



Cardigan Bay scallop fishing vessel comparison – Invitation to quote

Please contact Adam Delargy (adam.delargy@bangor.ac.uk) with any questions.

Please read the full document and complete the *Information from Vessels* section before returning to Adam via email no later than Friday 28th February 2020.

DESCRIPTION OF WORK

The *Fisher-Scientist Partnership for Sustainable Welsh Fisheries* project of the Centre for Applied Marine Sciences (CAMS) and School of Ocean Sciences at Bangor University is proposing to conduct a scallop dredging comparison experiment between three commercial scallop dredgers and the University's RV Prince Madog. We wish to conduct this study in case industry-led king scallop stock assessment surveys are conducted in the future. The comparison of catches would allow us to adjust our survey time series of historical catches made by the Prince Madog so that they are comparable to those made by a commercial vessel in the future.

To achieve this we wish to have four vessels (three commercial vessels and the Prince Madog) dredging as close as is safely possible to each other for three days (12 hour days = 36 hours total), with the aim of conducting as many hauls as possible during this period. The positions of the hauls will be pre-determined within mid- and southern Cardigan Bay, and ideally these will target a range of scallop densities. Skippers would be instructed to fish in a straight line parallel to the RV Prince Madog and the two other commercial vessels.

The annual scallop survey conducted by Bangor University is scheduled for the 16th to 24th of April (inclusive of steaming time). We intend for the three 12-hour days of comparison fishing to be conducted on any days between the 17th and 23rd of April (inclusive), but ultimately dependent on weather conditions. Under suitable weather conditions the three days would be conducted

consecutively. Skippers would also be expected to attend a briefing in person prior to the fishing commencing.

ESSENTIAL REQUIREMENTS

- All vessels selected to participate in the experiment have to comply with Welsh waters legislation for scallop dredging (Scallop Fishing (Wales) (No.2) Order 2010) (see Appendix).
- Each skipper must coordinate with, and follow instructions from, the Scientist-in-Charge, who will likely be on-board one of the other three vessels.
- A current and valid fishing licence is required, along with an up to date MCA vessel safety certificate.
- It is essential that the vessel be licensed and insured to carry one scientist for three periods of 12 hours. However, if this minimum requirement is met we will also score vessels further on their capacity for scientists (see Desirable Requirements).
- All vessels must be able to provide electrical power (230 V) and sheltered worktop space for one scientist laptop for the duration of the fishing hours.
- Each vessel must supply its own dredges, tow bars and any other equipment required to operate scallop dredges.
- Each vessel is responsible for its own insurance. All fishing, including the distance from other vessels, is conducted to each vessel's own risk. The 'closest safe distance' between vessels will be determined by each skipper.
- Each vessel must have sufficient clear space to enable sorting and measuring of samples of the catch by 1 or 2 scientists.

DESIRABLE REQUIREMENTS

- The skipper has a strong track record of landings king scallops.
- Evidence of previous participation in scientific work.
- Flexibility on dates within period 17th to 23rd April 2020 (inclusive).
- Space for scientists and sleeping. Note that if the vessel cannot sleep scientist(s) then they would be expected to take scientist(s) to nearest port at the end of each day.
- Ability to provide meals for scientists.

QUOTE SCORING

| Criteria | Evaluation |
|--|--|
| Price of boat rate. Rate can be presented as hourly, or by 12 hour day (must be stated | 50% weighting. The lowest rate per vessel size (see next section) will receive full marks for this |

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| which). The rate is the normal cost of the boat and typical crew needed to conduct the described work. Please clearly state whether with price includes VAT and fuel or not. | question. Other rates will be awarded a mark by application of the following formula to vessel size groups (see below): (Lowest Overall Price/Overall Price being evaluated) x 50 (rounded to two decimal places) = commercial score. |
| Experience of king scallop fishing with dredges. | 10% weighting. Scored with scoring model below. |
| Previous experience of participating in scientific research. | 10% weighting. Scored with scoring model below. |
| Flexibility of dates within period 17 th to 23 rd April (inclusive). | 10% weighting. Scored with scoring model below |
| Sleeping space for scientists | 10% weighting. Scored with scoring model below |
| Provision of meals for scientists | 10% weighting. Scored with scoring model below |

Scoring Model for score able questions:

| Points | Interpretation |
|--------|--|
| 100% | Excellent – Overall the response demonstrates that the bidder meets all areas of the requirement and provides all of the areas evidence requested in the level of detail requested. This, therefore, is a detailed excellent response that meets all aspects of the requirement leaving no ambiguity as to whether the bidder can meet the requirement. |
| 75% | Good - Overall the response demonstrates that the bidder meets all areas of the requirement and provides all of the areas of evidence requested, but contains some trivial omissions in relation to the level of detail requested in terms of either the response or the evidence. This, therefore, is a good response that meets all aspects of the requirement with only a trivial level ambiguity due the bidders failure to provide all information at the level of detail requested. |
| 50% | Adequate - Overall the response demonstrates that the bidder meets all areas of the requirement, but not all of the areas of evidence requested have been provided. This, therefore, is an adequate response, but with some limited ambiguity as to whether the bidder can meet the requirement due to the bidder’s failure to provide all of the evidence requested. |
| 25% | Poor – The response does not demonstrate that the bidder meets the requirement in one or more areas. This, therefore, is a poor response with significant ambiguity as to whether the bidder can meet the requirement due to the failure by the bidder to show that it meets one or more areas of the requirement. |
| 0 | Unacceptable - The response is non-compliant with the requirements of the ITT and/or no response has been provided. |

VESSEL SELECTION

If a vessel meets all essential requirements, as listed above, then it will be scored for selection in the experiment based on price and the desirable requirements. Each vessel will be scored based on price (in the form of day rate (12 hour day), or hourly rate (which we will multiply by 12 to get day rate)).

The price will constitute 50% of scoring, and each of the desirable requirements will constitute 10%.

It is a desire for the research to have a range of vessel sizes (length of vessel and number of dredges used). As we don't know the range of vessel sizes which will provide a quote, we will select a "small", "medium" and "large" vessel based on the range available in the bids. The decision to select between similar sized vessels will be based on the aforementioned criteria.

PAYMENT

Any vessel that is selected will be paid the specified 12-hourly rate for each day worked.

For the areas that are open to scallop fishing, we intend for the marketable scallop catch to be sold by the vessel and the difference between the sale of catch and the vessel's rate to be paid by the University. In the event that the sale of marketable catch equals or exceeds the vessel's specified rate, then the University will not pay anything to the vessel.

We are currently awaiting on feedback from both the Welsh Government and NRW on whether it is permitted to sell scallops caught in closed areas. If it is permitted, then we will apply the same procedure as the open areas, with the exception that it will not be permitted for vessels to earn more than their specified day rate from the sale of scallops from the closed areas. Therefore, vessels would only be permitted to land and sell an amount of king scallops equivalent to the vessel's specified rate for that timeframe (expected 1 day fishing in closed area). Excess scallops caught must be returned to the sea as close to the position of capture of possible. The University will pay any differences between scallop catch value and specified day rate. In the event that it is not permitted to land and sell scallops from the closed area the University will pay the vessels specified rate in full for the time fishing in closed areas, and all scallops caught will be returned to sea as close as possible to the position of capture.

In either scenario, each vessel will receive its specified rate.

INFORMATION FROM VESSELS

ADDRESS AND CONTACT DETAILS

Address

Phone number(s)

Email

VESSEL NAME AND SKIPPER

Vessel name:

Vessel Registration Number:

Vessel length (LOA m):

Vessel power/engine capacity (kW):

Number of dredges fished each side:

Skipper:

QUESTIONS:

Briefly outline the skipper's experience of commercial fishing for king scallops with dredges:

Briefly outline the skipper's experience of participating in scientific fishing research:

How flexible are you to conduct the described work within the specified dates?

How much notice to you require to conduct the described work on a given day (within the dates)?

Are you licenced and insured to carry at least one scientist for three 12 hour periods?

Please describe the amount of space available for 1 or 2 scientists to measure samples of scallops from the catch?

Are you able to provide standard electrical power (230 V) for one scientist laptop, in a sheltered part of the vessel which can be accessed without clean clothes change by scientists?

How many scientists are you able to sleep on your vessel?

Are you able to provide meals for the scientists (as part of price)?

Does the vessel have a valid fishing licence and does it have an up to date MCA vessel safety certificate?

Please state your price (quote EITHER a rate for 12 hours OR an hourly rate (which we will multiply by 12)). Please clearly state whether the price is inclusive or exclusive of VAT and fuel costs.

In addition, please ensure you meet the remaining essential requirements and please ensure you refer to the Welsh waters legislation included in the Appendix.

APPENDIX

The specifications of the vessels entering the experiment will have to comply with the Welsh waters legislation for scallop dredging (Scallop Fishing (Wales) (No.2) Order 2010). The experiment is planned for the open season between the 17th and 23rd of April 2020 (inclusive) and will take place between 3nm and 12nm. Therefore the following regulations on the vessels and gear specifications apply to the participating fishing vessels:

3. No British fishing boat is permitted, at any time, to fish for, take or kill scallops using a scallop dredge in Welsh waters, unless that boat's engine has a power output not exceeding 221 kilowatts.

6. No British fishing boat is permitted, at any time, to fish for, take or kill scallops using a scallop dredge—

(b)in any part of Welsh waters which lies beyond 3 nautical miles and within 6 nautical miles of baselines, unless that boat is towing no more than 8 scallop dredges in total; and

(c)in any part of Welsh waters which lies beyond 6 nautical miles and within 12 nautical miles of baselines, unless that boat is towing no more than 14 scallop dredges in total.

8. (2) No British fishing boat is permitted, at any time, in any part of Welsh waters which lies beyond 3 nautical miles and within 6 nautical miles of baselines, to use a tow bar in connection with fishing for, taking or killing scallops, unless that tow bar—

(a)does not exceed 4 metres in length; and

(b)is not constructed in a way which enables more than 4 scallop dredges to be attached to it at the same time.

8. (3) No British fishing boat is permitted, at any time, in any part of Welsh waters which lies beyond 6 nautical miles and within 12 nautical miles of baselines, to use a tow bar in connection with fishing for, taking or killing scallops, unless that tow bar—

(a)does not exceed 6.8 metres in length; and

(b)is not constructed in a way which enables more than 7 scallop dredges to be attached to it at the same time.

9. No British fishing boat is permitted at any time, in any part of Welsh waters to use any tow bar in connection with fishing for, taking or killing scallops, which exceeds 185 millimetres in external diameter.

10. (1) Subject to the provisions of this article, no British fishing boat is permitted to tow any scallop dredge within Welsh waters unless in relation to such a dredge—

(a)no part of its frame is greater than 85 centimetres wide;

(b)it includes a functioning, operational and moveable spring loaded tooth bar;

- (c) it does not contain any attachments to the rear, top or inside of the dredge;
- (d) it does not contain a diving plate or any other similar device;
- (e) the total weight of the dredge including all fittings does not exceed 150 kilograms;
- (f) the number of belly rings in each row suspended from the belly bar does not exceed 7;
- (g) the number of teeth on the tooth bar does not exceed 8; and
- (h) each tooth on the tooth bar measures no more than 22 millimetres in diameter and 110 millimetres in length.

(see definitions in the Scallop Order)

11. (1) For the purposes of section 1(3) of the Act, the minimum size of scallop that may be carried by a British fishing boat in Welsh waters is 110 millimetres.

(2) For the purposes of paragraph (1), the size of a scallop is to be measured in accordance with paragraph 6 of Annex XIII to Council Regulation (EC) No 850/98 for the conservation of fishery resources through technical measures for the protection of juvenile marine organisms⁽¹⁾ as amended from time to time.