700 Hrs. and 0800 Hrs., Monday to Friday, plus all day Saturday, Sunday and Holidays is \$450(CND)/vessel. These fees are the same for U.S. and Canadian vessels.

Please note that in addition to the fish brokerage fee, U.S. vessels may be assessed a Canadian Customs charge as well.

#### D. Tracking Canadian Vessels in U.S. Waters:

The Commission office in Seattle will arrange for the Marine Exchange of Alaska ([www.mxak.org](http://www.mxak.org)) to provide Vessel Monitoring Systems (VMS) satellite tracking services. **Vessel owners will be responsible for any fees associated with this and should budget this into their bids.**

The Marine Exchange of Alaska (MXAK) will provide one, self-contained satellite transponder capable of being temporarily adhered to the exterior of each vessel employed by the Commission. The transponder will be programmed for one position report per hour throughout the vessels' trips. The MXAK will provide the vessels' position data to the Commission and USCG 17th District command center via a secure web-based display (Automated Secure Vessel Tracking System –ASVTS). The units are self-contained, requiring no external power, there is no electrical installation required. The Marine Exchange will deliver the transmitters to North Pacific Maritime, or any other agent being used by IPHC in Ketchikan, AK to be installed by the vessel crews prior to their voyage.

#### Per Vessel Costs:

1. Transmitter activation fee (per unit) \$100 (US)
2. Transmitter equipment rental \$35 (US) per week
3. Satellite and ASVTS Access Fee, 1 position report/hr \$50 (US) per week.
4. Delivery and Return Shipping \$75 (US) per unit (unless dropping off in Ketchikan)

Tracking fees in 2016 ranged from **\$647 (US)** for 8 weeks to **\$768 (US)** for 12 weeks of work.



## Appendix 2: Seabird Regulations

The current regulations are as follows, but may change prior to the survey season. 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 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 3: 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 4: Expanded Survey Stations**

The IPHC is expanding its survey coverage in 2A and 4B both in the number and depth range of stations fished in an effort to cover gaps in the current standard depth range and to improve estimation of weight per unit effort (WPUE) in these areas. Some stations will be within our traditional depth coverage (20 fm to 275 fm) and others will be shallower (10 fm to 20 fm) or deeper (275 fm to 400 fm).

The same standards for gear as on the standard survey apply to all expansion stations. We expect that there will be several stations which may be unfishable due to tides, currents, proximity to rocks, depths etc.

**Unfished stations will be deducted on a prorated basis from your final lump sum payment (e.g. Lump Sum Bid Dollar Value divided by the Total Number of Stations bid upon). Please factor in costs for prospecting stations when considering bids for the expanded stations.**

### **Area 2A expanded stations**

The expansion will increase effort into the Strait of Juan de Fuca, Puget Sound proper, into northern California, and within our current grid pattern. The traditional charter area has been split into four survey regions: Northern California- 44 stations (17 new), Oregon- 47 stations, Washington- 83 stations (26 new densified northern stations) including 8 Rockfish index stations (unchanged from 2016) (see Appendix 5), and Puget Sound-14 stations. Six skates will be fished except that the Rockfish Index stations will fish three skates. At the IPHC's 93rd Annual Meeting, commissioners passed a motion directing staff to design a denser survey grid off the north coast of Washington. This was to address concerns that the IPHC setline survey coverage in the north coastal region of Area 2A was insufficient for sampling localized patches of high

density that are believed to occur in parts of this region. This new densified grid has 26 stations imbedded in the Washington grid. This will double the station density by creating an augmented 10 nmi grid (Figure 6) within the standard setline survey depth range of 20-275 fm.

Area 2A is split into four regions for more manageable-sized areas for bidding and fishing purposes (Figures 4, 6 and 7 show the maps of the expansion stations).

### **Considerations:**

- Station 1623 cannot be set or hauled in the presence of killer whales.
- Vessel must carry a functioning Class A Automatic Identification System (AIS). AIS equipment provides unique identification, position, course and speed information to other vessels and maritime authorities tracking and monitoring vessel movements. AIS integrates a standardized VHF transceiver with a positioning system such as a GPS receiver, with electronic navigation sensors such as a rate of turn indicator. If your vessel does not already have an AIS a system can be rented from the Marine Exchange. The Commission can help arrange the rental but the vessel is responsible for the rental fees.
- Vessel must monitor channel 5A and 14 when operating in the Strait of Juan de Fuca and Puget Sound areas.
- Notices to mariners will be issued by the USCG to keep other vessels up to date on the research vessel's activities. Timely notices will require good communications with the Seattle IPHC office.
- The Northern California charter region (44 stations) is expected to take 22 days of fishing (several days of only two stations, and possibly one day with a single station) and a day at the end to offload.
- Research fishing in 2A is constrained by yelloweye rockfish piece caps. Should the cap on yelloweye rockfish be exceeded, the vessel may be required to cease setting of remaining stations.
- Offloading of the catch from Northern California is currently expected to occur in Oregon (due to expected permit restrictions in place in California).
- Preference may be given to the vessel conducting the Oregon charter region.

### **Considerations for densified grid**

- The same gear standards used for the standard survey apply. Six skates will be fished.
- As some of the station locations are new to us, the skipper will be provided some discretion (within predefined limits listed below) in station positioning to maximize successful station completion.
  - Prospect all new stations to ensure they are within the expanded depth parameters (>10 fm and <400 fm).
  - If shallower (<10 fm) or deeper (>400 fm) at the designated coordinate, then forego (don't fish) that station.
  - If the station depth is within our parameters, but bottom topography or other constraints (land, rocks, drop offs, traffic lanes, etc.) preclude setting the center of the gear through that location, move the station no more than 3 nm from the original coordinate while striving to keep it within the depth band of the original coordinate (>10 fm and < 20 fm, 20 – 275 fm, or >275 and <400 fm).
  - A single coordinate indicating the center of the set is given for each station location. The gear should be set through this position in either a N-S or E-W orientation.

- All rockfish on these stations (as well as the standard stations) will be tagged aboard the vessel to associate fish with station data, and retained for subsequent dockside sampling and sale.

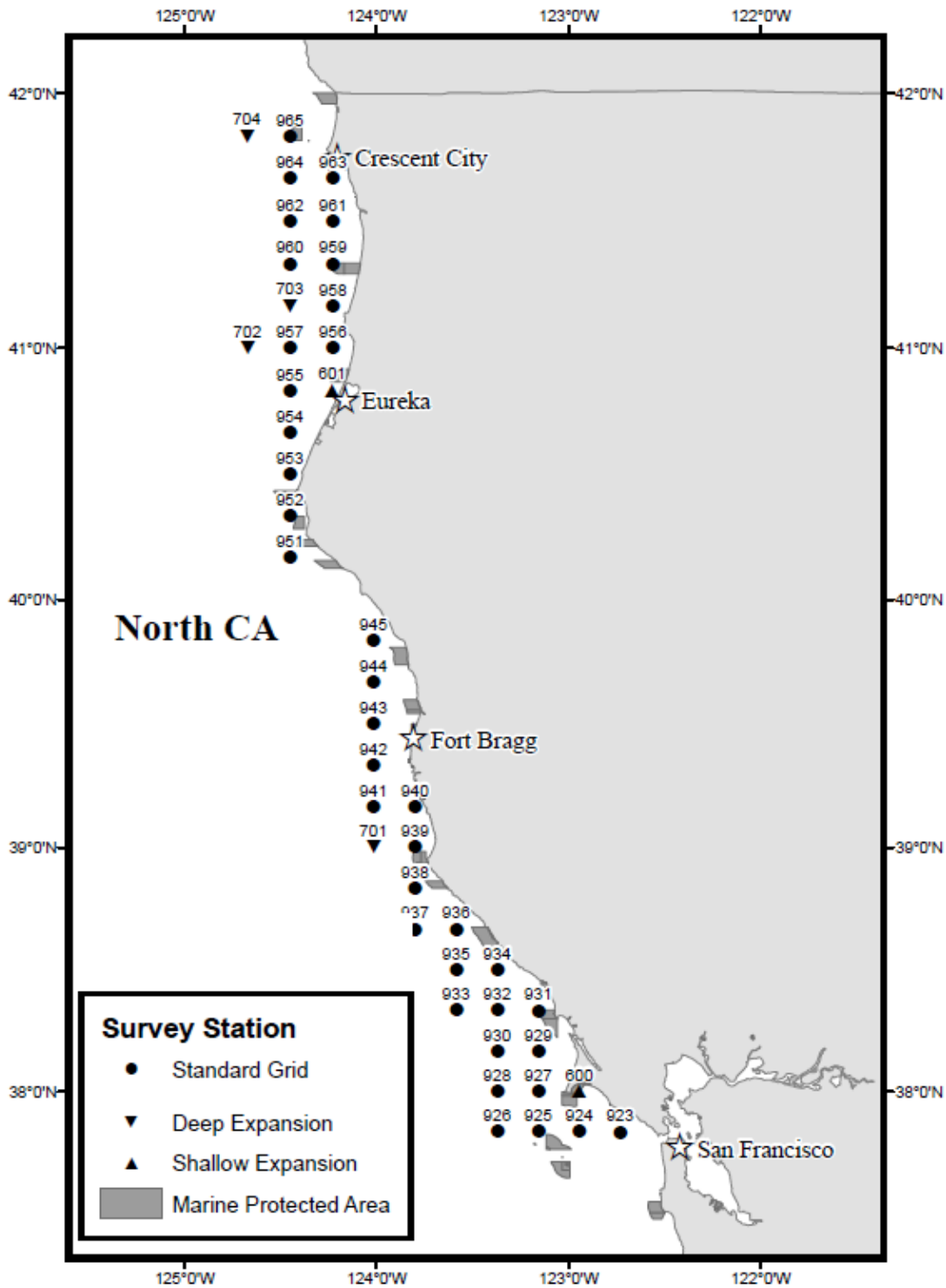


Figure 4: California expansion stations.

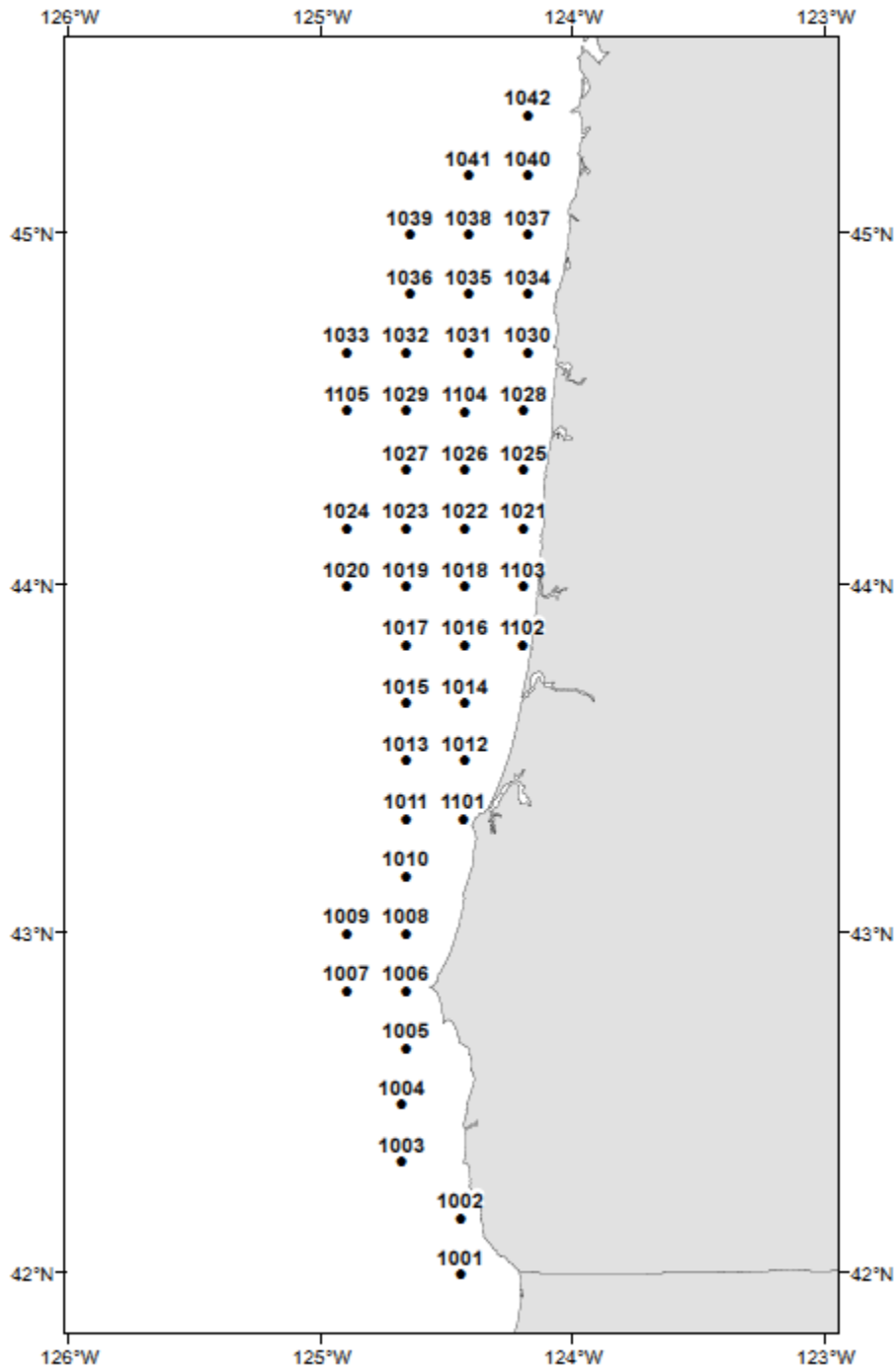


Figure 5: Oregon stations.

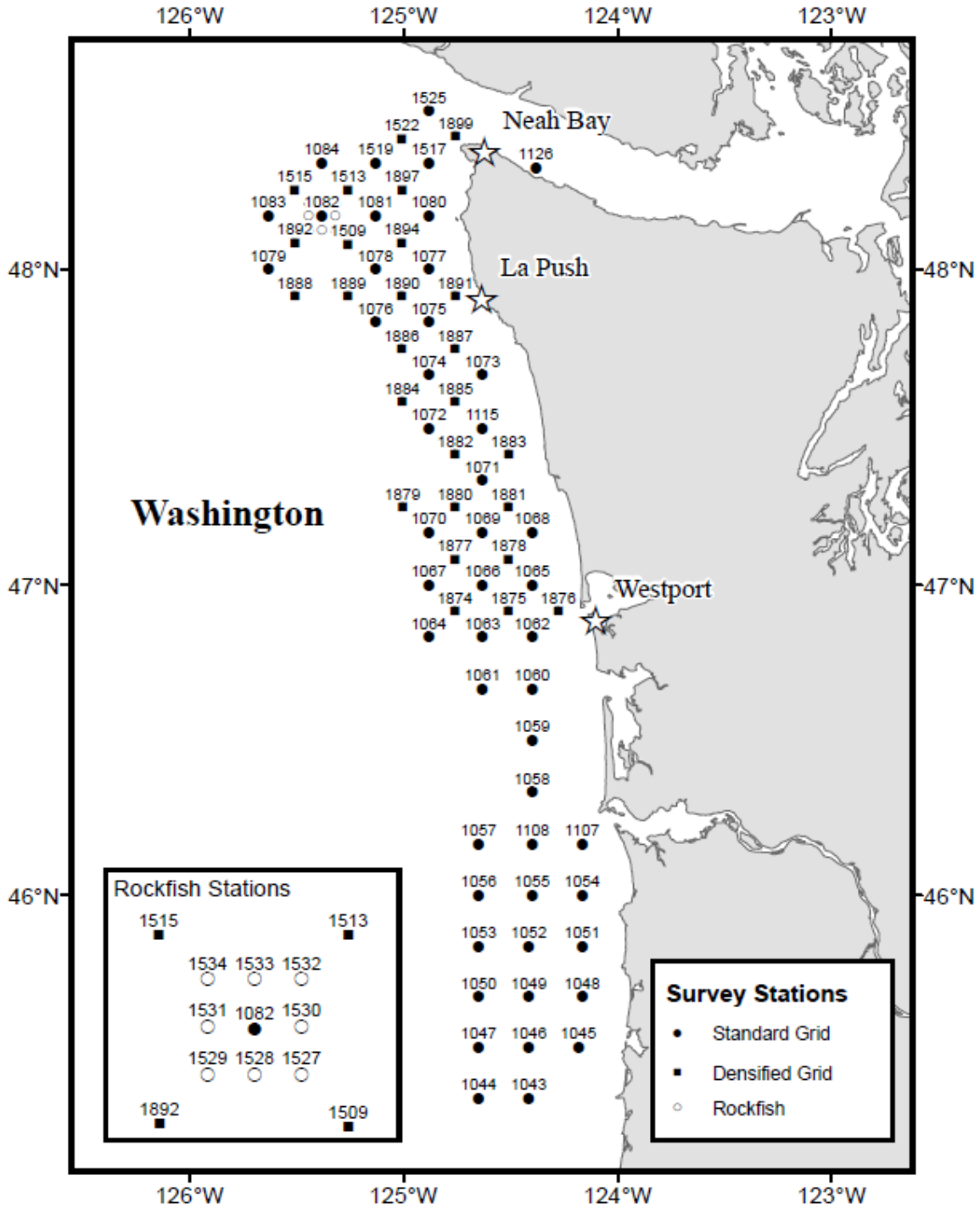


Figure 6: Washington stations including densified grid and rockfish index stations.



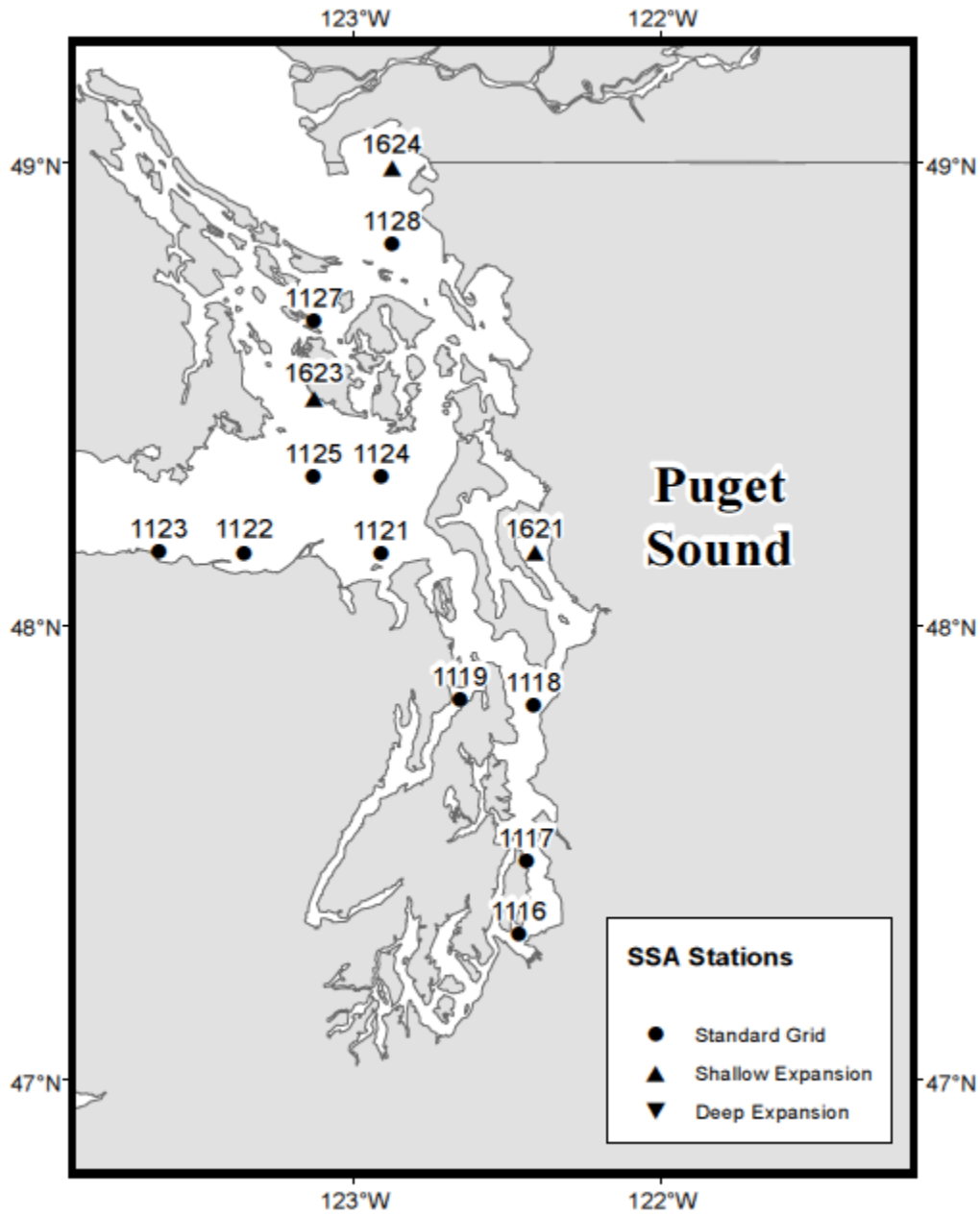


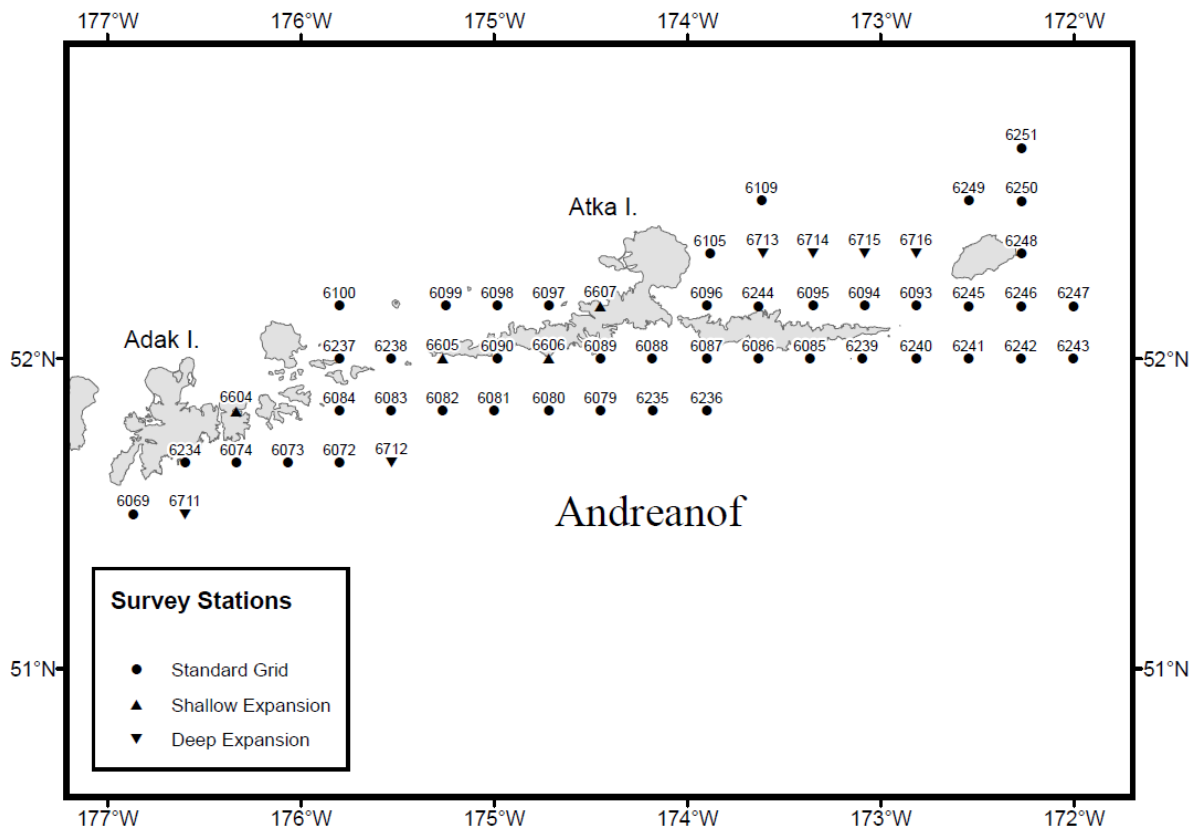
Figure 7: Puget Sound stations.

## **Area 4B expanded stations**

There are 207 stations in Area 4B (118 new expansion stations) that will be divided into four regions for more manageable sized areas for bidding and fishing purposes (Figures 8-11).

Expansion station considerations:

- As some of the station locations are new to IPHC surveys, the skipper will be provided some discretion (within predefined limits listed below) in station positioning to maximize successful station completion.
  - Prospect all new stations to ensure they are within the expanded depth parameters (>10 fm and <400 fm).
  - If shallower (<10 fm) or deeper (>400 fm) at the designated coordinate, then forego (don't fish) that station.
  - If the station depth is within our parameters, but bottom topography or other constraints (land, rocks, drop offs, traffic lanes, etc.) preclude setting the center of the gear through that location, move the station no more than 3 nm from the original coordinate while striving to keep it within the depth band of the original coordinate (>10 fm and < 20 fm, 20 – 275 fm, or >275 and <400 fm).
  - A single coordinate indicating the center of the set is given for each station location. The gear should be set through this position in either a N-S or E-W orientation.
  - We anticipate that a number of the new stations (in addition to several of the traditional stations) will be sensitive to suitable current and tidal phases and that not all proposed stations will be able to completed given limited 'suitable tide window' availability.
  - Preference may be given to vessels experienced in fishing the unique tidal conditions present in the Aleutian chain.
  - Bait will typically be supplied out of Adak and Dutch Harbor.
  - Due to the remote nature of this project, the Commission is requesting alternative funding proposals for the 4B Expansion area. The Commission cannot budget sufficient funds to survey this area under the standard revenue arrangement, but can contribute revenue from fish sales as well as ice and bait. Vessels interested in these regions are encouraged to be creative in the structuring of their bids. Proposals that include combining IFQ fishing with charter fishing will not be considered.



**Figure 8. Andreanof Islands**

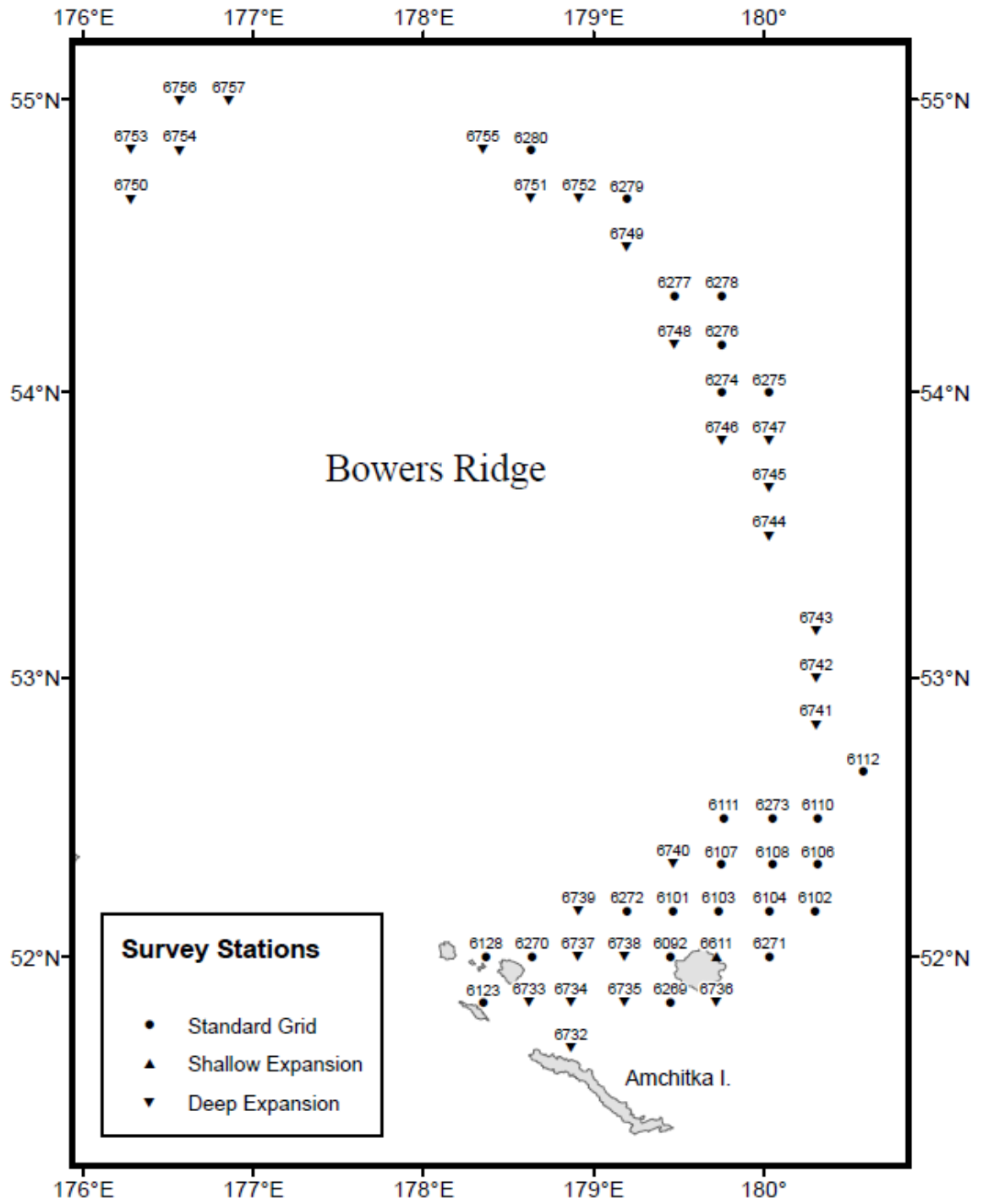
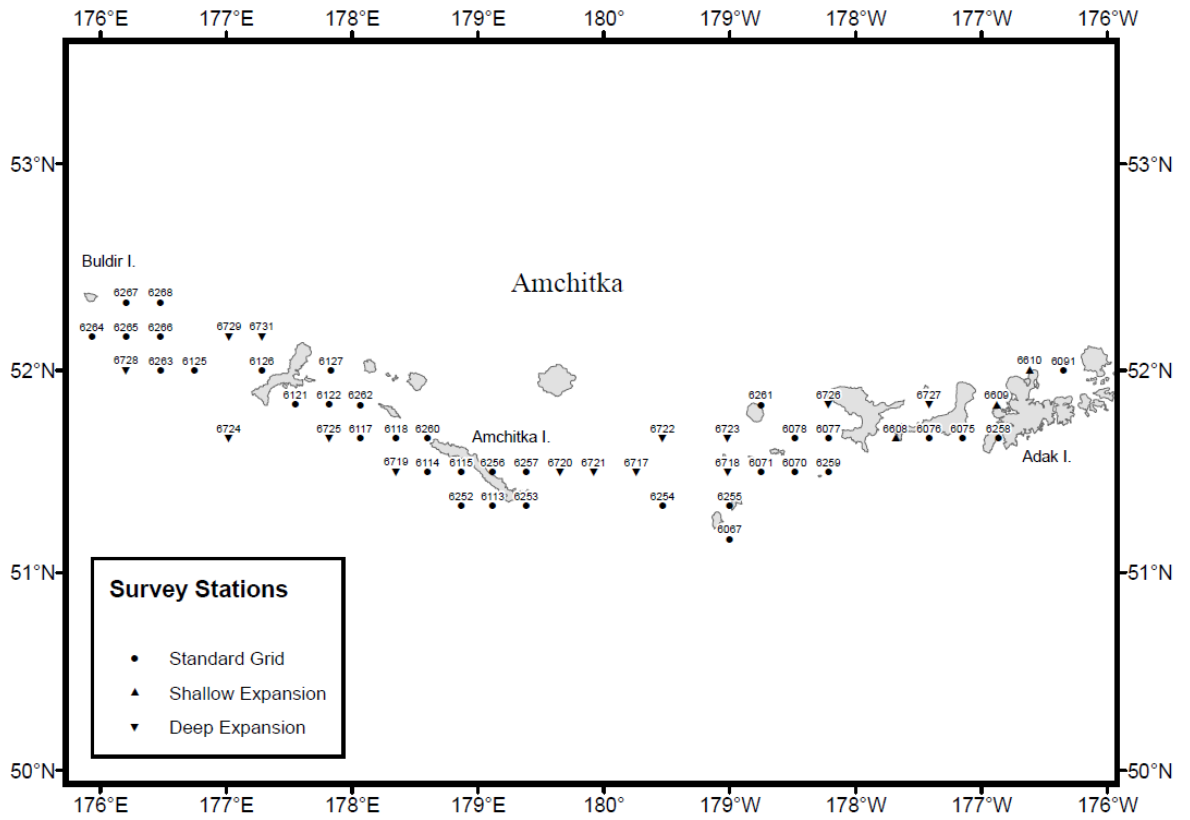
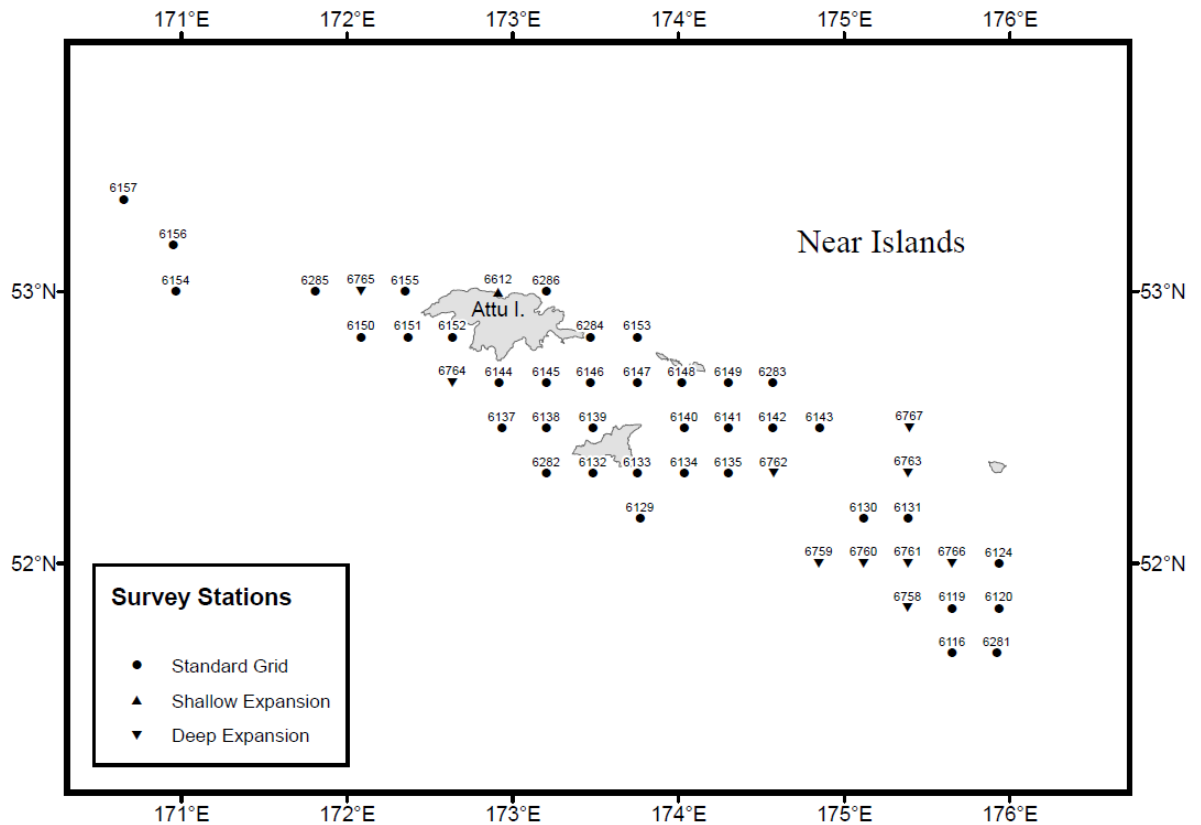


Figure 9. Bowers Ridge



**Figure 10: Amchitka**



**Figure 11: Near Islands**

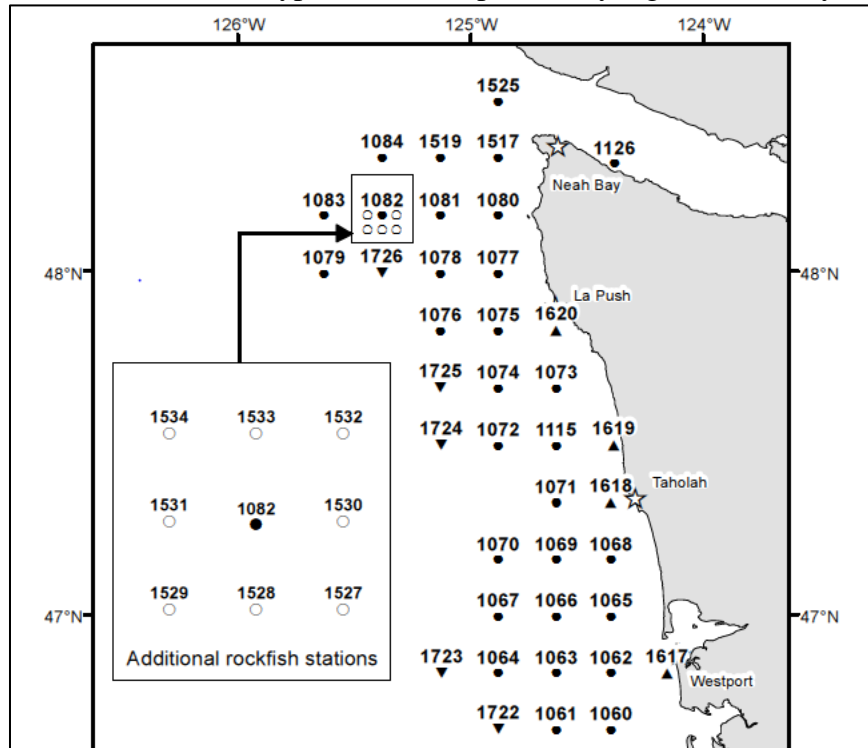
### Appendix 5: Rockfish Index Station Considerations (2A)

In addition to the depth and spatial expansion of the survey, the IPHC is cooperating with the WDFW to complete additional survey stations to aid in the development of a rockfish relative abundance index. The main species of focus for this work is yelloweye rockfish, (however all rockfish caught on either station configuration in 2A will be retained and sampled dockside). A total of 8 stations have been placed in rockfish habitats and areas that are not usually accessible by coast-wide trawl surveys conducted by the NMFS. To minimize the impact on the yelloweye rockfish resource (and its respective users) while collecting sufficient data, only three skates of gear will be fished on the rockfish stations.

#### Rockfish Indexing Considerations:

- Eight rockfish stations positioned systematically at 2.5 nm intervals within the standard grid arrangement of 10 nm (Figure 12).
- Three (3) skates of standardized gear are to be fished at each station.
- A single coordinate indicating the center of the set is given for each station location. The gear should be set through this position in either a N-S or E-W orientation.
- Vessels may fish up to a maximum of 5 stations per day when fishing includes at least one (1) of the rockfish stations, provided that no rockfish station that is within 3.75 nm of an IPHC standard grid station, is fished on the same day as the IPHC standard grid station. (i.e., stations 1528, 1530, 1531, and 1533 must be fished on a later date than IPHC station 1082).

- The extra stations are expected to take 2 extra fishing days.
- All halibut on these stations must be handled with care, measured and released alive. **Halibut will not be retained for sale on these stations.**
- All rockfish on these stations (as well as the standard stations) will be tagged aboard the vessel to associate fish with station data, and retained for subsequent dockside sampling and sale.
- WDFW may request one additional skate of gear be set on the rockfish index stations to test different hook and bait types as well as potentially tag and release yelloweye.



**Figure 12 Rockfish Index stations.**

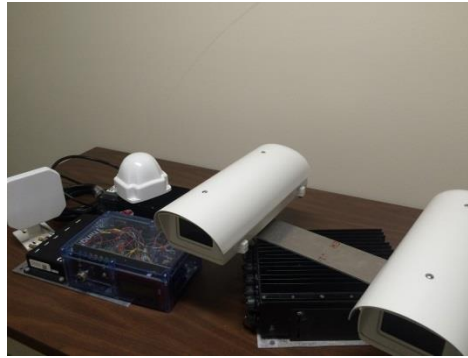
### **Appendix 6: EM stereoscopic camera**

As part of the NMFS and North Pacific Fishery Management Council's overall efforts to improve and optimize observer data in directed fisheries in AK, the IPHC has been approached to assist with some of the background testing of new electronic monitoring (EM) techniques. The overall goal of this research project is to assess the efficacy of EM software algorithms that are in development (in combination with other tools) for catch accounting of retained and discarded catch. The software and hardware being tested aims to identify catch events, species, and fish length directly from the images and sensor collections. The goal is to reduce or eliminate the need for human review of EM data collections.

The NOAA EM prototype system includes the follow components; A controlling computer, GPS, hydraulic sensors, proximity sensor (vessel dependent), drum rotation sensor(vessel dependent), RFID reader and tags for the anchors (vessel dependent), Image collection computer, and one set of stereo cameras capturing images of the roller installed on the vessels' stabilizer poles or comparable existing davit (see picture below).



Cameras set installed on a stabilizer.



The system.



The GPS unit

Vessels will need to carry an additional sampler who will be recording 100% hook by hook observations for the entire set (i.e. 3 samplers in total in 2B-3A). In Canada, this sampler will already be aboard for the DFO bycatch work.

Vessels will be required to have clean provision of 120v AC power with a maximum power consumption of 230 w, or a 20 amp circuit breaker on available leads to a 12volt battery bank. The entire system runs on 12 volts direct, pulling 15-18 amps max.

Vessels will need to install a  $\frac{1}{4}$  inch national pipe thread (NPT) female gauge port in the high pressure delivery side of the hydraulic line in a location away from fishing activity (e.g., engine room), and a Hydraulic pressure switch (Figure 13b) *unless* they are a Canadian vessel with an existing Archipelago Marine Research Hydraulic Pressure Sensor installed, *with* leads available (Figure 13a.). Our prototype needs a Hydro switch, if there's an AMR one aboard, we can read it. If the AMR sensor is unavailable we can provide one and would need it installed by vessel crew.

NMFS staff will be responsible to work with the vessel operator(s) to install the system. Installations usually take 8-12 hours. Canadian vessels already familiar with EM gear will have less installation decision making needs as the sensors and camera placement are very similar.



Figure 13. (a) Image of AMR leads from Hydro sensor 13 (b) NOAA hydro switch sensor installed



Data from the system can be retrieved by swapping hard drive(s) from the computer, so will take very little time and minimal training for personnel to implement. Examples of digital imagery below (Figure 14)



Figure 14. Example of digital imagery from an Stereo EM system.

## Appendix 7: 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 and 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.

