

Royal Netherlands Institute for Sea Research (NIOZ), Texel, The Netherlands

Report to the RVOC 2002 - Issues on Research Vessels outside the USA.

ERVO – European Research Vessel Operators – meeting in April 2002 in Bergen, Norway.

Members from the European Union and other European countries, 27 participants from 11 different nations (EU: Greece, Portugal, France, Belgium, Ireland, UK, Netherlands, Germany; non-EU: Norway, Iceland, Romania). Emphasis on smaller ships.

- Main topics: Classification, Safety and training, health certificates, IMO and ILO regulations for seafarers (crew and non-crew), inventory on manning issues, crew exchange.

Next meeting in Spring 2003 in Romania.

ISOM – International research Ship Operators Meeting – September 2002 in Helsinki, Finland.

New members from Russia and India. 40 participants from 17 different nations and the EU.

- Delegate reports on fleet activities/renewal/future plans
- Specific emphasis on polar issues:
 - Ice strengthened ship building
 - IMO regulations in high latitudes: Polar Code – Arctic and Antarctic Rules
- Safety and security issues, ship manning and crew training, inventory (see ERVO), ISM next steps
- Insurance and Liability issues
- Clearances – difficulties with Russia and India
- Clearances Special on the implementation of article 247 – international organizations implied consent – of UNCLOS
- OS 21: Launch of the Japanese riser drilling vessel CHIKYU
- MIRAI around the world cruise in the Southern hemisphere in the framework of POGO: August 2003 – April 2004, invitation to participate.
- JAMSTEC entangling device for lost mooring recovery in deep water (> 5000 m)
- Databases

Next meeting in September/October 2003, either in Chile or South Africa.

INMARTECH – International Marine Technicians Workshop, 7 – 11 October at JAMSTEC HQ, in Yokosuka, Japan

INMARTECH is organized since 1996 every second year. After UK (SOC), USA (SIO) and NL (NIOZ) this was the 4th INMARTECH, with a total of 160 participants, approx. 100 registrations of which 45 from outside Japan (USA, UK, AU, Belgium, Germany, Norway, New Zealand, South Africa, Netherlands, Korea, Taiwan). Apart from the exchange of technical knowledge, the networking part of the goal of INMARTECH is essential.



Goal:

INMARTECH will create and maintain a permanent international network of skilled technological support and key operators for sea-going marine research

Former INMARTECH workshops resulted for NIOZ in participation in a testcruise with IFREMER for a new deep sea winch (Kley-France), and the selling of the NIOZ 25 m piston core system to NIWA in New Zealand. This year a WHOI technician found that the NIOZ multi-valve closing system for CTD bottles alone, was worth the trip to Japan.

This INMARTECH there were presentations on various Japanese specials: ROV's/Subs/AUV, Seismics, Shipoperating specials on training (KYT – foresee and solve potential dangerous situations), Ice navigation, a 100 ton hybrid antirolling device on MIRAI), and detailed specs of the entangling device for lost deep sea mooring recovery.



Proceedings:

INMARTECH proceedings from 1996, 1998 and 2000 can be found on the internet

address: <http://www.nioz.nl/inmartech2000>

Experience learns that completion of the proceedings is a difficult task

In 1996 ready in one year, in 1998 in two years, in 2000 in two years and in 2002??

JAMSTEC plans to put the proceedings on the web as soon as possible. Starting with the parts that are there, and adding subsequent parts when ready.

In September 2004 the INMARTECH will be organized by the British Antarctic Survey (BAS) and SOC together, in Cambridge, UK. Suggested main issue is on moorings. BAS/SOC welcomes suggestions on topics to be covered. Contact: David Blake D.Blake@bas.ac.uk

In 2006 the endeavor would be to have the INMARTECH again in the USA, preferably at Woods Hole. For 2008 IFREMER in Brest, France will be asked to organize and host the Workshop.

The **European Tripartite** barteragreement within UK/Fr/Ge will be extended with the Netherlands, and Spain will be invited to join as an observer.

The **European Union Infrastructure Group** has started a process of harmonizing the marine infrastructure research vessel system by trying to superimpose an analogy of the UNOLS system. However, by lack of money as an incentive, alternatives will be studied.

The **Royal NIOZ R/V PELAGIA** (66 m, multipurpose, built 1991) works mainly in the NORTH SEA, NORTH ATLANTIC and WEST MEDITERRANEAN. Total work package in 2002: 285 operational days. In 2003, after 3 weeks of maintenance in January cruises are scheduled for 300 operational days.

Other ships that will be used are the Italian R/V URANIA in the Mediterranean, the UK RSS CHARLES DARWIN in the Indian Ocean (Arabian Sea/Mozambique Strait), the New Zealand R/V TANGAROA on the New Zealand continental shelf, the French R/V L'ATALANTE with the submersible NAUTILE in the Eastern Mediterranean.

Mayor equipment/changes: A new deep sea winch (Kley France) and cable (high performance fiber with conductors) has been constructed and successfully tested. Operational since Spring 2002. The moveable lander (MOVE!) is under construction. A new XRF Containerized Core Scanner (CORTEX) has been completed. A second CTD-system (Seabird CTD underwater unit in titanium housing, an oxygen sensor, OBS, Transmissometer, PAR-sensor, Fluorimeter, and 22 NOEX 10 liter water samplers with teflon taps and titanium valves and the NIOZ designed multi-valve closing system) identical to the system that was lost and recovered last year has been constructed.

A 3 miljoen Euro grant has been obtained for a Long term Ocean Climate Observation (LOCO) project within the CLIVAR program for mooring array deployment in the North Atlantic (Irminger Sea and Canary Basin), the Indian Ocean (Mozambique Strait) and Indonesia (ARLINDO co-operation).

Equipment lost and recovered: The Dutch Navy that was operational in the Arabian Sea in the framework of the anti-terrorist war, recovered a mooring with sediment traps in the Gulf of Aden.