

RESEARCH VESSEL OPERATORS COUNCIL

SUMMARY REPORT OF THE
1981 ANNUAL MEETING

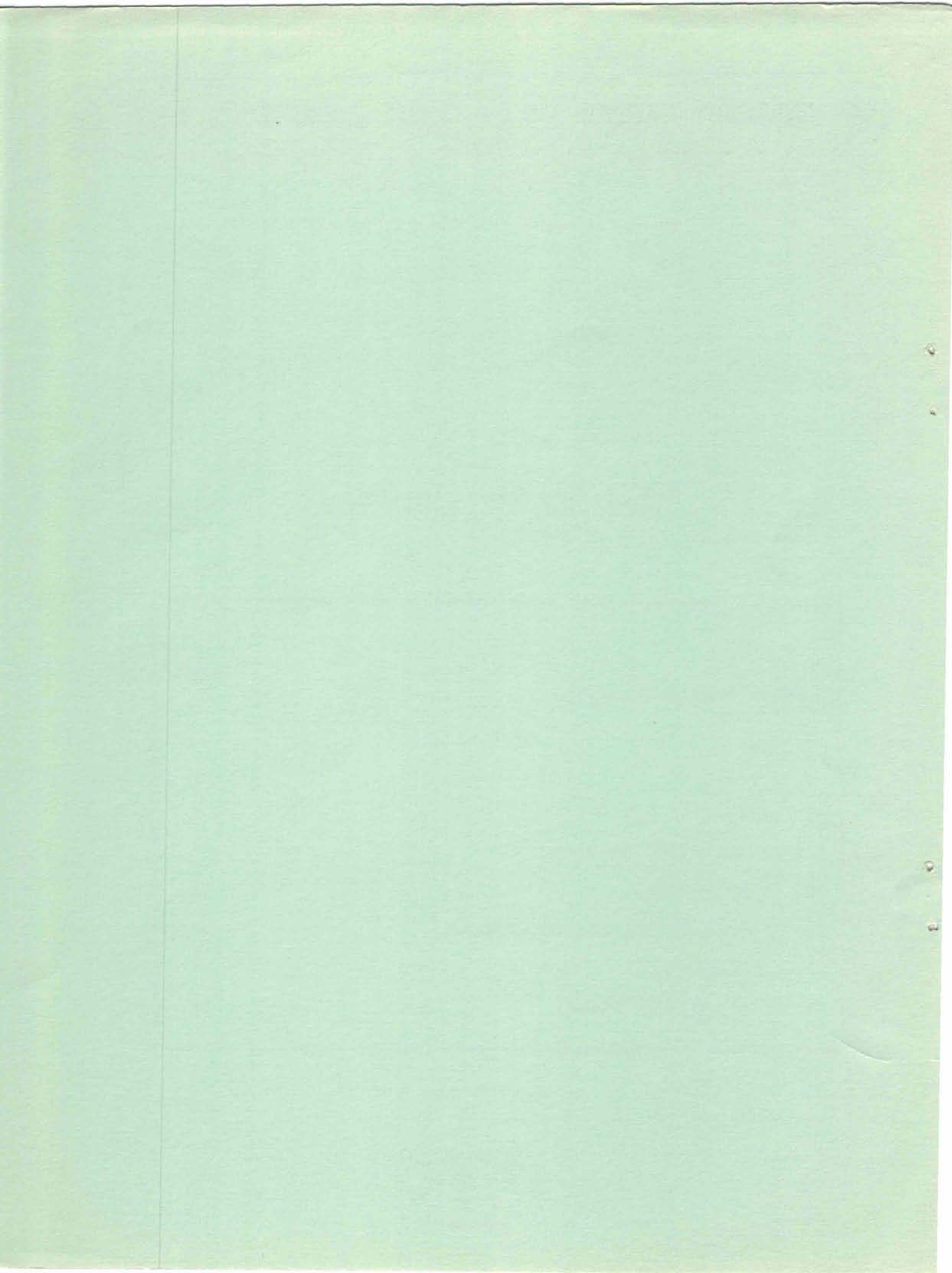
Hosted by the
Duke University Marine Laboratory
Pivers Island, North Carolina
October 15, 1981

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NOVEMBER 1981





UNIVERSITY-NATIONAL OCEANOGRAPHIC LABORATORY SYSTEM

RESEARCH VESSEL OPERATOR'S COUNCIL

Summary Report
of the
1981 ANNUAL MEETING

GENERAL

The meeting was called to order in the Conference Room of the Duke University Marine Laboratory on Pivers Island near the town of Beaufort, North Carolina, at 0900, October 15, 1981 by Chairman D. Letzring. A welcome was extended by Dr. Joseph Ramus, Acting Director of the Laboratory. Dr. John D. Costlow, Director, was unable to be present.

The Agenda was followed and the order items were discussed as reported below. The Agenda is included as Appendix I.

Out of seventeen UNOLS Member institutions, fourteen were represented by one or more delegate as well as three from Associate Members. For a complete list of attendees see Appendix II.

AGENDA

1. Eric Nelson described the new oceanographic research vessel, Cape Hatteras, and invited us to visit her after the conclusion of the Council's business. A copy of the "Notes on Cape Hatteras" and other descriptive information is included as Appendix III.

2. Dick Shutts presented a brief summary of the events which led to the rescue of the crew from a burning automobile carrying freighter, Blackhawk early in 1981. This was just the most recent of events in which a research vessel played an important role in safety at sea.

3. LCDR Steve Schrobo described the role of the Commander, Naval Oceanography Command in relation to UNOLS operations. Some of the aspects where help is needed by CNOC from UNOLS members' operations include:

- Notifications of intent to use explosives, acoustic emissions or deep towed objects which may impact submarine operations. CNOC needs to know where and when such operations are being conducted world-wide. If a UNOLS R/V is going to conduct such operations, schedulers should conduct direct liaison with the nearest U.S. Navy Submarine Base or contact CNOC (LCDR Schrobo) with details of where, when and what will occur.

- Ship Schedules and characteristics of UNOLS, NOAA, USNS, USCG and other oceanographic research ships are compiled by the CNOC office and promulgated to interested agencies and organizations. They request that corrections be forwarded to them.

Some aspects where CNOC can help RVOC members include:

- Providing access to Navy fuel in overseas U.S. Navy ports if the projects are federally funded and supported.

- Providing access to the Research Vehicle Reference Service through the Interactive Data Retrieval Program. See your copy of the "Oceanographic Ships Operating Schedules" for and Appendix IV for details.

4. Lee Stevens discussed International Clearances & Obligations. He reminded us that cruise reports were due within 30 days of the conclusion of cruises conducted in foreign waters. He noted that the format of the NSF post-cruise report (Ship Data Utilization form) does not meet the requirements of the State Department post-cruise reports. A Summary of 1980 Clearance Requests is included as Appendix V.
5. Wadsworth Owens reported on the results of the 1980 Van Technology Conference. He noted that commonality of sizes and weights were sought to permit "any van on any ship." On board labs, as portable modules, would provide more rapid exchange of functions by a research ship. The need for such modular laboratories is greater on small R/V's than on large ones. The University of Delaware can exchange vans in about 1 1/2 to 4 hours. Crane capacity is about 3 tons at reach. The Conrad uses 6 ton cranes at 20'. Radioactive isotope "clean" vans are a desirable option.
6. The Minutes of the Research Vessel Operator's Council meeting of October 27, 1980 were approved as written.
7. Dr. Dirk Frankenberg briefed the members on the UNOLS Council and the UNOLS Advisory Council (AC) activities. He noted that Dr. Bruce Robison was the new Chairman of the Advisory Council and Dr. Tom Rossby is the Vice-Chairman. Dirk is the Vice-Chairman of UNOLS and Dr. Derek Spencer is the Chairman of UNOLS. Dirk stated that the Technology Assessment Committee (TAC) panels had been disbanded due to excessive costs and to encourage the important activities of those committees to be taken on by the Advisory Council and by the RVOC. Outside consultants would be used more extensively in the future for some studies. Such studies as have been already completed will be forwarded to the RVOC members in the near future.
8. A film was shown which fully described the features and advantages of having onboard survival suits for safety of life in event of a requirement to abandon ship. Four institutions presently use such suits, including the University of Alaska which has 35 units onboard. Appendix VI describes the features of one such manufacturer of suits. Brochures and the film are available from Atlantic Survival Equipment Company, Inc., 1971 Main Rd., Westport Point, MA. 02794. There was a general consensus that UNOLS R/V's should carry them (or their equivalent) as standard safety gear.
9. The RVOC members moved to endorse the concept of Research Vessel Safety Standards. More sections are advisable including a section on weight handling gear and on radioactive isotope materials handling.
10. Sam Gerard detailed the R/V Conrad Refitting. Matzer did the specifications and plans and the initial bid was for \$2M. Although "contingency" funds of about 10% had been provided for, they needed about 25% more for the "surprises" that popped up in the shipyard. Habitability costs, for instance, were much higher than had been anticipated: steel bunks cost over \$2,000 each, etc. They are adding a new lab space where the corer winch was. Ship's force did save a lot of money for the refit by performing duties as fire watches, conducting

interference removal, etc. They expect to operate by January, 1982. For history buffs he noted that Vema is being returned to sail by its new owner, Capt. M. Burke, and will be charter sailed in the Caribbean.

11. Dean Letzring commented on the Part 2, July 16, 1981 issue of the Federal Register which changes the rules for Oceanographic Research Vessels (and other vessels).

12. Dick Edwards provided an update on the status of IMCO related International Conventions. Appendix VII presents a summary of the most recent legislative actions. The obsolete rules on admeasurement will result in an increase in the reported tonnages of most of the R/V's in the fleet.

13. Dean Letzring discussed the potential problems that terrorist or "pirate" activities could raise if one of the R/V's were the subject of an attack. Discussion of the issue resulted in a statement by the U.S. State Department representative, Lee Stevens, that he would inquire as to what actions should be taken by R/V's in the event of an incident and he would advise this group of his findings. He thought that it would be appropriate to include this in the next ammendment of the UNOLS' Research Vessel Safety Standards. Certainly it is a good arguement to have real-time communications to the USCG and/or the base of operations for each R/V.

14. An outstanding PR film of the Harbor Branch Foundation was presented by Jean Buhler. Contact him if you wish to borrow it.

15. Frank Alexander stated that the 1981/1982 budget will be level with 1980; hence inflation's costs will not be provided for. The probable result will be to lay up another UNOLS ship. NSF is presently operating on a continuing resolution (i.e., they can't spend any new monies). The outlook is less optimistic now than it was at the May, 1981 UNOLS meeting. A budget "cut" of about 12% is expected.

16. Dean Letzring introduced the notion that the RVOC should produce a UNOLS Fleet Directory and showed a sample of what he had in mind. Consisting of a photograph, layout drawings and detailed specifications of each R/V, it was proposed that such a document could fulfill both a PR need and serve as a reference guide for the many agencies and potential users of the UNOLS fleet. Dick Edwards suggested that it also include a description of waterfront facilities, a local chart of the area, etc. Brad Veek said he was willing to complile such a document if members would send him the requested information.

LCDR Schrobo provided a dissenting view and said that it seemed to be duplicative of the information now in the Oceanographic Ships Operating Schedules (with the Research Vehicle Reference Service) and that if such a need exists, he will ensure that such data will be included in the next edition of the book. Each member will be requested to provide a photo and a one page detailed write-up of their ships' characteristics. The offer was accepted by the RVOC members and we agreed to cooperate. (A letter request for such data has been sent out by the CNOC office).

17. Dean Letzring noted that Brad Veek was now the elected Chairman of RVOC as was agreed in the 1980 election proceedings. Brad will assume the office and the responsibility for next year's meeting. No new Secretary was elected, but one will be elected at the next annual meeting. Nominations are requested.

18. Brad Veek raised the issue of the need for a common set of "boiler plate" regarding non-NSF (governmental) users of UNOLS vessels who cancel or request rescheduling of obligated cruise times. There is little standardization of terms and conditions and contractors (and subcontractors) frequently use this situation to the disadvantage of members of the UNOLS organization. A sample Time Charter Agreement was disseminated and discussion ensued. It was agreed that there was a need for cancellation clauses and penalties and Brad agreed to receive inputs from members and prepare a model document which we could all use as a basis for future agreements.

19. Paul Eden was one of our listed speakers who was not able to attend. The subject matter concerned the development and use of the ATS communications and data network system and his role in the operation of the station at Malabar, Florida. Currently there are several institutions using the communications on the ocean time net twice daily, including: University of Miami, Woods Hole Oceanographic Institution, University of Rhode Island, Scripps Institution of Oceanography, University of Texas, Texas A & M University, University of Hawaii and Lamont-Dorherty Geological Observatory of Columbia University.

In addition, Paul's expertise in the use of the system for data transmission would have been enlightening. Briefly, the system includes access to shore based computers from the ship. The data link system is available for about \$2,000. This would include telex services on board as well as Telemail, etc.

It is suggested that those interested in looking into these services contact Paul directly at (305) 725-6304, or write:

Paul Eden
2045 Corey Road
Palm Bay, Florida 32905

18. The meeting was adjourned at 1630 on 15 October, 1981 and a tour of the R/V Cape Hatteras was provided by Captain Eric Nelson.

19. A dinner party was held at the Beaufort House (seafood restaurant) that evening and a token of appreciation from the members was presented to Dean Letzring for his three years of service as the Chairman of the RVOC.

Respectfully submitted,



Brad Veek
Secretary
Research Vessel Operators Council

RESEARCH VESSEL OPERATORS' COUNCIL Appendix I

1981 ANNUAL MEETING, DUKE UNIVERSITY MARINE LABORATORY
PIVERS ISLAND, BEAUFORT, NORTH CAROLINA
0900 15-16 OCTOBER 1981

DRAFT AGENDA

- * Welcome to the RVOC Annual Meeting by Dr. John D. Costlow
-Dir., Duke University Marine Laboratory
- * R/V CAPE HATTERAS
-Eric Nelson, Duke University
- * Report on 1980 Van Technology Conference
-Wadsworth Owen, University of Delaware
- * R/V CONRAD Refitting
-Skip Kennedy, Lamont- Doherty
- * Rules Changes
-Dean Letzring, Texas A&M University
- * UNOLS Advisory Committee Activities
-Dr. Dirk Frankenberg, University of North Carolina
- * UNOLS - ALVIN Review Committee
-Jon Leiby, Woods Hole Oceanographic Institution
- * International Clearances & Obligations
-Lee Stevens, U. S. Department of State
- * CNOC Role
-LCDR Steve Schrobo, U. S. Navy
- * Charter Agreements, Where are we?
-Brad Veek, University Southern California
- * The Survival Suit - Documentary
-16MM Film - Discussion
- * Report on IMCO
-Jon Leiby, Woods Hole Oceanographic Institution
- * Report on NSF Budget Outlook 1981-1982
-Tom Forhan, National Science Foundation
- * Shipboard Communications and Data Links (ATS)
-Paul Eden, University of Miami
- * UNOLS Ship Directory
-Dean Letzring, Texas A&M University
- * Security - A Contingency Plan
-Discussion
- * Other

The Research Vessel CAPE HATTERAS will be available for inspection with a group tour during the afternoon session of 15 October and individual inspection early 16 October.

Social Activity - Thursday evening, October 15th. A group dinner is being planned in the area. Information announcement at the opening of the morning session.

October 1981



RESEARCH VESSEL OPERATOR'S COUNCIL

Annual Meeting, 15 October, 1981

<u>NAME</u>	<u>ROLE</u>	<u>AFFILIATION</u>	<u>TELEPHONE #</u>
Frank Alexander	O	National Science Foundation - OFS	(202) 357-7838
Jack Bash	M	University of Rhode Island	(401) 789-1926
Cliff Buehrens	M	University of Rhode Island	(401) 789-1926
Jean E. Buhler	A	Harbor Branch Foundation	(305) 465-2400
W. B. Clark	M	University of Hawaii	(808) 847-2661
Dolly Dieter	M	University of Alaska	(907) 224-5261
Dick Edwards	M	Woods Hole Oceanographic Institution	(617) 548-1400
Dr. Dirk Frankenberg	A	Univ. of N. Carolina at Chapel Hill	(919) 962-1252
Robert Gerard	M	Lamont Doherty GO - Columbia Univ.	(914) 359-2900
W. G. Harkness	M	University of Hawaii	(808) 847-2661
Lee H. Knight	M	Univ. System of Georgia - Skidaway	(912) 356-2486
Dean Letzring	M	Texas A & M University	(713) 744-3604
Wilt Mitchell	M	University of Texas - IG	(713) 765-2276
Don Mraz	A	University of Wisconsin - Milwaukee	(414) 224-3007
Capt. Eric B. Nelson	M	Duke/UNC Consortium	(919) 728-2111
Wadsworth Owen	M	University of Delaware	(301) 645-4320
Ken Palfrey	M	Oregon State University	(503) 867-3011
Kelly Pulsifer	M	Scripps Institution of Oceanography	(714) 225-9600
LCDR Stephen M. Schrobo	O	Commander Naval Oceanography Cmd	(601) 688-4890
Richard Shutts	M	Moss Landing Marine Lab	(408) 633-3304
Lee Stevens	O	Department of State	(202) 632-0789
John Thompson	M	University of Texas - PAML	(512) 749-6760
Duane M. Tollaksen	O	ONR Det./NORDA	(601) 688-4663
Capt. T. K. Treadwell	M	Texas A & M University	(713) 845-7211
Joe Ustach	M	Duke/UNC Consortium	(919) 728-2111
Brad Veek	M	Univ. of Southern California	(213) 743-7735

O = Observer

A = Associate Member of UNOLS

M = Member of UNOLS

NOTES ON CAPE HATTERAS

by
Eric B. Nelson

The CAPE HATTERAS will conduct several research cruises during the last two months of 1981. These cruises, presumably will give us a first hand knowledge of the performance of the vessel in Northern waters where we anticipate adverse weather.

We have made changes in two of the officer's staterooms and modified one bunk in the cook's quarters. We have added an additional bunk in the Master's and Chief Engineer's staterooms. A bunk in the cook's quarters was lengthened to 82 inches to accommodate one of our long-time seamen.

Two hydrographic winches (Markey) were removed from the EASTWARD. One of the winches was refurbished and converted from electric to hydraulic power by Markey Machinery Company, Inc. This winch, now known as DUSS-3 hydraulic hydrographic winch is located on the 01 deck and will be used with starboard J frame. This winch will have 3/16" cable and is equipped with sliprings. The second winch, built by Dr. Tom Curtin and given to Duke/UNC Consortium was refurbished and installed on the 01 deck. This winch is known as the CTD winch. The winch will be used with the starboard J frame and will have EM cable.

The third winch is a Markey oceanographic winch, modified to hydraulic power and will be the vessel's main trawl winch. It will carry 30,000 feet 1/2" cable and be located on the 01 deck.

Naval architect, Stanley Potter (retired), was engaged to design an A frame to be used in conjunction with piston and vibracoring. The A frame, constructed in similar design to match the existing A frame and J frame will be installed on the starboard quarter. The A frame will be hydraulic controlled for position of inboard-outboard mode.

Outside electrical receptacles (110) were installed in various parts of the vessel to allow easy and acceptable electrical outlets for powered tools, etc.

Basically, the Marine Department of the Duke Marine Laboratory feel that Duke/UNC Consortium has been given a good vessel to operate. The Atlantic Marine Shipyard has delivered to us a vessel well built.

This vessel was built to American Bureau of Shipping Classification for hull and machinery as a research vessel. The vessel was also built to comply with the latest U.S. Coast Guard requirements for the prevention of pollution.

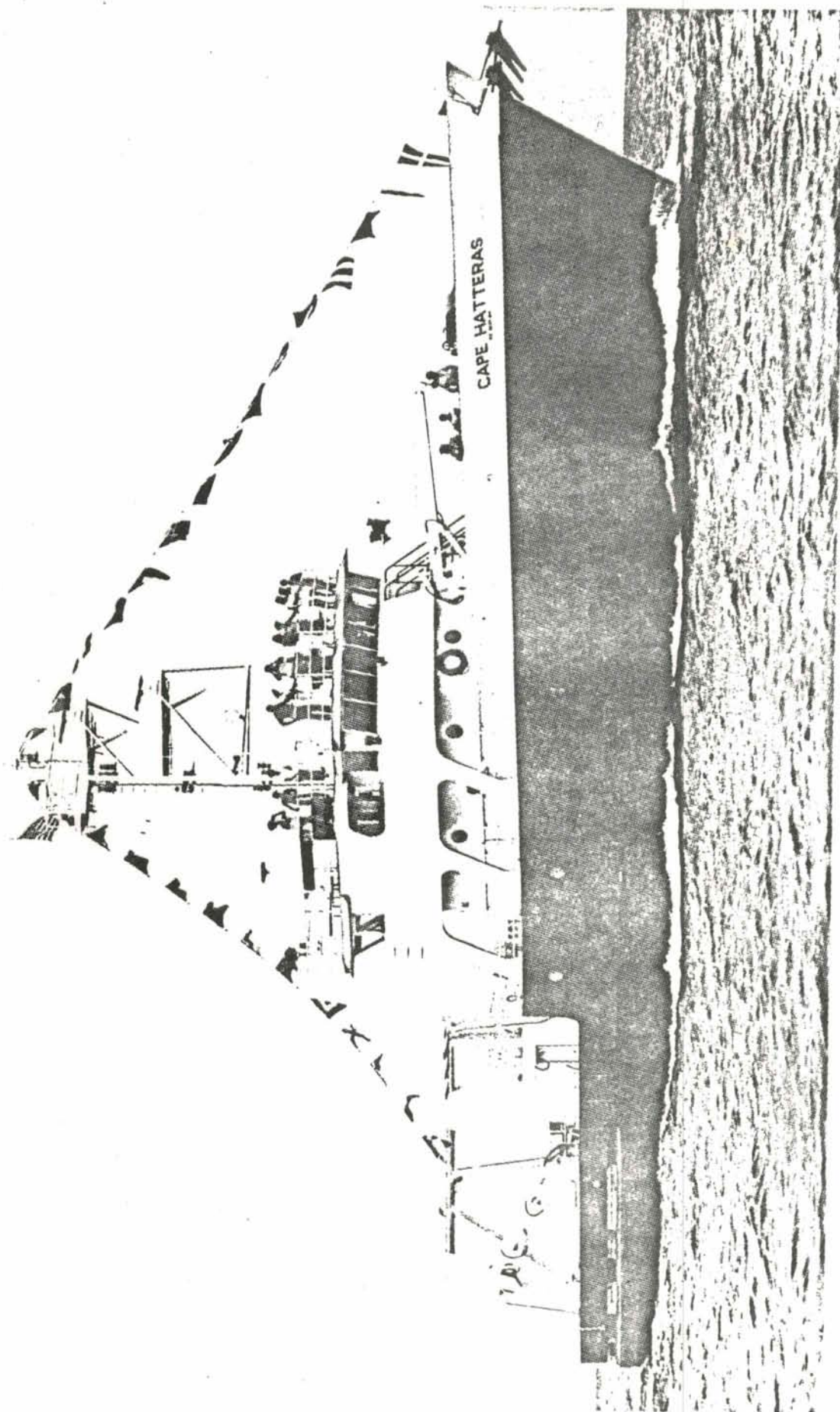
Duke University

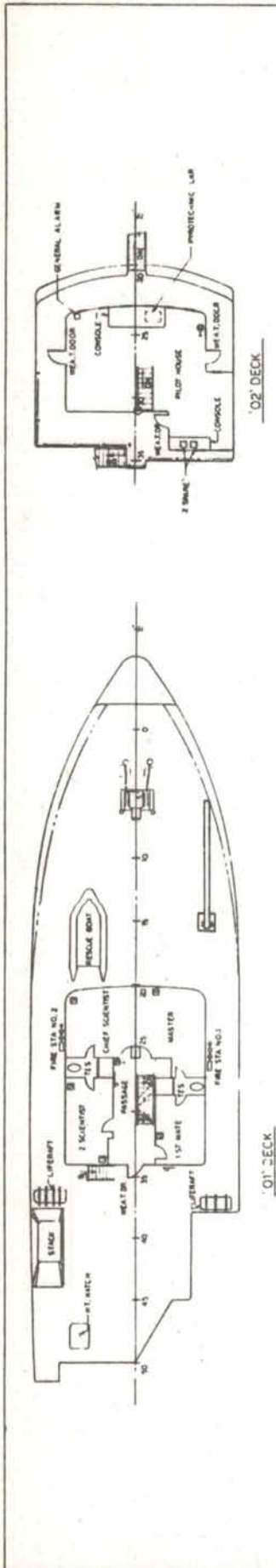
DESCRIPTION OF VESSEL
R/V CAPE HATTERAS

Built: 1981	Speed, Cruising: 11.0 knots
Length (LOA): 135 feet	Full: 12.5 knots
Beam: 32 feet	Minimum: 0.01 knots
Draft: 9 feet	Endurance: 21 days (dry stores)
Gross Tonnage: 296	Range @ 10 knots: 7,680 NM
Displacement (L Tons): 539	Fuel Capacity: 22,000 gallons
Crew: 9	Laboratory, Wet: 96 sq. ft.
Scientists: 12	Dry: 488 sq. ft.
Main Engines: Caterpillar D-379A Marine Diesels 1040 HP (2)	
Ship's Service Generators: Caterpillar 3406-175 KW (2)	
Propellers: Pay and Brink controllable pitch	
Ownership: Title held by National Science Foundation	
Nature of Operating Arrangement: Charter Party Agreement	

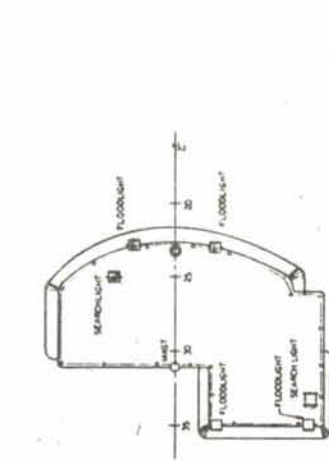
R/V CAPE HATTERAS is a general purpose research vessel designed to accommodate the variety of engineering, meteorological, chemical, geological, physical and biological research demands of the extended coastal zone jurisdiction of the United States. The ship has a large oceanographic winch with 10,000 meters of 1/2" wire for trawling, dredging and coring on the shelf, slope and rise of the continental margin. Two hydrographic winches, one with conducting wire, support the water column studies. CTD, XBT, seismic and computing capability will support a wide spectrum of work. A satellite navigator and three loran-C sets answer the coastal zone requirement for rapid and precise navigation. In addition, there are two loran-C plotters and two loran-C printers to communicate position data to the scientific party. Nutrient analysis via an autoanalyzer and other analytical and sampling capabilities are available on request from the Oceanographic Consortium and a computer lab supplements the conventional wet and dry labs.

The vessel has a 1450 gallon sewage holding tank with provision for shorebased pumpout to eliminate discharge of wastes while in port.





01' DECK



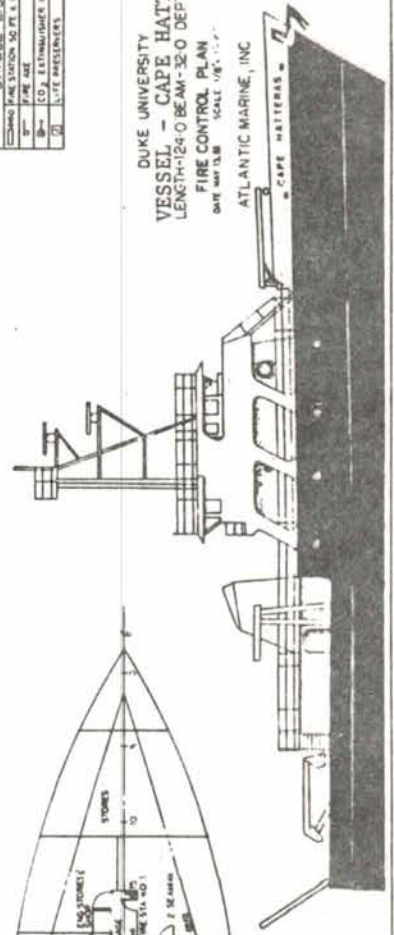
02' DECK



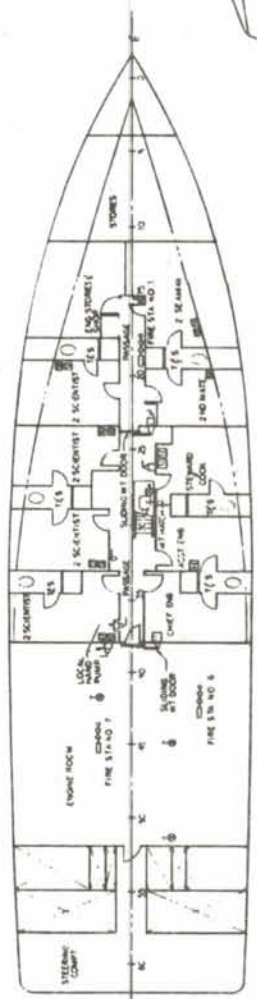
03' DECK

SYMBOL LIST	
□	FLUORESCENT LIGHT
○	SEARCHLIGHT
●	SEARCHLIGHT
△	SEARCHLIGHT
□	SEARCHLIGHT
□	FLOODLIGHT
○	FLOODLIGHT
●	FLOODLIGHT
△	FLOODLIGHT
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□	FLOODLIGHT

DUKE UNIVERSITY
VESSEL - CAPE HATTERAS
LENGTH-72'-0" BEAM-32'-0" DEPTH-13'-6"
DATE MAY 1958
SCALE 1/8"=1'-0"
ATLANTIC MARINE, INC



LOWER DECK



MAIN DECK

The Commander, Naval Oceanography Command Role
in the University-National Oceanographic Laboratory System

On October 1, 1980 the Commander, Naval Oceanography Command (COMNAVOCEANCOM) relinquished managerial responsibility for seven major and various minor Navy owned but academic leased oceanographic research vessels to the Chief of Naval Research. This change did not divorce the Naval Oceanography Command from the academic institutions operating oceanographic research vessels or conducting oceanographic research studies. The following are brief outlines of areas where the Naval Oceanography Command interacts with the U.N.O.L.S. community.

a. Notification of Intent: COMNAVOCEANCOM acts as the academic institutions' point of contact to the Naval operating forces for any research vessel conducting operations which are potential hazards to submarine operations. The COMNAVOCEANCOM letter to the U.N.O.L.S. Executive Secretary, dated 30 July 1981 and subsequently distributed to the academic community, outlines procedures and information required for a "notification of intent." Basically; 1) nature of operation, 2) dates and times, 3) location, 4) acoustic devices/depth, and 5) ships call sign should be forwarded to:

Commander, Naval Oceanography Command
(Attn: N321)
NSTL Station
Bay St. Louis, MS 39529

Area of interest is the Pacific Ocean north of the equator and the Atlantic Ocean north of 20 degrees south.

b. Navy Fuel: COMNAVOCEANCOM can arrange for an academic vessel, under government contract, to obtain fuel outside the continental United States at various Naval facilities. Requests for Navy fuel should be coordinated as follows:

- 1) NSF sponsored projects:
Mr. John McMillan
Program Manager for Operations
Division of Ocean Sciences
(202) 357-7837
- 2) ONR sponsored projects:
Mr. Keith Kallum or
Mr. Duane Tollaksen
ONR Code 421SP
(601) 688-4827/4663
- 3) Other Federally sponsored projects:
LCDR Stephen M. Schrobo, USN or
LCDR Dave Yeager, NOAA
COMNAVOCEANCOM Staff
(601) 688-4890

If an institution has a project contract that includes fuel under Government Furnished Material (GFM), the research vessel can make their own fuel arrangements at various fuel depots worldwide. Cite proper accounting data, dates, vessel name and fuel quantity when submitting requests to the fuel depot.

c. Research Vehicle Reference Service (RVRS): In an effort to monitor and maintain accurate up-to-date schedule information, the Naval Oceanography Command developed the Oceanographic Management Information System (OMIS). A subset computer file, the RVRS maybe accessed by various organizations. The purpose of the RVRS is to establish a centralized source of information pertaining to ship characteristics, latest operating schedules, last known positions, and points of contact for the vessel operators. The system is open to academic institutions and various commercial concerns as well as government agencies. The only cost involved is for the phone call. No charge is levied for computer hook-up. Attachment "A" is a Remote Terminal Access User Agreement, attachment "B" is an OMIS Remote Terminal Access Request Form, and attachment "C" is a Retrieval Program User Guide. Two other user guides, Schedule Update Program Guide and Location Update Program Guide, will be forwarded upon receipt of a completed Access Agreement and Terminal Access Request Form.

d. Oceanographic Ships Operating Schedules: The annual edition is published by the Commander, Naval Oceanography Command with the assistance of the University-National Oceanographic Laboratory System. It is distributed as a service to all concerned with planning, scheduling and coordinating U.S. oceanographic ship and aircraft operations. The 1982 edition will include a picture or line diagram of each ship and a listing of engineering/deck equipment as well as ships schedules. Planned publishing date is January 1982.

Attachment "D" provides copies of slides used by LCDR Stephen M. Schrobo, USN of the COMNAVOCEANCOM Staff in his presentation to the Research Vessel Operator's Council meeting, 15 October 1981.

Attachment A - Remote Terminal Access User Agreement Form
 Attachment B - OMIS Remote Terminal Access Request
 Attachment C - Interactive Retrieval Program User's Guide
 Attachment D - Copies of Slide Presentation

REMOTE TERMINAL ACCESS USER AGREEMENT FORM

DATE _____

From: _____
Last Name First MI Rate/Rank/Grade

To: Commanding Officer, Naval Oceanographic Office

Subj: Remote Terminal Access User Agreement

1. I understand that Remote Terminal Access to NAVOCEANO's UNIVAC 1108 computer has been granted to me by the Commanding Officer, Naval Oceanographic Office solely for the purpose of interaction with the Oceanographic Management Information System and is for the performance of official U.S. Government functions only.

2. I understand that the User ID and Password to be assigned to me is for my use only. I will not give my ID or Password to others. If I discover a possible compromise of my ID or Password, I will inform the NAVOCEANO ADP Security Officer (AUTOVON 485-4294).

3. I understand that the telephone number(s) of the computer modems which allow remote terminal access to NAVOCEANO computers are not to be divulged by me to any other person or activity.

4. I understand that I am responsible for all activity at a computer terminal which has been logged in with my Password and User ID. I will insure that no other person uses the terminal during the period which I am logged in.

SignatureFOR OMIS USE ONLY

User ID Assigned _____

User Password Assigned _____

Terminal Site ID Assigned _____

Account Number Assigned _____

Auto Run Card Stream _____

OMIS Subset Access _____

OMIS REMOTE TERMINAL ACCESS REQUEST

1. Requestor: _____
Last First Middle Initial

2. Organization: _____
Code Office Command/Activity

3. Work Address: _____
Street City State Zip Code

4. Phone: () _____
Area Code Prefix Extension Autovon/FTS Prefix

5. Users: _____
Last First Middle Initial

Last First Middle Initial

Last First Middle Initial

6. Terminal Information: _____
Brand Name Model

NOTE: The terminal must have the following capabilities: Dial-up; 300 baud; teletype compatible; asynchronous; RS232 interface.

7. Terminal Location: _____
Building Room Number

8. Terminal Address: _____
Street City State Zip Code

9. Terminal Phone: () _____
Area Code Prefix Extension Autovon/FTS Prefix

10. Terminal Site Manager: _____
Last First Middle Initial

11. Requestor's Signature: _____

12. Date: _____

SUMMARY OF 1980 CLEARANCE REQUESTS

<u>SHIP</u>	<u>COUNTRY(S)</u>	<u>RESEARCH PERIOD</u>
Westward	Dominican Republic United Kingdom	Feb - Mar 80
Delaware II	Canada	Apr - May 80
Researcher	Mexico	Apr - May 80
Oceanographer	Philippines	Apr - May 80
George B. Kelez	Canada ¹	Mar - Apr 80
Columbus Iselin	Mexico ²	March 80
Washington Dept. of Fisheries	Canada ³	Feb 80 - Sept 82
Atlantis II	United Kingdom ⁴	Apr - May 80
Fred H. Moore	Bahamas Haiti Jamaica Cuba ⁵	June - Aug 80
Fisherette	Mexico ⁶	June 80
Delaware II	Canada ⁷	May - June 80
Onar	Canada ⁸	May - Nov 80
Thomas Washington	Indonesia	Aug - Oct 80
Oregon II	Mexico	May - June 80
Whiting	Canada	Jun - Oct 80
S.P. Lee	Canada ⁹	Oct 80
McArthur	Canada ¹⁰	March 80
Velero IV	Mexico	2-11 Sept 80

New Horizon	Mexico ¹¹	Oct 80
Westward	United Kingdom (Bermuda) Canada	June - July 80
Westward	Canada	July - Sept 80
Albatross IV	Canada ¹²	July 80
Miller Freeman	Canada	May - June 80
Researcher	France ¹³ Barbados	June - July 80
Toomer Boys	Bahamas ¹⁴	July - Oct 80
Gyre/Iselin	Mexico ¹⁵	July 80 - Jan 81
Oregon II	Mexico ¹⁶	Aug 80
Nelli Belle	Mexico	Sept - Nov 80
Melville	Chile	Oct - Nov 80
D.S. Jordan	Mexico ¹⁷	Oct 80 - Aug 81
Miller Freeman	Canada	Aug - Sept 80
Thomas Washington	Philippines	Oct - Nov 80
Oceanographer	China ¹⁸	May 80
Westward	France St. Lucia St. Vincent	Oct - Nov 80
George B. Kelez	Canada	Oct - Nov 80
Delaware II	Canada	Oct - Nov 80
Pat San Marie Mary Lou	Canada	Sept 80
Delaware II	Canada	Sept 80
Vantuna	Mexico ¹⁹	Oct 80
Velero IV	Mexico ²⁰	Feb 81
Alvin/Lulu	Bahamas	7-20 Nov 80
Marsys Resolute	Bahamas	Sept - Oct 80

Nelli Belle	Mexico ²¹	Feb - Apr 81
Columbus Iselin	Dominican Republic ²²	Feb 81
Albatross IV	Canada ²³	Sept - Oct 80
Miller Freeman	Canada	Nov - Dec 80
Evergreen	Venezuela ²⁴ Dominican Republic	Jan - Feb 81
Ellen B. Scripps	Mexico ²⁵	Feb 81
Albatross IV	Canada	Dec 1980
New Horizon	Mexico ²⁶	Feb - May 1981
Alpha Helix	Canada ²⁷	May 1981
NMFS Aerial Porpoise Research	Costa Rica ²⁸	Feb - May 1981
Researcher	Mexico	Jan - Feb 1981
NMFS Gray Whale Research	Mexico	Feb - Mar 1981
Regina Maris	Dominican Republic	Jan - Mar 1981
Albatross IV George B. Kelez	Canada	Feb - Mar 1981 Mar - Apr
Atlantis II	Peru	Feb - Mar 1981
John Isaacs	Mexico ²⁹	Apr - May 1981
Oregon II	Mexico	3-20 March 1981

NOTES

1. Cancelled by operating institution due to scheduling problems.
2. Clearance received approximately three weeks after scheduled starting date of research.
3. Clearance obtained for multiple cruises.
4. Port call cancelled by operating institution.
5. Cuba did not respond to clearance request.
6. Vessel changed from ELLEN B. SCRIPPS to AMIGO to FISHERETTE. Research subsequently cancelled by operating institution.
7. Research cancelled by operating institution.
8. Multiple cruises, several of which were subsequently cancelled due to equipment problems and conflict with the local salmon fishing season.
9. Cruise postponed by operating institution.
10. Research cancelled due to inclement weather.
11. Cruise postponed by operating institution due to mechanical difficulties.
12. Research cancelled by operating institution.
13. Research cancelled by operating institution.
14. Multiple cruises, the first of which was cancelled by operating institution.
15. Clearance was requested for multiple cruises, several of which were subsequently cancelled due to nonreceipt of clearance.
16. Clearance received one week after scheduled starting date of cruise.
17. Multiple cruises. NEW HORIZON substituted for final cruise.
18. Clearance obtained through bilateral agreement.
19. Tuna research for which Mexico declined to grant clearance on the objection of the Mexican Fisheries Ministry.

20. Clearance request submitted approximately six months in advance of scheduled starting date of research. Clearance was approved seven days after the research was scheduled to begin. The research was subsequently cancelled by operating institution due to nonreceipt of clearance.
21. NELLI BELLE substituted for ALASKA. Research delayed 11 days due to late approval of clearance.
22. Clearance dates changed at request of operating institution.
23. Clearance obtained on extremely short notice.
24. Clearance received several weeks after the scheduled starting date of the research.
25. Clearance received 8 days after the scheduled starting date of the research. Cruise cancelled by operating institution.
26. Multiple cruises. Clearance for first cruise received eight days after scheduled starting date of research.
27. ALPHA HELIX substituted for WECOMA. Research postponed by operating institution.
28. Research delayed due to mechanical difficulties with aircraft.
29. Research postponed indefinitely by operating institution.

TOTAL REQUESTS PER COUNTRY

1980

CANADA - 22

MEXICO - 19

COSTA RICA - 1

CHILE - 1

PERU - 1

VENEZUELA - 1

CUBA - 1

HAITI - 1

BAHAMAS - 4

ST. LUCIA - 1

ST. VINCENT - 1

DOMINICAN REPUBLIC - 4

JAMAICA - 1

BARBADOS - 1

UNITED KINGDOM - 3

FRANCE - 2

INDONESIA - 1

PHILIPPINES - 2

CHINA - 1

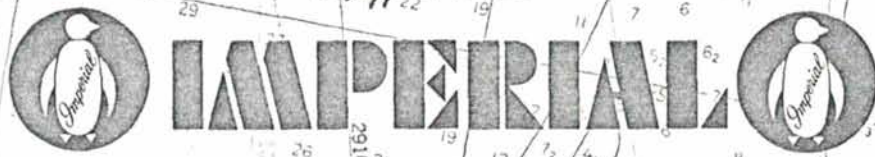
Several related cruises were consolidated in clearance requests to Canada and Mexico during 1980.

The Department submitted a total of 68 clearance requests to 19 foreign governments during 1980.

Three clearances were denied.

Delays were encountered in obtaining six clearances, two of which were subsequently cancelled.

Restrictions were imposed in connection with one additional cruise, which was subsequently cancelled.



IMPERIAL SURVIVAL SUIT

LANDS
Diomedes Island
(Alaska)

ERING ST

U.S. COAST GUARD
APPROVED
USCG
160.071/110

NORWEGIAN COAST GUARD
APPROVED
SJØFARTSDIREKTORATET
REF. A-39151/77



DONNING



MAYDAY



RUNNING



WORKING

Imperial survival suits can save your life.
 A revolutionary advancement in life-saving devices, the **Imperial Survival Suit** gives you the flotation and warmth needed to survive the rigors of the cold, unforgiving ocean. What value do you place on your life?

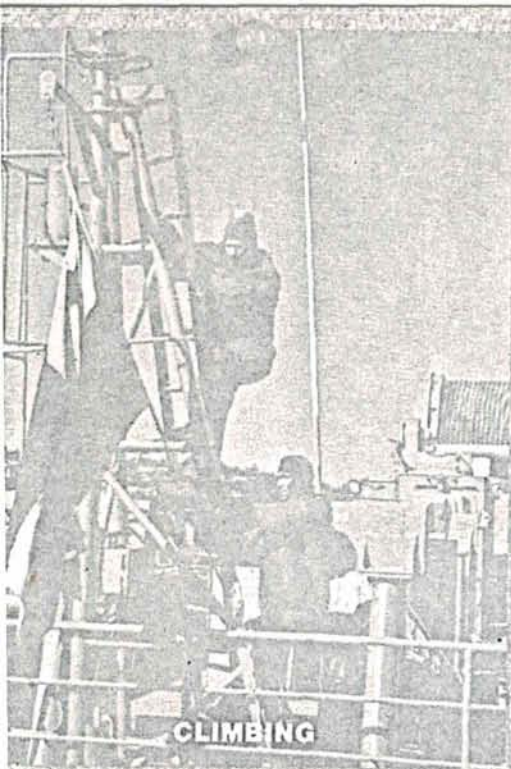
Tested and approved by the U.S. Coast Guard (No. 160.071/1/0), and by Norway (No. A-39151/77), this suit is a proven cold water life-saving device. Suit up in less than a minute, only one size, and no special instructions are needed.



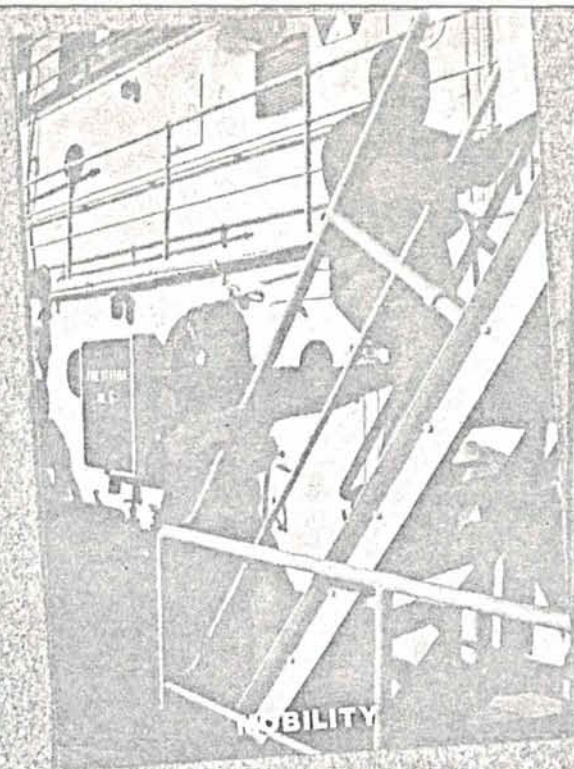
HELICOPTER PICKUP



WORLD-WIDE DISTRIBUTION



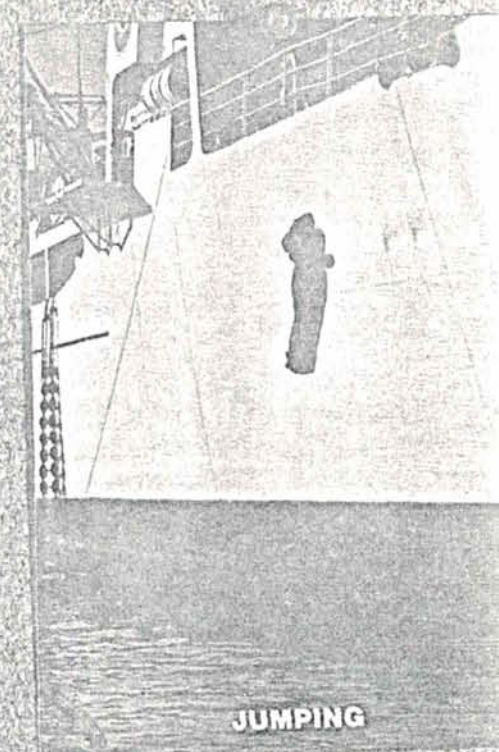
CLIMBING



MOBILITY



SWIMMING



JUMPING

The Master Carl, a 78-foot crabber, sank at 1:00 AM. Winds were 100 mph, and it was snowing. When the raft had inflated, all four men jumped into the water and swam to it. Sea conditions were so bad that the raft blew over, throwing the men out many times. The wind prevented talking and the breakers burst through the flaps, showering the men with 35°F(2°C) sea water. They hit the frozen beach at 10:00 AM, after nine hours in the ocean. They spent 25 hours on the beach before they were picked up, and only then did they remove their Imperial Survival Suits.

"I'd never had a survival suit on before, and I never hope to again," one of the men smiled, "But it's great to be alive!"

ACTUAL FACT:

Men have survived in 100 mph winds, 35°F(2°C) water, heavy snow, nine hours in the water, 25 hours on the frozen beach. This is the IMPERIAL SURVIVAL SUIT. This incident and many other documented sinkings are proof that IMPERIAL SURVIVAL SUITS do the job.



WORKING



BOAT RESCUE

COLD FACTS:

1. If you enter water of 32°F (0°C) to 40°F (4°C), shock might kill you instantly. If not, within a few minutes you are dead anyway.
2. The standard life jacket keeps you afloat, but when cold sets in, you'll probably die.
3. Water is a wonderful conductor of cold. Increased movement in the water only decreases your chances of survival.
4. Any water lower than your body temperature of 98°F (37°C) will cool you, in time, to the point of hypothermia.
5. It's a fact that your body needs thermal protection in water.
6. It's also a fact that your body needs flotation.
7. **Imperial Survival Suits** combine the best thermal protection available with indestructible flotation.
8. We know you don't plan to go into the water, **but...**

This garment is made from 3/16" foam skin diving suit type rubber. The material is the flotation, not the air in the suit. So, even if the suit is filled with water or torn one will not sink. The thermal qualities of the material keep one warm—wet or dry. This garment incorporates a water-proof front zipper. Hood, boots and gloves are attached so that when a person is in the suit the only portion of the body exposed is the eyes and nose. The model No. 1409 has the entire exterior in international orange nylon for higher visibility in rescue situations. Imperial survival suits are made so that one size fits anyone up to 6'4" tall and 300 pounds. We feel that in an emergency situation there may be little or no time to look for sizes. Average donning time is less than one minute by persons totally unfamiliar with the garment. Suit-up times of 20 seconds are not uncommon.

Tests done by the U.S. Navy Clothing and Textile Research Unit (Bulletin No. 97) indicate that survival times of 13 hours and more can be expected in water temperatures of 35°F when worn over normal clothing. Normal survival time for victims not wearing survival suits in water of that temperature is usually less than 30 minutes.

The garment comes in a storage bag and is about the size of a sleeping bag. Life expect-

ancy of the suit is almost indefinite if not exposed to temperatures over 150°. Maintenance is minimal. After use the suit should be rinsed in fresh water and allowed to dry in temperatures below 150°. If the suit is torn it can be repaired by gluing together with wet suit cement (neoprene contact cement).

ACCESSORY: High Rider Ring — A flotation ring that may be attached to the suit for added support to the head and shoulders. Fully inflated this ring has a buoyancy factor of 60 pounds.

Dept. of the Navy Tech. Bulletin No. 97
Navy Clothing and Textile Research Unit (NCTRU) personnel have tested a commercially available abandon-ship survival suit in water at 35°F temperature, which is comparable to that found in various oceans throughout the world. Test results indicated that this suit will give protection from exposure to cold water for periods of 13 hours and more when worn over any of the ensembles studied during this test providing no other stresses are present which could influence the user's tolerance time. This suit can be donned quickly.

The ability of the suit to fit all individuals within the size ranges usually found in Navy personnel provided their height does not exceed 6'4".

NO. 1409 IMPERIAL SURVIVAL SUIT

TESTED AND APPROVED BY THE U.S. COAST GUARD AND UNDERWRITERS LABORATORY

These are just some of the tests that the **Imperial Survival Suit** was subjected to, prior to approval. Also, similar tests were conducted in Norway:

1. The method of donning the garment must be obvious to an untrained person, and donning time must be less than one minute.
2. The material must not be less than 22 lbs. buoyancy and must retain this buoyancy over an extended time.
3. The garment must admit no significant amount of water after a dive of at least ten feet.
4. Field of vision must exceed 120°.
5. Running time must not exceed 125% of normal.
6. Climbing time must not exceed 125 % of normal.
7. Garment must permit climbing from water onto a one-foot platform having no hand holds.
8. Donning time must be less than two minutes, after storage for 24 hrs. at 140° F (60° C).
9. Donning time must not exceed two minutes, after storage for 24 hrs. at minus 64°F (minus 53°C).
10. Zipper strength must exceed 300 lbs. at 90°F (32°C) for five minutes of stress.
11. The suit must be constructed primarily of closed cell flexible foam, to provide thermal insulation and buoyancy. Each closure and seal must be watertight, so that the wearer in the water is dry and totally covered, except for a portion of the face.
12. The hand area must be a glove that will allow dexterity to pick up and manipulate a pencil and radio dials.
13. Each suit leg must allow enough room for a work shoe to be worn inside.
14. The suit must be large enough to fit a person 242 lbs. and 6'3".
15. A storage case must be provided with each suit, and must be marked with the words, "Exposure Suit" or "Survival Suit".
16. Each suit must be provided with a set of instructions for donning and using it.
17. Bulkhead cards with donning instructions must be available.
18. Adult suits must be of one size only, to eliminate confusion of sizes in emergency situations.
19. Insulation factor of the material must be equal to or better than - BTU in hours:
$$\frac{1 \text{ ft} - 2\text{F} - 1}{.340}$$
20. The suit must have vents to relieve water, if flooded, upon exiting to a raft, platform, or other above-water object.

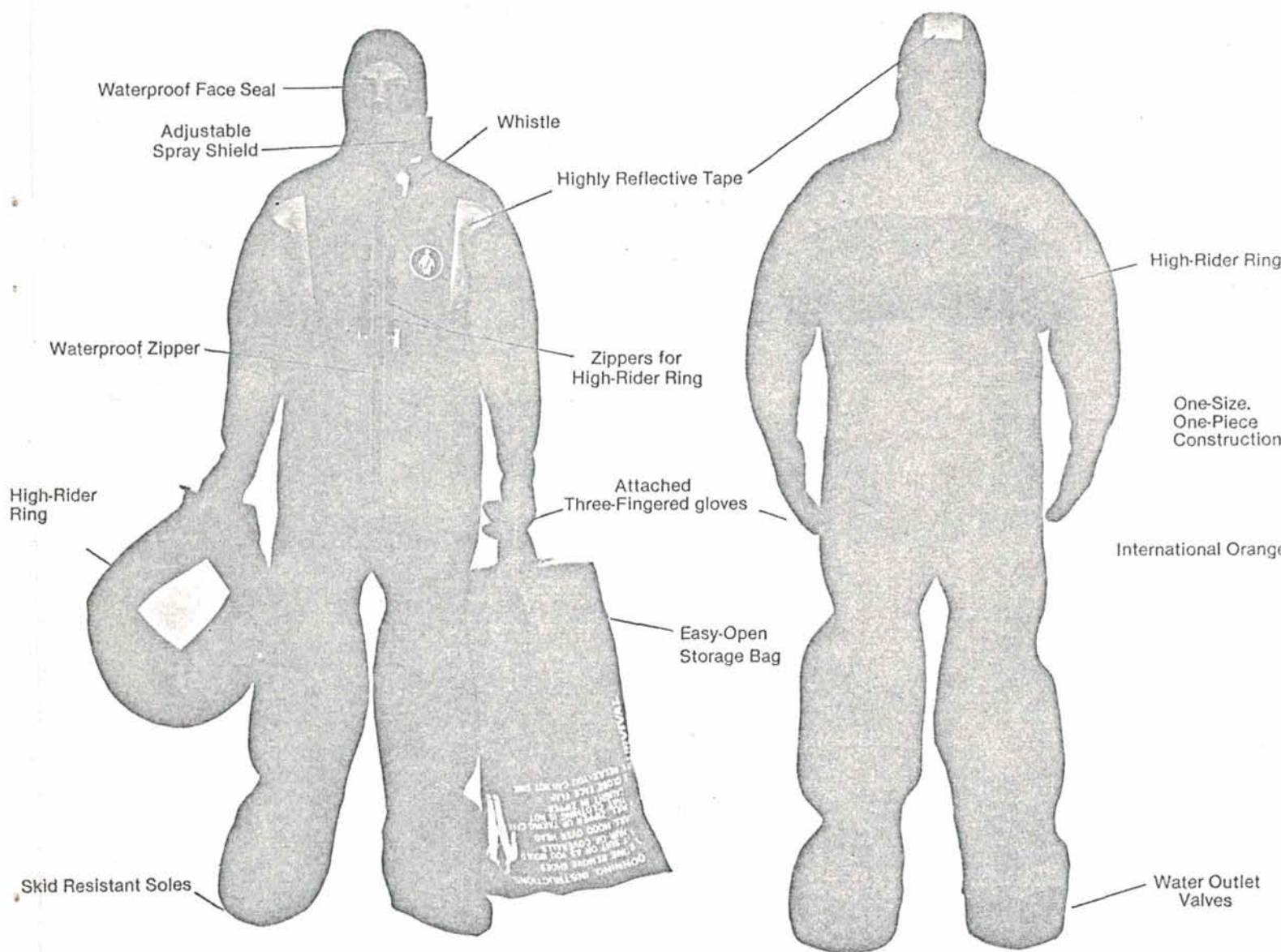
Thermo protection tests were made with live subjects for six hours in 34°F water at Imperial's cold-water testing facility. These tests exceeded all requirements set by the U.S. Coast Guard for cold water emersion. The suit exceeded gasoline tests conducted by the Underwriters' Laboratory. The metal parts will withstand 30 days of constant salt spray. Our zipper pull is made of Beryllium, one of the most resistant metals to salt corrosion. Many companies have seen fit to give their crews the protection of Imperial Survival Suits. Among the growing list are Foss-Dillingham, U.S. Steel Co., Inland Steel Co., Interlake Steamship, Atlantic Richfield, Alaska Fish and Game Dept., NOAA ships, the Military Sea Lift Command, and many of the fishing fleets, U.S. & foreign.

Flotation that is equal to or better than the present life jackets which alone are not considered totally satisfactory for survival of men in the sea.

Results of these tests indicate that this abandon-ship survival suit fulfills the manufacturer's claims and should serve satisfactorily if introduced into the MSTs system.

Taken from U.S. Coast Guard CG-D-14-73 Conducted by Battelle.

Recent efforts to extend the Winter Navigation Season on the Great Lakes and the St. Lawrence Seaway have focused attention on winter operating conditions that previously had not been dealt with. One problem related to these conditions is the survival of the individual seaman in a winter shipwreck. History has shown that the majority of unprotected men who have found themselves in cold water, even when buoyed by life preservers, have died before they could be rescued. Although survival time is increased as water temperature rises, under the conditions that prevail in northern waters during the winter, survival times have been found in many cases to be only a few minutes. An inescapable fact has emerged. Winter survival in the sea demands thermal protection to conserve body heat.



IMPERIAL SURVIVAL SUIT NO. 1409 (EXPOSURE SUIT)

WITH HIGH-RIDER ACCESSORY NO. 1410

required for Coast Guard approval
ATLANTIC SURVIVAL EQUIP. CO., INC.

1971 MAIN RD.

WESTPORT POINT, MA. 02791

617 - 636-3374



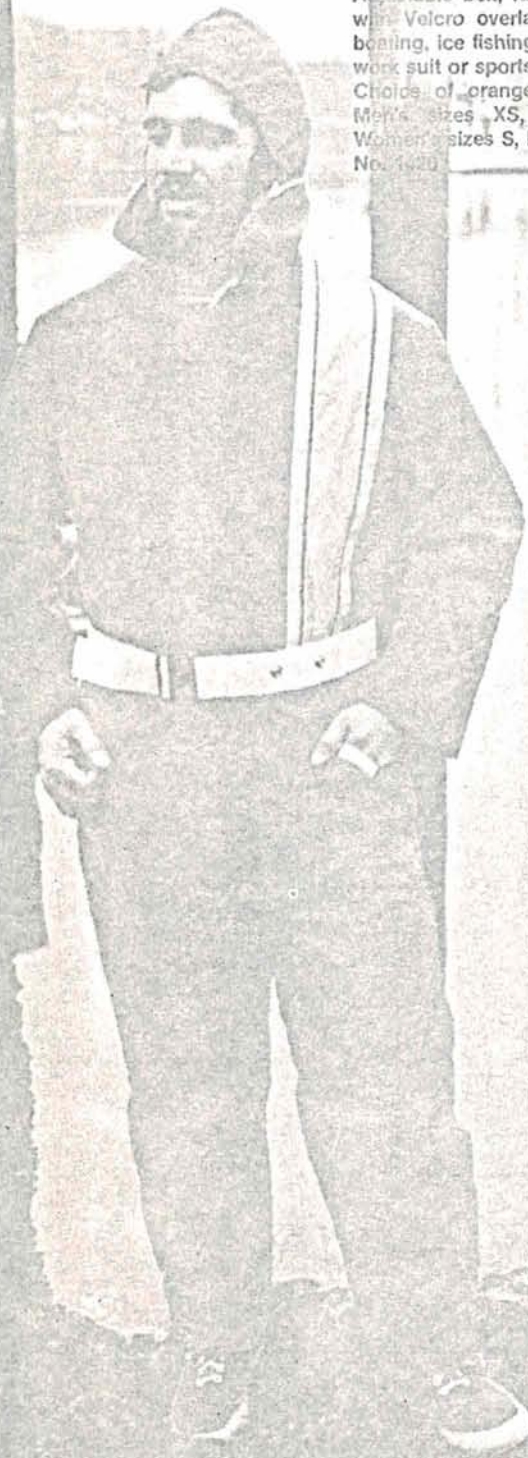
IMPERIAL



Imperial Manufacturing Co. P.O. Box 4119 Bremerton, Washington 98310 Olympic View Industrial Park Phone (206) 674-2316

FLOAT SUIT

Nylon exterior and interior with unicellular thermal flotation material built into the entire garment. 100% rainproof, insulates against cold, lightweight, with full flotation. Hood folds out of sight into zippered collar. Adjustable belt, full zippered front with Velcro overlap. Excellent for boating, ice fishing, snowmobiling, work suit or sportswear in general. Choice of orange or navy blue. Men's sizes XS, S, M, L, XL. Women's sizes S, M, L, XL. No. 1407



DECK SUIT

Durable Nylon inside and out, bonded to 3/16" nitrogen-blown neoprene. Rainproof, windproof, insulates against cold with full flotation. Arms, jacket, and pants fully zippered for adjustable fit. Velcro cuff and Beaver Tail fasteners. Hood and Beaver Tail fold away. Excellent for foul weather, material does not get stiff or brittle under freezing conditions. Available in International Orange.

Men's sizes XS, S, M, L, XL.
No. 1407JP Jacket and Pants
No. 1407P Pants only
No. 1407J Jacket only



13 October 1981

Appendix VII

To: Research Vessel Operators' Council
From: Jonathan Leiby
Subject: REPORT ON SAFETY OF LIFE AT SEA (SOLAS) SUB-COMMITTEE WORKING GROUP ACTION.

The SOLAS Working Group, composed of interested maritime industry representatives, advises the United States delegates to the IMCO (Inter Governmental Consultative Organization) sessions held periodically in London to develop or revise international maritime law and regulations.

Two recent IMCO actions which may affect research vessel operations are:

Safety Measures for Special Purpose Ships.

A code for Special Purpose Ships was proposed several years ago the the USSR for vessels not covered by existing conventions for cargo and passenger ships. Draft regulations developed so far lie between those of cargo and passenger vessels and are less stringent than existing United States domestic regulations for research vessels greater than 300 gross tons measurement. At present it is proposed that the code would only apply to SPS greater than 500 gross tons carrying more than 12 special purpose personnel. For these two reasons this proposed code will probably have little affect upon U.S. research vessels but it is important that we continue to attend these meetings to be sure that the application is not extended or made more stringent.

The 1969 Convention on Tonnage Measurement

The 1969 Tonnage Convention, coming into force internationally on 18 July 1982, has not been ratified by the United States Senate primarily because of strong objection by the offshore supply vessel industry which would see a typical supply boat measure three to four times the current tonnage of slightly less than 300 gross tons, with attendant Coast Guard inspection and manning regulations. The 1969 Convention establishes tonnage as a function of actual dimensions

$$GT = (\text{Volume of all enclosed spaces in cubic meters}) \times (0.2 + 0.02\text{Log}V)$$

rather than as a result of inclusion and exemption of certain internal volumes and other historical subterfuges as at present.

It is obvious that any future research vessel designs in the 300 gross ton range would have similar problems to those of supply vessels. However since the date for application of the new system will only effect new vessels built after 1984 (and may be extended for several years further) and since the future composition of the U S research fleet is somewhat uncertain, it is possible that this Convention is only of theoretical concern.

It should be noted that if the United States does not ratify the Convention countries which are party to the Convention may not recognize U.S. tonnage assignments and may therefore require U.S. vessels to be inspected while in their ports for compliance with the various applicable SOLAS and manning conventions.

STATUS OF IMCO RELATED INTERNATIONAL CONVENTIONS
1 MAY 1981

CONVENTION	PRESIDENT TO SENATE	SENATE TO PRESIDENT	DEPOSITED WITH IMCO	IN FORCE FOR U.S.	INT'L	IN FORCE	NO. COUNTRIES DEPOSITED	NO. COUNTRIES REQUIRED	STATUS OF ENABLING LEGISLATION
Safety of Life at Sea (SOLAS) 60				5-26-65	5-26-65		102		Not required, see E.O.11239/E.O.11382
Amendments									
1966 (Fire Safety)			4-7-67				47	68	"
1967 (Fire Safety/Radio)			6-10-68				37	68	"
1968 (Navigation Equip)			11-22-72				38	68	"
1969 (Equip, Surveys & Radio)			11-22-72				27	68	"
1971 (Radio & Routing)			11-16-73				18	68	"
1973 (Editorial)			2-3-76				8	"	"
1973 (Grain)			2-3-76				10	"	"
Safety of Life at Sea (SOLAS) 74	8-31-76	7-12-78	9-7-78	5-25-80	5-25-80		52 (over 50%)	(25 & 50% world tonnage)	E.O. 12234
1978 Protocol (TSPP)	1-19-79	7-2-80	8-12-80	5-1-81	5-1-81		18	(15 & 50% world tonnage)	
Collision Regulations, 1972		10-28-75	11-23-76	7-15-77	7-15-77		76 (over 65%)	(15 & 65% world tonnage)	P.L. 95-75
Oil Pollution, 1954				12-8-61	1958		66		33 USC 1001-1015, PL87-167
Amendments									
1962 (rewrite)			9-21-66	5-18-67	1967				33 USC 1001-1015, PL89-551
1969 (eliminate prohibited zones, allows limited discharge & misc.)			10-17-73	1-20-78	1978				Impl. Legis. PL93-119 not yet effective, see USC 1016(a).
1971 (tank or tank size)	5-5-72						21	42	Congressional Action pending
1971 (Great Barrier Reef)	5-5-72						25	42	Congressional Action pending
Int'l Pollution from Ships, 1973	3-22-77						9 (under 50%)	(15 & 50% world tonnage)	P.L. 96-478
1978 Protocol (includes modified text of '73 Conv.)	1-19-79	7-2-80	8-12-80				10	(15 & 50% world tonnage)	P.L. 96-478
Load Line, 1966			11-17-66	7-21-68	7-21-68		95		P.L. 93-115
1971 (Editorial Clarifications)			11-16-73				32	62	
1975	10-17-79	7-2-80	8-12-80				28	62	
1979							14	62	
Tonnage Measurement, 1969	6-15-72		2-21-74	5-6-75	7-18-82		46 (under 65%)	(25 & 65% world tonnage)	Drafted by CG
Intervention, 1969 (High Seas, Oil Pollution Casualties)					1975		40		P.L. 93-248
Civil Liability, 1969	5-20-70 ('69 CLC and '71 Fund to be considered as package by Senate)						46	8 (50 @ 1 mil. tons tankers)	
Protocol, 1976 (Revise Units of Accounts, SDR's for Poincare France)	5-5-72 ('69 CLC and '71 Fund to be considered as package by Senate)						9	8 (50 @ 1 mil. tons tankers)	
Compensation Fund, 1971							23	8 (also must receive 750 mil. tons contributing oil and sign 1969 CLC)	
Protocol, 1976 (Revise Units of Accounts, SDR's for Poincare France)							8	8 (also must receive 750 mil. tons contributing oil and sign 1969 CLC)	
Safe Containers (Geneva, 1972)	11-14-73	12-13-77	1-3-78	1-3-79	9-6-77		32	10	P.L. 95-208
Search and Rescue Convention, 1979		7-2-80	8-12-80				3	15	
Intervention, 1973 (High Seas Other Than Oil)	7-14-77	7-12-78	9-7-78				11	15	P.L. 95-302
Ocean Dumping (London, 1972)			4-29-74	8-30-75	1975		39	15	PL92-532 Amended by P.L. 93-254
Standards of Training, Certification and Watchkeeping, 1978							8	(25 & 50% world tonnage)	

