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# Cardigan Bay scallop fishing vessel comparison – Invitation to quote

Please contact Dr 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 Monday 15th March 2021.

# 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 four days (12 hour days = 48 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 other commercial vessels.

The annual scallop survey conducted by Bangor University is scheduled for the 24th of April to 3rd of May 2021 (inclusive of steaming time). We intend for the four 12-hour days of comparison fishing to be conducted on any days between the 25th of April and 2nd of May (inclusive), but ultimately dependent on weather conditions. Under suitable weather conditions the four days would be conducted consecutively and from the start of the window. Skippers would also be expected to attend a briefing in person (or over the phone depending on Covid restrictions) prior to the fishing commencing.

**Please note whilst we hope to complete this work as described in this document, the ability to do so will be dependent on both Welsh Government and Bangor University Covid-19 regulations at the time. Therefore the work may be subject to revision or cancelled.**

#  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).
* All skippers must have good knowledge of Cardigan Bay and local fishing conditions.
* Vessels/skippers must not have had criminal convictions within the last 5 years. This will be checked by Welsh Government.
* 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 four 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 personnel must follow the current Welsh Government and Bangor University Covid-19 regulations. At the time of writing this prevents members of the crew being present who are considered to be in a Covid-19 high risk group, or live with someone considered to be in such a group. In addition, 2m distancing must be maintained between all people on board vessels and face coverings worn when less than 2m apart. Bangor University has Covid-19 testing facilities and if these are still available at the time of the survey all Bangor staff will undertake two tests three days apart and only be able to board vessels if both tests are negative. It is also expected that crew on vessels be willing to take tests if requested by Bangor University or Welsh Government.
* 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.
* Vessels must not tow more than four Newhaven spring-loaded dredges from each side of the vessel. Vessels which typically tow more than four aside are welcome to apply if they can reduce to 4 aside.
* 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.
* Each vessel must be willing to provide an accurate log of each haul position conducted during this experiment.

# DESIRABLE REQUIREMENTS

* The skipper has a strong track record of landing king scallops.
* Evidence of previous participation in scientific work.
* Flexibility on dates within period 25th of April to 2nd of May 2021 (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 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.**  | 50% weighting. The lowest rate per vessel size (see next section) will receive full marks for this 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 25th April to 2nd May (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). As we don’t know the range of vessel sizes which will provide a quote, we will aim to 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. The breakdown of the payment will differ whether the fishing was conducted in areas open to commercial scallop dredging or closed to commercial dredging (we have exemption for the selected vessels to fish in the closed areas).

For the areas that are open to commercial 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. Evidence of landings and sales will be required for payment.

Vessels will not be allowed to sell scallops, or any other species, caught within areas otherwise closed to commercial scallop dredging. Therefore, the University will pay the entirety of each vessel’s day rate in the closed area (expected to be one 12-hour day of fishing for each vessel in the closed area). All catch from the closed area 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 (cannot be more than 4-aside):

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 four 12 hour periods?

Please describe the amount of space available for 1 or 2 scientists to measure samples of scallops from the catch (accounting for 2m social distancing if possible)?

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 (accounting for 2m social distancing if possible)?

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?

Would you be willing to participate if the study was postponed until the king scallop closed season (sometime between 1st May and 31st October 2021)? (Please note your answer here would not influence selection for this work)

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 or 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 25th and 30th of April 2021 (inclusive) and will take place between 3nm and 12nm. We have exemption to fish in the closed area on the 1st and 2nd of May if required. 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.