



University-National Oceanographic Laboratory System ~UNOLS~

Summary of 2016 and 2017 operations and the 2018 scheduling process





UNOLS Ship Scheduling Committee Report

Committee Chair - Doug Ricketts/UMN

Committee Chair-Elect – Quentin Lewis/BIOS

Fleet Operations for 2016, 2017 and 2018

Scheduling Process:

- Chair's Report of Committee Activities
- Executive Secretary's Utilization Charts



2018 Process

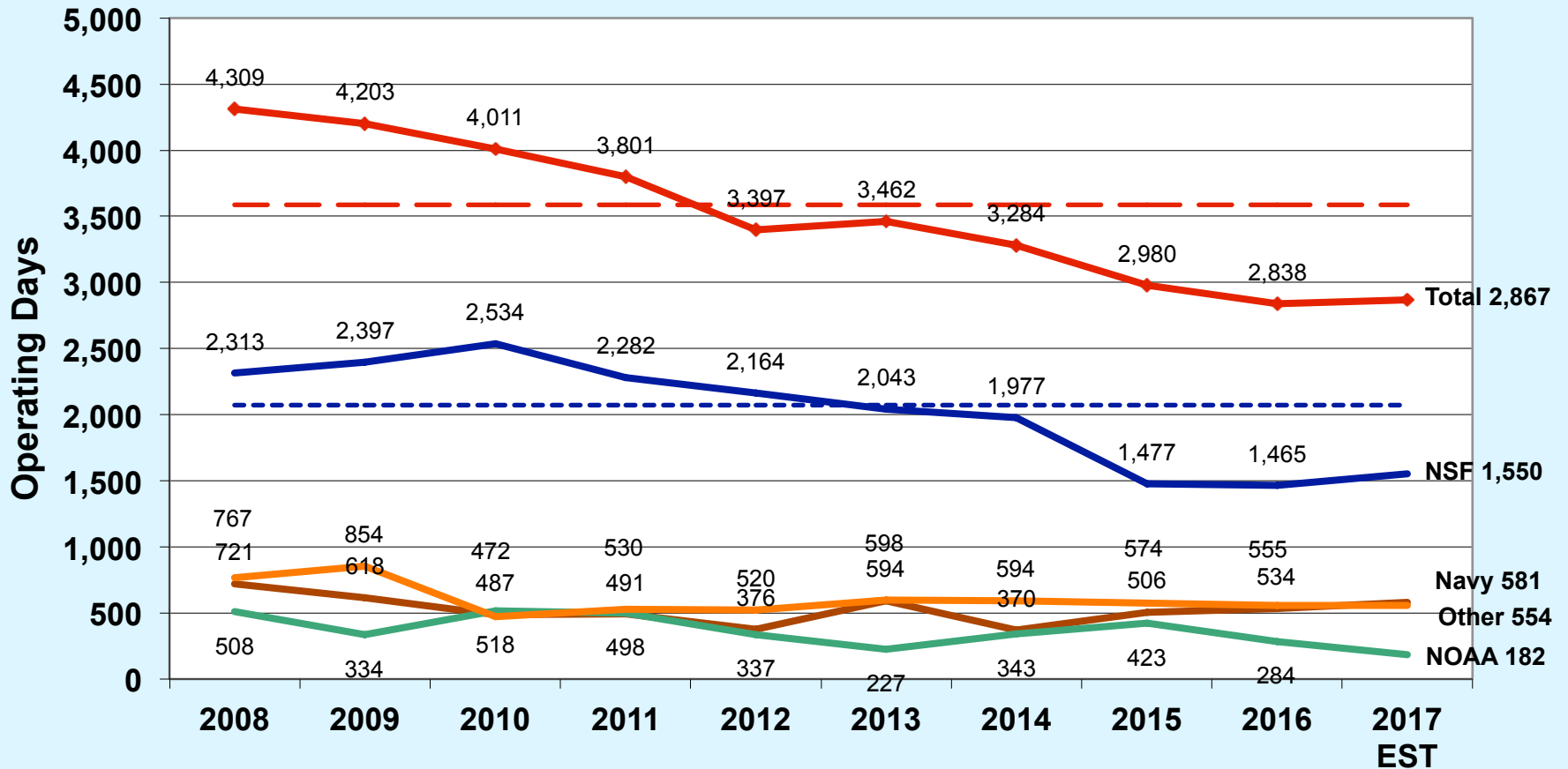
Scheduling Meetings - San Diego, March 7 & 8, 2017

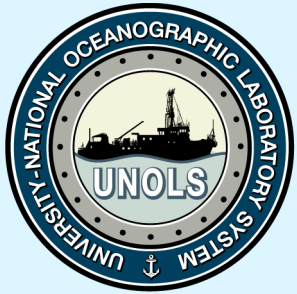
UNOLS Ship Scheduling Committee, NSF, ONR, NOAA, OOI, and UNOLS Ship Schedulers held a Ship Scheduling Meeting to begin planning ship schedules for the 2018 operating year. Hosted by Scripps in La Jolla.

Telephone Conferences for all classes of vessels to develop Drafts & Letters of Intent throughout 2017. Expect to publish 2018 Schedules in September of 2017.

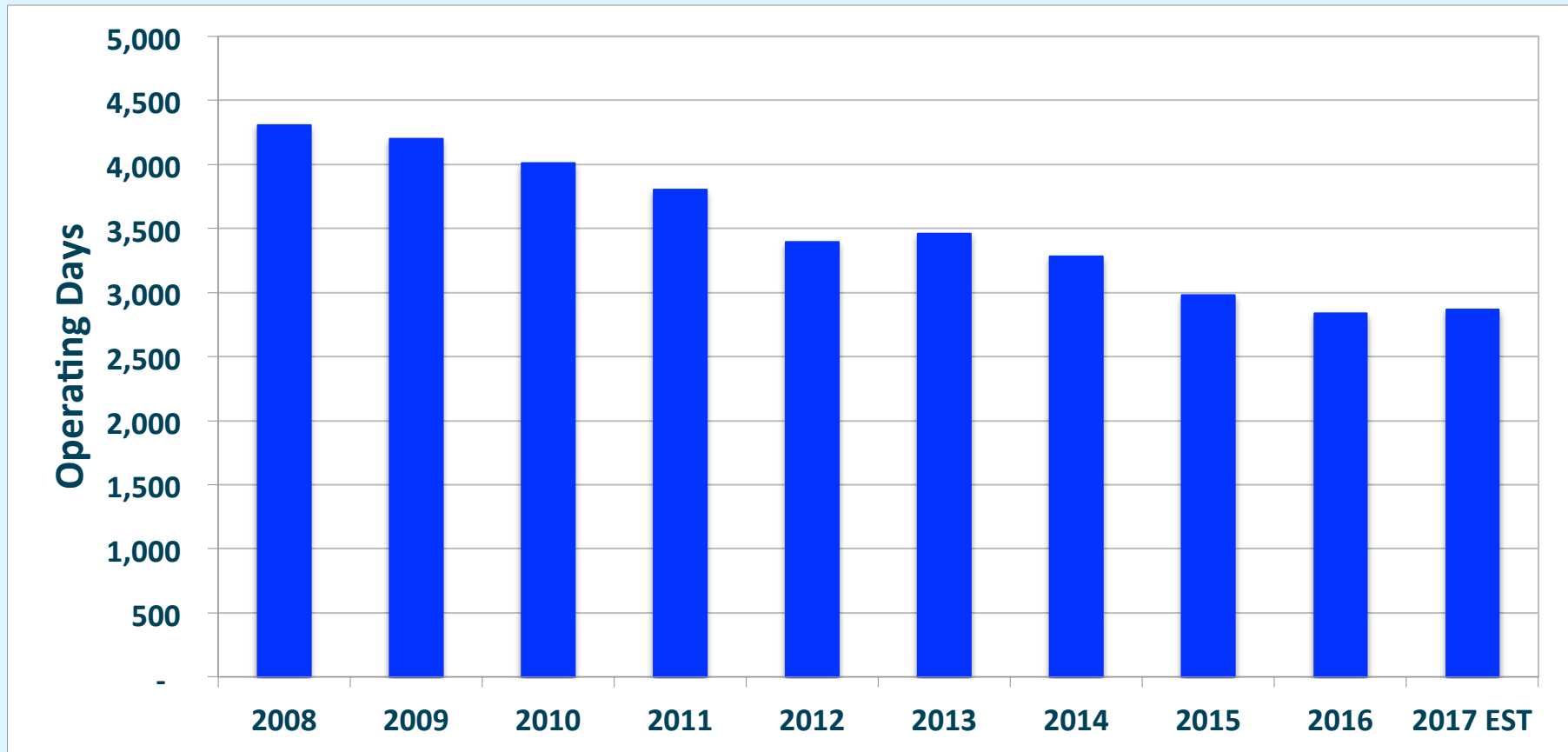


UNOLS Fleet Utilization (2008 - 2017)

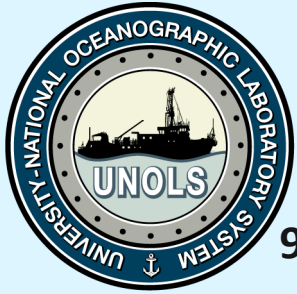




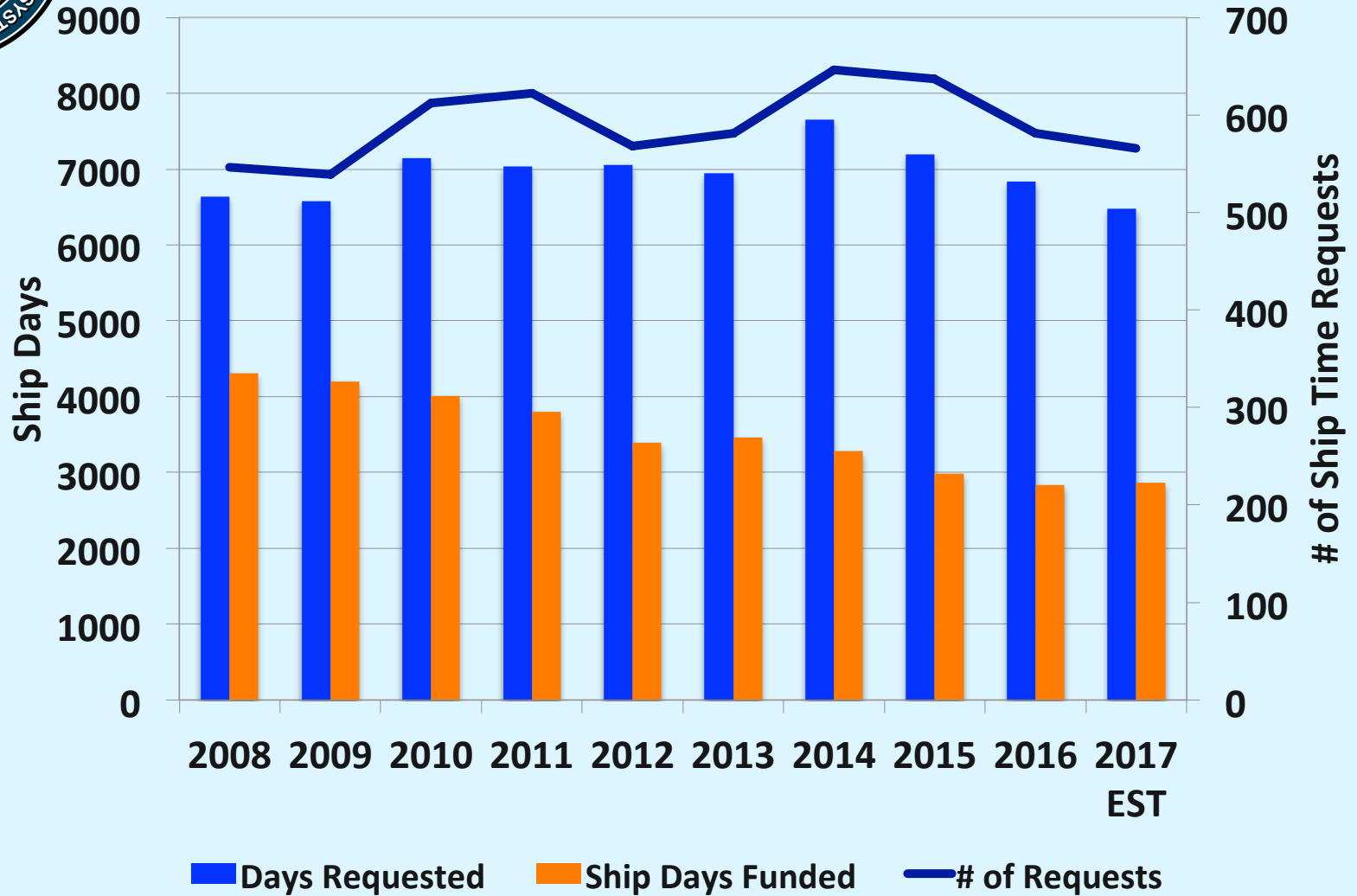
Fleet Operating Days: 2008 - 2017



Note: 2017 Operating Days = funded days plus 30% of pending days



Ship Demand and Ship Days Funded





- STR system is being revised. Ship schedules will account for the use of the vessels for all 365 days in a year to simplify communication with non-specialists.
- Final modification to transit policy – rev10_dated 10 April 2017.

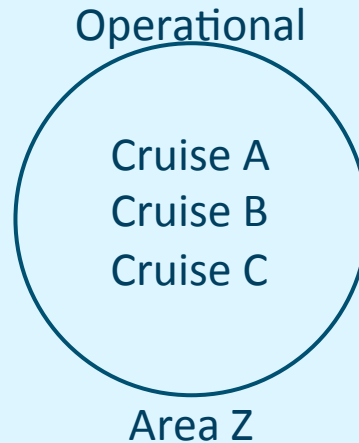
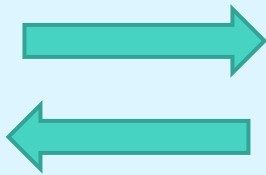
Addition of the following text: “Exception 2: funders of Global Class Research Vessel cruises will, on a case basis, proportionally pay for transit costs to a new operational area and only incur transit costs from that operational area if they have work in the next operating area. This exception acknowledges that most vessels of this class, during some scheduling periods are rarely at home port ”



Transit Policy for non-Global class vessels

Example 1:

Home
●
Port

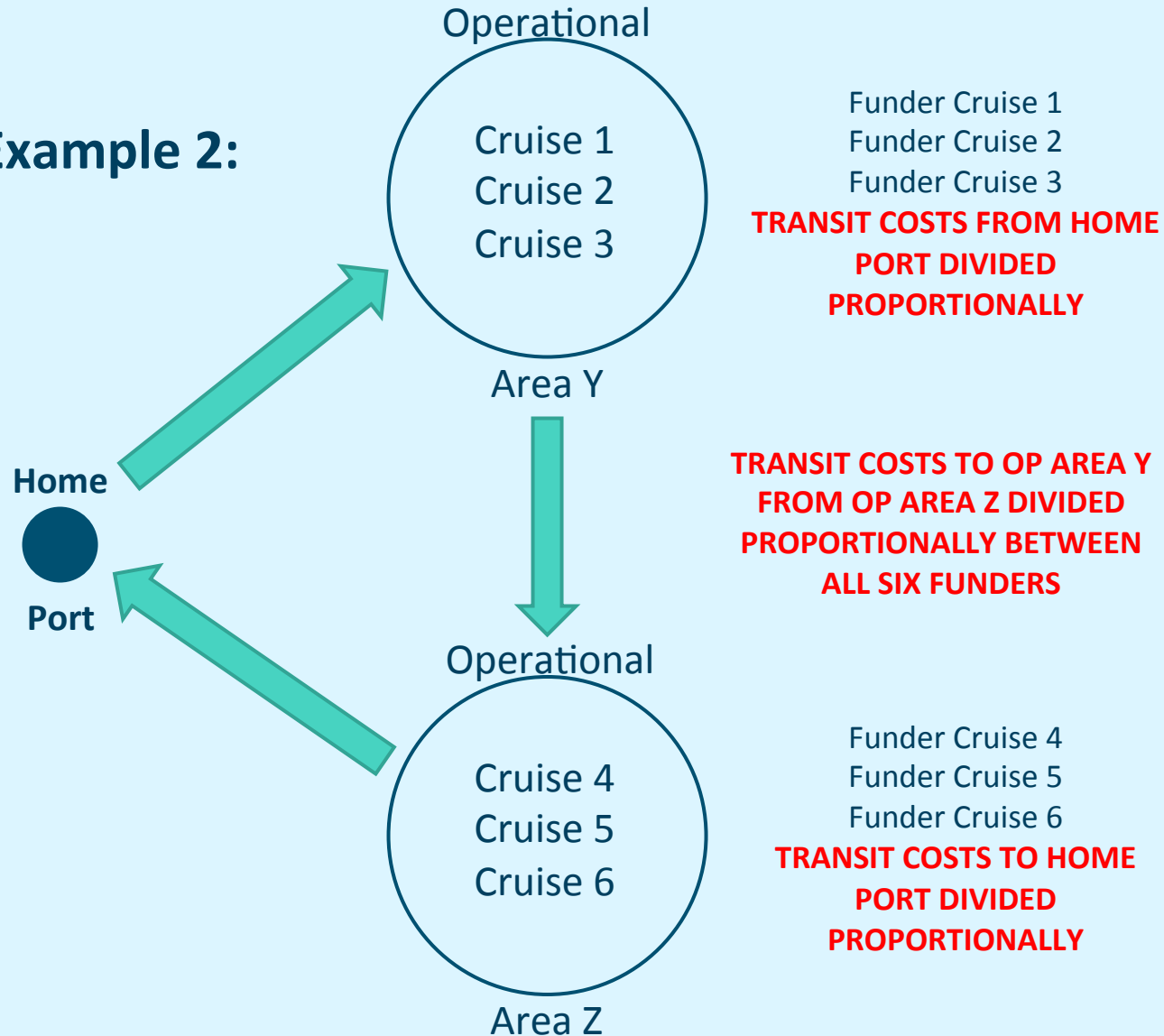


Funder Cruise A
Funder Cruise B
Funder Cruise C
**ALL TRANSIT COSTS
DIVIDED
PROPORTIONALLY**



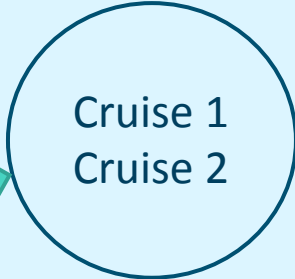
Transit Policy for non-Global class vessels

Example 2:





Operational



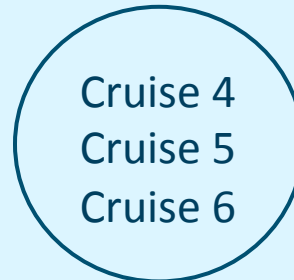
Cruise 1
Cruise 2

Area A

Funder Cruise 1
Funder Cruise 2
ALL TRANSIT COSTS TO OPERATIONAL AREA 'A' DIVIDED PROPORTIONALLY BY FUNDER 1 AND FUNDER 2

Example for Exception 2
Global class vessels

Operational



Cruise 4
Cruise 5
Cruise 6

Area C

Funder Cruise 4
Funder Cruise 5
Funder Cruise 6
ALL TRANSIT COSTS TO OPERATIONAL AREA 'C' DIVIDED PROPORTIONALLY BY FUNDER 4, FUNDER 5, AND FUNDER 6

Operational



Cruise 3

Area B

Funder Cruise 3
ALL TRANSIT COSTS TO OPERATIONAL AREA 'B' PAID BY FUNDER 3

