



University-National Oceanographic Laboratory System

Research Vessels Operators Committee

Volume 21, Number 2 - RVOC Newsletter - August 1996

As a reminder to all, the annual RVOC Meeting is scheduled for 22, 23, 24 October and will be hosted by Florida Institute of Oceanography/University of South Florida. Please take note of the hotel options and cut off dates for reservations.

Last year I agreed to do a repeat of a salary survey I had done in 1994. My survey, which was for internal use, was a fairly simple survey in which I made several assumptions. As a result of these assumptions I was able to make some limited comparisons from one institution to the next.

I have made some changes to my original approach, based on some comments I received from Bill Coste. I have included a questionnaire among the newsletter enclosures which I would appreciate you completing and returning to me either by mail or at the RVOC meeting. I could use some assistance in getting this completed. If anyone is interested in giving a hand, drop me an e-mail or see me at the RVOC meeting. Thanks.

Paul Ljunggren

FROM THE RVOC CHAIRMAN

Greetings to all of you,

Now that it is the middle of summer, we are busy and it is hard to remember that this is a "slow" year. For some of us it is probably painfully obvious that there is not enough work to keep all of our ships fully employed. From what I can tell next year may be better for some but still present problems for others. This is nothing new and if the various predictions for science funding declines come true then we face the very real problem of not enough work to go around.

While the UNOLS Council and the scientific community in general grapple with the problems of finding science support and planning for the future we still have to deal with the day to day problems of maintaining and operating a first class fleet of oceanographic research vessels. As an organization, the strength of RVOC has been our ability to work together to develop and implement strong safety standards and operating procedures that provide to the ocean science community the facilities they need to carry out their research in a safe and effective way. While we may be increasingly competing with one another for scarce operating dollars we must continue to work together to solve our common problems and to continue to improve the capabilities of our vessels individually and collectively.

At this year's meeting we will be holding elections for a new Chairman and Vice Chairman. Some of you may find the need to be less involved in the projects that we have been working on and others of you may have an interest in becoming more involved. For any of our projects to go forward we need the active interest of enough people to get the job done. The Safety Committee has generally been the most active group in between meetings and they will have several projects to keep them busy for the next few years. The introductory safety video may well become a reality and they will once again begin the three year process of reviewing the safety standards. Other projects that we have started are the establishment of physical and medical standards, a review of the post cruise report, a primer for small research vessels and a salary survey.

Paul and I are still hoping for more input from the rest of you regarding the agenda of this year's meeting although we probably have plenty to keep us occupied as it is. Please review the agenda and provide comments on any changes that you would like to see.

I am looking forward to seeing you all in October if not sooner.

Mike Prince

UNOLS Office

A new paradigm in ship operations will be functioning in 1997. Ships of the UNOLS Fleet will be expanding their operations with NOAA cruises and opening a new relationship with NAVOCEANO. Significant ship time is being planned for next year with both of these organizations. This will not be business as usual. Both

organizations are accustomed to operating with blocks of ship time. Their science parties are small while the ship is expected to complete a significant portion of the science. Their concept of technicians differ from the way UNOLS has traditionally used technical support. In the case of NAVOCEANO, classified data will be part of the requirement and clearance of certain members of the crew will be necessary. There is a culture difference and both organizations have concerns.

From the science side, exciting possibilities exist with the sharing of data and equipment. The academic community can learn much from their technology and procedures. Conversely, our community can enhance their efforts. The marriage has great possibilities, but the differences and difficulties can also be great. The similarities and differences have been discussed at the past two Council and FIC meetings. The Council concluded that the potential for significant gains are real but that we should proceed very slowly. We may need to "mow the lawn", providing just a platform, before we consider the synergies. Both NOAA and NAVOCEANO need to build confidence in our system and become comfortable with our operations before looking at an integrated process. We must be sensitive to their special needs and different cultures.

If we can make this work we will all win, academic science, NOAA, NAVOCEANO, and ship operations. Better schedules and operating efficiencies will reduce costs. We must walk before we run and not expect that this will cure all of our ills.

We should discuss this issue at the RVOC Annual meeting. Representatives from both NOAA and NAVOCEANO should be available to work with us.

1996 RVOC MEETING

To All 1996 RVOC Meeting Attendees -

I have booked blocks of rooms at two hotels for the 1996 RVOC as follows:

The St. Petersburg Hilton, the primary hotel where most of the meetings will be held, is three blocks from the University of South Florida. The rates are \$99.00 plus tax for single or double. Reservations can be made at (800) 944-5500 8am-5pm Mon-Fri and 10am-3pm on Saturday or (813) 894-5000 at any time. The times are eastern (local) time. Reservations must be made by September 21. After that date, rooms will be space available only. The Hilton is a full service convention hotel.

The Heritage Holiday Inn is 7/10 mile from the Hilton and 8/10 mile from the University. This is an older hotel that has been renovated. I have seen the rooms and acknowledge that they are very well done. The hotel staff say that they are known for

their personalized service. There is complimentary coffee, tea, juice and Danish, continental breakfast and USA Today newspaper. The rate is \$51.00 for two double beds or single king. The Heritage Grill restaurant is next door. Reservations may be made by calling (800) 283-7829 or (813) 822-4814. Reservations must be made by October 1. After that date, rooms will be space available only. The Florida Institute of Oceanography (FIO) will provide van transportation to and from the meetings from the Heritage Hotel.

The rates for both hotels will remain the same for additional time before and after the RVOC conference dates.

If anyone wishes to stay on the beaches of the Gulf of Mexico, the Trade Winds Resort Hotel will extend the rate of \$115.00, if we purchase a block of rooms. This hotel complex covers 18 acres of beach front property. If you are interested, contact Gene Olson at (813) 893-9100, fax - 893-9109 or e-mail olsone@mail.firn.edu.

Presently, the first day of meetings are scheduled at the University of South Florida with remaining days in the Hilton meeting rooms.

Tentative activities for the RVOC spouses are being handled by Vivian Olson. The first day will be a visit to the Greek sponge docks and attractions in Tarpon Springs. Day two is the St. Pete Pier, Salvador Dali Museum, John's Pass shops among other things. Day three is for antiquing or at the beach. Additional activities can be suggested for early arrivals. Give us a call or write a note to this e-mail address or Vivian Olson, 4590 Shore Acres Blvd., St. Petersburg, FL 33703 (813) 522-0593.

A packet of information about local attractions and areas of interest will be sent out to the operators within the next couple of weeks. I will include Canada, England and NATO. If anyone else desires a packet or additional information, please contact me.

The Florida Institute of Oceanography is established under the Florida Board of Regents to provide oceanographic ship time to the ten state universities of Florida. Located in Tampa Bay on the Florida west coast it is centrally located between the western panhandle and the Florida Keys with access to the Caribbean and Bahamas.

Gene Olson

RVOC SHIP UPDATES

SIO- R/V ROGER REVELLE

In March, Halter Marine, Inc., conducted the Ship's Builder's Trials. This event was followed a little over a month later by successful Navy Acceptance Trials. While a number of deficiencies were identified by the Navy inspection team and SIO representatives, the ship was found ready for delivery. Halter and the Navy's Supervisor of Shipbuilding, Pascagoula, worked on correction of the major discrepancies. The initial crew arrived in Mississippi for familiarization training in May.

The ship was formally delivered to the Naval Sea Systems command on June 11, 1996. NAVSEA immediately transferred the ship to SIO under terms of the charter party with ONR. The ROGER REVELLE remained in Pascagoula for one month of initial fitting out and preparation for the delivery transit to San Diego.

On July 8 the ship departed from Pascagoula en-route to San Diego via the Panama Canal. The trip included acceptance testing of the SeaBeam 2100 multi-beam equipment in the Cayman Trench. U.S. Navy personnel rode the ship during this leg to conduct measurements of bubble noise in the vicinity of the SeaBeam array. Underwater video was also obtained to determine if serious bubble sweep down problems existed. Dr. Rob Pinkel's group from SIO's Marine Physical Lab also collected video and acoustic information using the installed transducer tube in the staging bay. Analysis to date indicated that a bubble problem does not exist. Testing of the multi-beam was successful in many modes and good quality data was obtained. Other ship's systems were tested throughout the transit with good success.

After transit of the Panama Canal on July 19th, the ship continued up the west coast of Central America. In addition to continued equipment tests, multi-beam mapping of the mid-America Trench was conducted with excellent results. The ship arrived in San Diego on July 31st.

During the transit from Pascagoula through the Panama Canal, the ship was indeed fortunate to host Ellen Revelle Eckis, Dr. Revelle's widow and the ship's sponsor and her daughter Mrs. Mary Paci. Their presence added a special significance to the first voyage of this impressive ship.

After a week in San Diego, which included a Friday afternoon welcoming ceremony, the ship returned to sea for a week of continued acceptance testing and other trials. The ADCP and Acoustic Position Indicator systems were tested and accepted. Numerous deck operations such as dredging, coring and net tows were successfully conducted. The ship's crew and technicians worked together to develop the team work necessary to support upcoming science operations and to learn the differences between the ROGER REVELLE and the other ships of the SIO fleet.

Upon completion of the sea trial the ship will enter a six week Follow On Availability (FOA) to complete work started but not completed by Halter and other deferred items. After an additional sea trial week in late September, the ROGER REVELLE will commence her contribution to science with a 35 day mission that will support a CALCOFI cruise in southern California waters expanded to include numerous other interested investigators.

The ship has performed extremely well in initial operations and although problems exist, they are being addressed and the ROGER REVELLE is ready for full support of assigned missions.

SIO - R/V NEW HORIZON Mid -Life Refit

The NEW HORIZON returned to service on May 1, 1996 after her five month mid-life refit. All major work was completed on schedule in spite of the late receipt of the funding. No significant unplanned work was discovered during the refit. Resolution of the long-term stability condition caused by tank arrangements was accomplished. The ship is now capable of missions of up to 40 days with significant science loads as compared to 22 day missions with the same load previously.

Additional major items in the refit were replacement of the under powered, retractable bow thruster with a more powerful tunnel thruster, habitability improvements, installation of an MSD, lab modifications and extensive overhaul of ship's equipment.

The ship has been in continuous service since completion of the refit with no significant problems. All users to date have made favorable comments on the results of the refit.

UW - R/V THOMPSON

On 10 July 1994, the THOMPSON left Seattle. It returned on Monday, 22 July to its home port at the University. During the two-year odyssey, it successfully completed every one of its science requirements, collecting environmental data on the health of our oceans. This data is measured in gigabytes.

The ship logged 105,601 nautical miles not only in the Pacific Ocean but also the Indian Ocean, the Persian Gulf, and south of Africa into the Southern Ocean.

The THOMPSON conducted 29 science cruises, accommodating over 500 people in the science party, with 18 nations participating. In addition, the THOMPSON hosted 16 foreign observers from four countries.

The ship visited the following ports during its round trip:

--Honolulu, HI --Guam
--Singapore --Muscat, Oman
--Dubai, United Arab Emirates --Seychelles
--Capetown, S. Africa --Darwin, Australia
--Noumea, New Caledonia --Papeete, Tahiti
--San Diego, CA

WHOI - R/V ATLANTIS II

The ATLANTIS II sailed from Woods Hole for the last time. There was a sail away celebration here with many past crew members, masters, scientists and notable dignitaries including Neal Lane, Director of NSF. The Caley A-Frame has already been removed for reconditioning. All the paper work for selling it has been completed and when the wire transfer of funds clears later this week it will belong to "Shaula Navigation LLC of Boulder, Colorado. The new owner plans to take it to the Pacific northwest around the first of the year.

New UNOLS Vessels

At the July UNOLS Council meeting the R/V ROGER REVELLE operated by Scripps Institution of Oceanography and the R/V URRACA operated by the Smithsonian Tropical Research Institute were designated as UNOLS vessels.

COMPENDIUM OF SMALL RESEARCH VESSELS

As many of you are aware a call went out in mid June looking for someone who would be willing to coordinate the efforts associated with putting together a document discussing the capabilities and mission requirements for small R/Vs. Items to be addressed included regulatory issues, design & construction, stability, safety, outfitting, insurance, and various hull types (catamaran, SWATH, and monohull).

David Powell of RSMAS has volunteered to take the lead in completing this publication. I have enclosed an outline of this document in the attachments along with a list of those individuals who had agreed to contribute to the completion of each section. Dave will be getting back to these individuals, confirming their availability to contribute and beginning to set some timetables for completion.

SAFETY COMMITTEE

Safety Video

A request for funding to produce an introductory video on vessel safety is being submitted to NSF. Tom Smith has already submitted an estimated budget for a ten minute film. Once we get the funds approved, plans are to develop specs for an RFP to produce the film.

ITEMS OF INTEREST

-ABS CERTIFICATION OF CHIEF ENGINEERS- ABS now has a program which will allow for the Chief Engineer of a vessel to document maintenance carried out without an ABS surveyor in attendance and have that machinery credited by ABS in the next port where an ABS surveyor's attendance is possible. Only machinery overhauled in the course of normal operation is eligible for the program. If you are interested or have any questions regarding this program contact the ABS Programs Group at:

ABS Americas - CDC Fax- 713-874-6398
ABS Plaza
16855 Northchase Drive
Houston, TX 77060

-There is an on-line Internet service for safety called Safety Online. The site is <http://www.safetyonline.net>

-Coast Guard has a WWW address relating to GPS, GMDSS, world wide NAVTEX. INMARSAT SafetyNET, and a wealth of other information. Their site is <http://www.navcen.uscg.mil>.

-Also the Federal Register is on WWW at -
http://www.access.gpo.gov/su_docs/aces/aces140.html

1996 RVOC Meeting Agenda

Tuesday, 22 October 1996

0800 REGISTRATION AND COFFEE

Bring spouses to meet one another and plan their activities.

0830 WELCOMING REMARKS

- Eugene Olson, Marine Superintendent, Florida Institute of Oceanography
- Dr. William Heller, Dean, University of South Florida, St. Petersburg campus

- Dr. John Ogden, Director, Florida Institute of Oceanography
- Mike Prince, Chairman, RVOC
- Paul Ljunggren, Vice-Chair, RVOC

0900 OLD BUSINESS

- Minutes of the 1995 Meeting
- Post Cruise Evaluations
- Van Study, final review
- Medical Standards/Job Descriptions
- White paper on the benefits of the University operated research fleet.

0930 NEW BUSINESS

- Primer on small research vessels
- Safety Video for scientists

1000 COMMITTEE AND LIAISON REPORTS

- UNOLS, Jack Bash & UNOLS Chair, Dr. Ken Johnson (MLML)
- Safety Committee, Tom Smith
- RVTECH, Steve Rabalais
- FIC, Joe Coburn

1100 AGENCY REPORTS

- National Science Foundation - Dolly Dieter
- Office of Naval Research - Sujata Millick
- NOAA - Capt. Martin Mulhern
- USCG - CDR Rick Rooth
- U.S. State Department - Tom Cocke
- Others

1200 LUNCH

1300 SPECIAL REPORTS

- Florida Institute of Oceanography
- Representatives from other countries and organizations
- REVELLE (AGOR 24) - Tom Althouse
- ATLANTIS - Joe Coburn
- Univ. of Connecticut R/V - Larry Burch

- New vessel for Skidaway
- Diving Safety issues - John Heine - AAUS
- Any other operators with special reports

1500 INSURANCE AND LIABILITY

- Report by Dennis Nixon on liability and insurance issues.

1600 MARITIME HEALTH SERVICES

- Report by MHS representative on medical support issues

Wednesday, 23 October 1996

0830 REGULATORY REPORT

- Report by George Ireland on any regulatory issues

0930 WORKSHOPS AND/OR OTHER PRESENTATIONS

This is the part of the agenda that we need to give some thought to. Any input, suggestions or volunteers would be greatly appreciated. Listed below are some suggestions already received.

- Workshop on physical standards/further discussion.
- Progress made in terms of regulations, specifically GMDSS-Radio Officers and the associated Federal regulations.
- Inmarsat B and SEANET. What does it have to offer us?
- ECDIS, equipment demonstrations if possible.
- Marine insurance program for research vessels.
- Report on the "White Submarine"
- Discussion on NOAA and availability of NOAA ship time (whatever issues maybe unresolved) or just a general dissemination of what has transpired.
- The possibility of UNOLS vessels engaging in fisheries research, mapping and other non- traditional types of work.
- Strategies for working with other federal, state and private agencies while still maintaining the support for traditional users of the UNOLS Fleet.
- Strategies for maintaining a healthy and productive UNOLS Fleet in an era of challenging budgets. How do we measure the effectiveness of the Fleet?
- The future of the National Weather Service and the effects on marine forecasts.
- Post cruise evaluations of research vessels

- Crew training programs
- Orientation/Safety video for scientists

1200 LUNCH AND TOUR OF MARINE FACILITIES AND VESSELS

1300 CONTINUATION OF WORKSHOPS

Second session of work groups with an opportunity to divide up into different groups.

1500 OPEN SESSION

Thursday, 24 October 1996

0830 WRAP UP OF WORKSHOPS AND OTHER UNFINISHED BUSINESS

0900 ROUND TABLE DISCUSSION

- Marine Superintendents will select and discuss topics of mutual interest.
- Please submit list of items that you would like to discuss, other items will be developed during the course of the meeting.

1200 LUNCH

1300 CONTINUE ROUND TABLE

1400 BUSINESS MEETING

- Nomination and Election of New Chairman and Vice-Chairman
- Assignments to committees, panels and work groups
- Review of action items pending
- Suggestions for the 1996 Agenda and meeting format, everybody should come to meeting with one idea, preferably in writing.
(PLEASE REFER TO [WORKSHEET](#) ATTACHED)
- Vote on host for 1997 and 1998 meeting.
Come prepared to volunteer.

1500 ADJOURN

[Compendium of Small Research Vessels](#)

Salary Survey

NAME OF INSTITUTION _____

ADDRESS _____

PERSON COMPLETING QUESTIONNAIRE _____

PHONE _____

1. Please complete one of these forms for each class of UNOLS vessel information is provided for. What UNOLS class vessel are you providing information on?

_____ Does this vessel have a certificate of inspection?

2. Please indicate starting salary for the following ratings, and circle weekly, bi-weekly or monthly. How many hours a week is this based on? _____

RATING

Master	_____	W, BiW, M
Chief Mate	_____	W, BiW, M
2nd Mate	_____	W, BiW, M
3rd Mate	_____	W, BiW, M
Bosun	_____	W, BiW, M
Able Seaman	_____	W, BiW, M
Ordinary Seaman	_____	W, BiW, M
Chief Engineer	_____	W, BiW, M
1st Asst. Eng.	_____	W, BiW, M
2nd Asst. Eng.	_____	W, BiW, M
3rd Asst. Eng.	_____	W, BiW, M
Electrician	_____	W, BiW, M
Oiler	_____	W, BiW, M
Wiper	_____	W, BiW, M
Steward	_____	W, BiW, M
Cook	_____	W, BiW, M
Utility/Messman	_____	W, BiW, M

Is there any incremental increase in salary (e.g. on completion of the probationary period) within the first year of employment? _____ If yes how much is it? _____

3. Provide total cost to ship operations for each of your existing ship crew(s) positions for a one month period (Class IV vessels use 2 weeks) in port and for a one month period U/W (Class IV vessels use 2 weeks). This total cost would include salary, cost of vacation/comp. time (whether or not it can be cashed out), sea pay, overtime as well as FICA, retirement, insurance, medical, workman's comp, etc. Where you have more than one person sailing in a position, use an average salary.

RATING	Inport Time	Underway Time
Master	_____	_____
Chief Mate	_____	_____

2nd Mate	_____	_____
3rd Mate	_____	_____
Bosun	_____	_____
Able Seaman	_____	_____
Ordinary Seaman	_____	_____
Chief Engineer	_____	_____
1st Asst. Eng.	_____	_____
2nd Asst. Eng.	_____	_____
3rd Asst. Eng.	_____	_____
Electrician	_____	_____
Oiler	_____	_____
Wiper	_____	_____
Steward	_____	_____
Cook	_____	_____
Utility/Messman	_____	_____

4. Is overtime earned after 8 hrs/day _____ ?after 40 hrs/week _____ ?

5. What is the average overtime per week _____, bi-weekly _____, monthly _____ ?

6. Please describe how vacation/shore leave/comp.time/ sea pay is earned and by what positions?

7. Is vacation/shore leave paid in lump sum _____ on a regular payroll schedule _____ ?

8. What is the average pay raise per year? 1993 _____, 1994, _____ 1995 _____, 1996 _____

9. How many sick days do your employees accrue on an annual basis? _____.

If these days are unused, can they be carried forward _____, converted to vacation (at what retro) _____, other form of compensation _____ ?

10. Do you cover tuition related to licenses upgrades _____ licenses renewals _____ ? If so, do you cap this amount? _____. Do you repay tuition, other form of compensation _____ ?

Clippings, etc. are available in hard copy from the UNOLS Office. Requests can be made by e-mail: unols@gso.uri.edu.