UNIVERSITY OF DELAWARE

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September 29, 2005

Dr. David Hebert
Chair, Fleet Improvement Committee
University of Rhode Island
Narragansett, RI 02882

Dear Dr. Hebert:

I would like to take this opportunity to update the Fleet Improvement Committee on the status of the *HUGH R. SHARP*, the replacement vessel for the R/V *CAPE HENLOPEN*:

- Dynamic Positioning (DP) trials are now underway at Dakota Creek Industries in Anacortes, Washington. Various shipyard trials have been conducted over the past several weeks.
- Preliminary acoustic trials were conducted on September 15th in Puget Sound to determine if the vessel met its underwater radiated noise goal (below the ICES curve at 8.0 knots). Though some additional treatments are required in the motor room, the overall results were excellent. We are now investigating doing the formal acoustic trials at the Navy's acoustic range at Dabob Bay near Seattle before departing the west coast.
- Acceptance of the vessel is planned for the week of October 10th.
- Final delivery was extended in order to allow ample time for proper testing and adjustment on the Power Management System. The current schedule is for the vessel to arrive in Port Everglades, Florida aboard a Dockwise heavy lift ship in early December, after which it will be transited to Delaware under its own power.
- Cross-decking of equipment from the *CAPE HENLOPEN* will begin as soon as the vessel arrives in Lewes. Despite the slight delay, we feel there is ample time to make the vessel ready for science operations by late March 2006 as most of the equipment being cross-decked is completely portable.
- The new aft deck crane will be delivered to Lewes in December of this year. The new CTD Handling System (built by Caley Ocean Systems) will be delivered in January 2006.
- The NSF inspection is tentatively scheduled for March 21st – 23rd as shown on the *SHARP*'s current 2006 schedule.

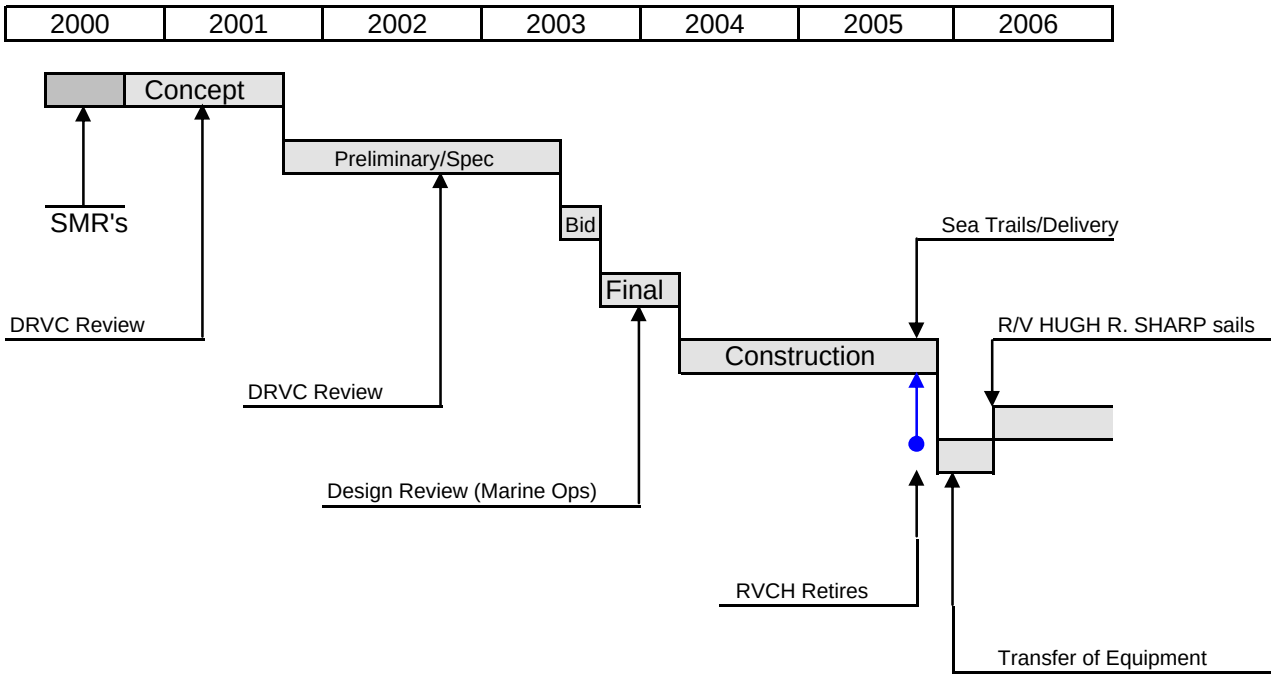
An updated timeline for the project is attached, as well as a photo from acoustic trials.

Kindest Regards,

Matthew J. Hawkins
Director, Marine Operations

C/c: Dr. Nancy Targett, Interim Dean, CMS
Mr. Mike Prince, UNOLS Office

Design and Construction Timetable
R/V CAPE HENLOPEN Replacement Vessel
University of Delaware



Notes: The "Design-Bid-Verify-Construct" Method Used for Discussion (Glosten Report, 1998)
- Good Control Over Design Process
- Lowers Technical Risk and Exposure to Claims at Construction

Indicates Current Status

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