



R/V Thomas G. Thompson working offshore of the Galapagos Islands. Photo: Dr. Mark Holmes, UW School of Oceanography

# 2005 Annual Report

## A Message from the Chair:

Welcome to the UNOLS 2005 Annual Report, which summarizes the past year's activities of the UNOLS Council and the associated committees, as well as the organizations goals and objectives for the year. The year 2005 was one with both positive accomplishments and areas of concern.

The academic fleet, in a state of transition for several years, began the year with 27 vessels and ended with 25 as a result of the decommissioning of the R/V Gyre (TAMU) and the R/V Weatherbird II. (BBSR). Despite the fleet reduction, the thorny issue of scheduling shiptime in the face of dwindling facilities support (especially due to budget reductions at NSF in FY2005 and 2006) and rising operational costs for the academic fleet was the focus of much discussion in order to develop a schedule that kept most of the fleet operating, although below optimal levels for all of the vessel classes. In spite of current scheduling difficulties, 2005 saw the start of the process of rebuilding the fleet at the regional class level with the publication by NSF of an RFP for a competition to select two design/build teams. In addition, funding for the Alaska Region Research Vessel moved to the top of the funding list in NSF's Major Research Equipment (MRE) account for 2007. We now await Congressional funding so that construction can start. 2005 also marked the beginning of the transition from the R/V M. Ewing as the academic seismic vessel to the much more capable R/V Marcus Langseth. As part of that transition, a new UNOLS committee, the Marcus Langseth Science Oversight Committee (MLSOC), was created to oversee science and ship

operations of this vessel as a National Oceanographic Seismic Facility.

There were also positive developments within the National Deep Submergence Facility (NDSF). The construction of the new Human Occupied Vessel (HOV) to replace ALVIN and the construction of the hybrid ROV that will provide access to the deepest ocean depths were well underway in 2005. With the construction of a new HOV that will be owned by NSF (not the Navy) as well as the use of other HOVs by the community, a new DESSC subcommittee was formed to develop UNOLS Safety Standards for the use of Human Occupied Vehicles modeled after those that historically have been in place.

The UNOLS Office at MLML also underwent a comprehensive review of its activities and performance. Based on the evaluation by an ad hoc committee of the UNOLS Council, the performance of the UNOLS Office was found to be excellent. As a result, the Council passed a resolution endorsing MLML to host the UNOLS Office for a third three year term.

Your active support for the UNOLS initiatives to see that the academic fleet and research activities are carried out successfully is needed and greatly appreciated. Each year there are new openings on the various committees and we encourage those who are interested in this effort to participate.

Peter H. Wiebe  
UNOLS Chair  
Woods Hole Oceanographic  
Institution



## FORWARD

This annual report contains the proceedings of all UNOLS Committee meetings beginning in October 2004 and culminating with the UNOLS Annual Meeting that took place in October 2005. Also included are newsletters, reports, the current UNOLS Charter as well as miscellaneous items of interest.

This important venue for community input and cooperative use of facilities is possible because of the support and involvement of two groups of people:

The UNOLS committee members who, since the inception of UNOLS in 1971, have volunteered countless hours of time to

ensure that UNOLS remains a viable entity in the oceanographic community and in the twenty-first century.

We are also indebted to our federal agency representatives at the National Science Foundation, the Office of Naval Research, the National Oceanic and Atmospheric Administration, U.S. Coast Guard, U.S. Geological Survey, Minerals Management Service, and the Oceanographer of the Navy. Without their advice and support, UNOLS could not exist.

Mike Prince, UNOLS Executive Secretary

UNOLS Office  
Moss Landing Marine  
Laboratories  
8272 Moss Landing Road  
Moss Landing, CA 95039  
(831) 771-4410  
office@unols.org

## 2005 RECOMMENDATIONS

### UNOLS Recommendation on Ocean Class Hull Type

At the UNOLS Annual Meeting in October 2004, the Office of Naval Research charged the UNOLS Membership (in collaboration with the Naval architectural firm John J. McMullen Associates, Inc. (JJMA)) with the task of evaluating three potential Ocean Class hull types, the monohull, the SWATH, and the X-craft, and to make a recommendation as to the hull type that should be the basis for the construction of new Ocean Class vessels to replace the aging Intermediate Class vessels.

**Based on the information developed, UNOLS reached the conclusion that the next Ocean Class ships should be monohulls.**

The results and recommendations of this major undertaking were presented in a letter to RADM Jay Cohen, Chief of Naval Research on March 7, 2005: [Letter from UNOLS to RADM Jay Cohen dated March 7, 2005](#)

Supporting documents included the following appendices:

1. [ONR Presentation to UNOLS Membership on October 15, 2004](#)
2. [Charge to UNOLS](#)
3. [UNOLS Ocean Class SMR Summary Table](#)
4. [New Navy Ocean Class SMRs](#)
5. JJMA Presentations
  - a. [December 20, 2004](#)
  - b. [January 5, 2005 + X-Craft Seakeeping Correction](#)
  - c. [January 25, 2005](#)
6. Ocean Class Meeting Reports
  - a. [November 16-17, 2004](#)
  - b. [December 20, 2004](#)
  - c. [January 5, 2005](#)
  - d. [January 25, 2005](#)
7. [SMR Weighting Spreadsheets](#)
8. Summary of Community Input
  - a. [Brief description of process for obtaining community feedback](#)
  - b. [UNOLS Letter Requesting Community Input](#)
  - c. [Compilation of all community Responses](#)



## 2005 RECOMMENDATIONS

### UNOLS Recommendations on How to Address the Impact of Declining Budget Levels on Fleet Operations

On February 25th, 2005, H. Lawrence Clark, Acting Director, National Science Foundation sent a letter to the UNOLS membership requesting advice in how to determine what steps could be taken to offset the known reductions in fleet operational costs in CY 2006 and beyond.

UNOLS formed an ad hoc committee to work with the Ship Scheduling Committee, the operators, the federal agency representatives and the UNOLS Office to explore ways that could lessen this potentially dire forecast to the UNOLS Fleet.

The UNOLS recommendations were presented to the National Science Foundation on July 15, 2005. All correspondence and supporting documents are listed below:

- 1) 2/25/2005 - [Transmittal from H. Lawrence Clark, Acting Director, The National Science Foundation](#) (including appendices)
- 2) 5/20/2005 - [Letter to the UNOLS Community requesting input](#)
  - a) [Key Elements and ad hoc committee tasking](#)
- 4) 7/15/2005 - [UNOLS Letter of Response to NSF](#) (including appendices)
  - a) [Ad hoc Committee Terms of Reference](#)
  - b) [Short-term and Longer-term Recommendations](#)



**Arctic Icebreaker Coordinating  
Committee**  
**Submitted by Margo Edwards , UH  
AICC Chair**

USCGC *Healy* had a long, busy and highly successful field season during the summer of 2005. Three innovative programs took *Healy* physically and technologically into uncharted waters, expanding the range of the ship to the central Mendeleev Ridge and adding deployments of remotely-operated vehicles and multi-channel seismic systems to the growing list of *Healy* capabilities. Between early June until early October, *Healy* collected sediment cores and ice cores, mapping and sampling the ice canopy, water column, seabed and subsurface during a transect across the Arctic Basin. The final science leg of the 2005 season included joint operations with the Swedish icebreaker ODEN followed by a long transit back to Seattle. To chart *Healy*'s success as a platform for science, AICC members now debrief scientists at the end of each field program, use these reports to generate a prioritized list of recommendations to assist subsequent field programs and then track the responses to the recommendations to evaluate *Healy* improvements. The committee is presently formalizing the list of recommended improvements for the 2006 field season, which will again include seismic surveying as well as an EEZ mapping program, diverse oceanographic sampling on the shelf north of Barrow and testing an autonomous underwater vehicle for subsequent use during science legs in the Arctic Ocean.

There are several noteworthy changes and events for the Polar Class icebreakers. For the 2006 Deep Freeze operation, the *Polar Star* was on standby in Seattle, waiting to assist the Russian icebreaker *Krasnin* if necessary. Due to problems with one of *Krasnin*'s propellers, *Polar Star* did sail to assist with the escort and break-in efforts. The U.S. Coast Guard (USCG) has received funds to effect short-term repairs on the *Polar Sea*, which are anticipated to sustain the ship for an additional two to three years. The repairs are already underway, and *Polar Sea* is expected to support Deep Freeze in 2007. Members of AICC prepared and presented a report to the National Academy of Sciences (NAS) Polar Research Board's panel on "Assessment of US Coast Guard Polar Icebreaker Roles and Future Needs" regarding

science needs in the Arctic Ocean. The NAS panel has just released an interim report that makes five recommendations regarding USCG icebreakers:

- 1) The United States should reliably control (by ownership or other means) at least one heavy icebreaker that is available and capable of breaking a channel into McMurdo Station.
- 2) The United States should maintain dedicated, year-round icebreaker capability for the Arctic to support National security interests as well as science.
- 3) In the short term, the required maintenance should be performed to make at least one Polar Class ship mission capable over the next four to eight years.
- 4) In the short-term, the management of the U.S. polar icebreakers should reside with the U.S. Coast Guard, and it should have the appropriate operational and maintenance budget to fulfill U.S. Coast Guard missions that require icebreaking.
- 5) In the short-term, the NSF should revert to being a user and should continue to negotiate financial agreements to pay for icebreaker services when U.S. Coast Guard ships are employed.

The full text of the NAS interim report is available at <http://www.nap.edu/catalog/11525.html>.

The fall meeting of AICC took place on December 12<sup>th</sup> and 13<sup>th</sup> in Seattle at the USCG base. The spring AICC meeting took place in April 18 - 19 in Arlington, VA. This meeting was scheduled to take place in conjunction with the next meeting of the Antarctic Research Vessel Oversight Committee (ARVOC.)

In 2007 three of the eight AICC members will rotate off the committee: Robert Bourke, Margo Edwards and Peter Minnett. The committee sent an announcement soliciting potential new members in early 2006 to allow some overlap of departing and incoming members in the fall. We hope that the committee will continue to reflect the diverse background of the Arctic marine science community, with potential new members demonstrating experience in atmospheric, oceanographic, and geophysical sciences.



## Deep Submergence Science Committee

by Debbie Kelley, UW  
DESSC Chair

During the past six months, DESSC has been involved in four major activities: 1) the successful incorporation of a rock drill as a Third Party Tool for use with the National Deep Submergence Facility (NDSF); 2) the formation of a committee charged with formulating Safety Standards for Human Occupied Vehicles (HOVs); 3) development of guidelines for the addition of new assets into the NDSF; and 4) hosting the annual community meeting at the Fall AGU.

***Incorporation of a Rock Drill as a Third Party Tool for Use on Jason2*** - In response to a long history of support from the marine community regarding the need for a ROV-based drill, the National Science Foundation (NSF) awarded a grant to Maurice Tivey and Dan Fornari at the Woods Hole Oceanographic Institution to provide operational oversight and coordination for use of a drill on *Jason2*. The drill had been previously developed and operated by the Monterey Bay Aquarium Research Institute for use on the ROV *Tiburon*. During summer 2005, the drill was transferred from MBARI to WHOI, where it is now available for use with the NDSF under the Third Party Tool Guidelines <<http://www.unols.org/committees/dessc/3rdpartytool.html>>. In summer 2005, The drill was successfully used on *Jason2* during a 16-day program on the Endeavour Segment to obtain drill cores and to provide instrumentation boreholes in actively venting black smoker chimneys. <<http://www.visions05.washington.edu/operations/drillingsled.html>>. Interested users of the drill can find background information, budgeting details and request forms at <<http://www/whoi.edu/sites/rovdрил/>>.

***Establishing Safety Standards for Human Occupied Vehicles*** - NSF and the National Oceanic and Atmospheric Administration (NOAA) have requested DESSC to establish safety standards for HOVs. Traditionally, NSF has supported science use of Navy owned and inspected HOVs, however, the replacement HOV will not be Navy inspected. In part because of this, it is now timely to establish a set of safety standards for use of HOVs.

***Guidelines for Incorporating New Assets into the NDSF*** - NSF and the National Research Council of

the National Academies recognizes that in the coming years there will be significant demand for new tools designed to carry out or support research, exploration, and installations on the deep sea floor. Because of this need to look and plan towards the future, NSF requested that DESSC develop guidelines for incorporating assets into the NDSF. Over the past year, DESSC has been working on these guidelines and it is expected that they will be completed and posted on the UNOLS web site during Summer 2006.

***2005 Community DESSC Meeting*** - The bi-yearly DESSC meeting was held on December 4, 2005 just prior to the Fall AGU meeting in San Francisco. Numerous presentations were provided by operators and science users.

These presentations are all available on the UNOLS web site at <<http://www.unols.org/meetings/2005/200512des/200512desmi.html>>.

Perhaps one of the most important discussions to take place at the meeting was recognition that there is a very critical need for the submergence science community to maintain significant proposal pressure for use of U.S. research vessels and facilities.

Action items for DESSC over this next year include obtaining input from the science community regarding science instrumentation, tools and sensors for the replacement HOV, responding to a call for nominations for new DESSC members, and continuation of issues regarding safety standards and new NDSF assets. A community on-line survey for instrumentation, tools and sensors for the new HOV will soon be posted on the UNOLS site. Please contribute to this planning effort.



Jason2 with rock drill. Photo by Mitch Elend (UW) and Deb Kelley (UW)

## Fleet Improvement Committee

### By David Hebert, URI FIC Chair

Since summer 2005, the Fleet Improvement Committee (FIC) has continued to work on several different aspects of fleet renewal, including matters related to revising the UNOLS Fleet Improvement Plan and items concerning the Regional and Ocean Class vessels.

**Regional Class Vessels:** At the end of October, the Navy's Program Executive Office, Ships (PEOShips) issued a Request for Proposals for the design-to-build teams of the Regional Class vessels. NAVSEA's PEOShips is managing the Regional Class Acquisition process that is being supported by NSF.

**Ocean Class Vessels:** ONR plans to construct four Ocean Class vessels. Funds are specified for research vessel design in the President's FY2006 budget.

**Global Class Vessels:** Work is continuing on defining the Science Mission Requirements (SMRs) for the Global Class vessels. As with the Regional and Ocean Classes, initial feedback from the oceanographic community on the desired capabilities of these vessels will be obtained through a web based questionnaire at: [http://unols.org/committees/fic/global/GCSMR\\_Survey\\_Form.asp](http://unols.org/committees/fic/global/GCSMR_Survey_Form.asp)

**Americans with Disabilities Act (ADA):** UNOLS has formed a subcommittee to draft ADA guidelines for research vessels for new ship construction and conversion efforts. In a related item, David Chapman, University of Delaware, has been awarded a NSF grant to survey many of the present UNOLS vessels and to make suggestions of reasonable modifications that can make these vessels more accessible for people with disabilities. David Chapman has agreed to be a member of the UNOLS subcommittee. He has asked that people from the UNOLS community provide input to his study.

**Ocean Observatories:** FIC plans to keep abreast of the needs of the ocean observatories. ORION has scheduled a meeting at the end of March 2006 in Salt Lake City to discuss possible scenarios for observatories. It is critical to understand what UNOLS resources will be needed to install and service these observatories.

**RV *Kilo Moana*:** FIC has been conducting debriefs of the Chief Scientists who have used the *RV Kilo Moana* to better understand the capabilities of this SWATH vessel. FIC would like to inform the community about these capabilities in order to dispel any misconceptions. We are waiting until the *RV Kilo Moana* receives its new over-the-side handling system for CTD operations before preparing a summary document or article.

**Fleet Renewal Plans:** The Federal Oceanographic Facilities Committee (FOFC) has been meeting on a regular basis as they move forward in producing a renewal plan for all of the federal research fleet, including the academic fleet. FIC has been interacting with FOFC as they proceed. FOFC has asked FIC to provide input on why ships are needed and provide examples of science accomplishments or discoveries that would not have been possible without ships. FIC is also working on updating the 1995 UNOLS Fleet Improvement Plan (FIP). This was the major agenda item at our fall 2005 meeting. The FIP will have the FOFC plan as its basis but will address the additional resources we envision as needed to conduct the research proposed by the community. We hope to have a working draft of the FIP available for comment this spring.

**FIC Membership:** Finally, Clare Reimers (Oregon State University) has been appointed to serve a second term on FIC. Due to other commitments, Ron Benner (University of South Carolina) will not pursue a second term on FIC. FIC thanks Ron for his great service during his term as a member of FIC. We are now actively looking for new committee member.



## Research Vessel Operators' Committee By Tim Askew, HBOI RVOC Chair

The past year was very busy with group purchases of equipment funded by the National Science Foundation (NSF) and handled by various UNOLS Universities and Institutions. Oregon State University (OSU) provided Furuno Radars to seven vessels. Woods Hole Oceanographic Institution (WHOI) ordered Furuno Doppler Speed Logs for eight vessels and they were delivered in January. WHOI also did a group purchase for life rafts. Stability reviews for all UNOLS vessels that are not current are being handled by Scripps Institution of Oceanography with several vessels being completed in 2005 and the rest in 2006. Louisiana Universities Marine Science Consortium purchased GPIRB's for thirteen Institutions (twenty-eight units).

The science van construction is progressing nicely with the East Coast pooled aluminum isotope van being completed along with the aluminum isotope van for a University of Rhode Island scientist, and a steel general purpose van for a University of Delaware scientist. Construction is in progress on the WHOI aluminum hydro van and a ten foot isotope van for the University of Minnesota / *Blue Heron*.

Regulatory issues still remain high on the RVOC list even though the deadlines are long past. All the effected vessels over 500 GRT now have Vessel Security Plans (VSP), port facilities have Facility Security Plans (FSP) where required, and there are Non-Tank Vessel Response Plans (NTVRP) for vessels over 400 GRT. The NTVRP in some cases are still being reviewed by the U.S. Coast Guard but the vessels have a provisional letter.

The 2005 hurricane season caused operations to be hampered in some way from the East Coast of the Carolinas, Georgia, and Florida, all the way through the Gulf States to Texas. Most ports were closed and



fuel and supplies were difficult to obtain. Travel by crew and scientists was practically non-existent for a period of time. Several years will be needed to completely return to normal. Crewing of the UNOLS vessels in this area is extremely difficult due to the huge loss of homes and businesses. Many potential or former crew members are busy relocating or rebuilding and simply cannot go to sea.

## Research Vessel Technical Enhancement Committee by Bill Martin, UW RVTEC Chair

The 2005 RVTEC meeting was held on November 8-10, 2005 at Oregon State University. Marc Willis and his competent staff hosted an informative and effective meeting.

Steve Poulos from the University of Hawaii completed his second term as Vice-Chair, which meant we had to elect a new Vice-Chair. Stewart Lamerdin from Moss Landing Marine Laboratories was elected to fill the vacancy. We thank Steve for his four years of service and wish him well in his future endeavors.

The UNOLS Council had given RVTEC an action item to assist the Committee on Radio Frequency (CORF) to catalogue the radio frequency spectrum usage that our oceanographic ships and researchers utilize. We formed the Radio Frequency Spectrum Committee and elected Richard Perry, (Chair) from

Lamont-Doherty Earth Observatory; Steven Hartz, University of Alaska, and Toby Martin, Oregon State University, as committee members. This committee, with guidance from CORF, will determine the radio frequencies used throughout the fleet.

Other committee elections included Mary-Lynn Dickson, from the University of Rhode Island, to the Post-Cruise Assessment Committee (PCAC) and Joe Ustach, from Duke University, to the Americans with Disabilities Act Committee.

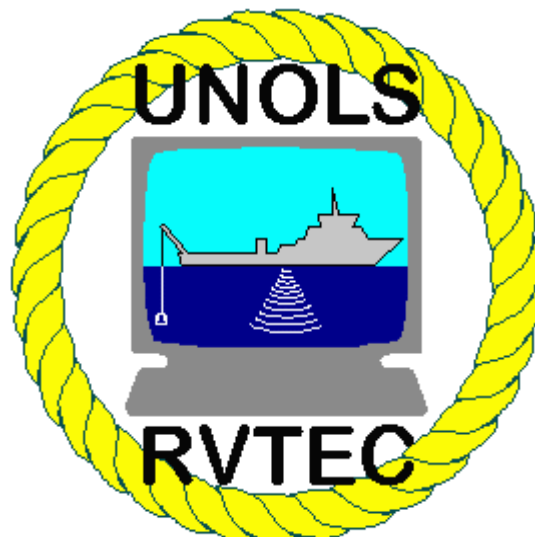
Work continues with the development of the Defined Levels of Technical Support. The UNOLS Office is developing the on-line system for pro-



viding and viewing technical services information of the UNOLS institutions.

The Global SMRs are expected to be drafted for review in 2006. RVTEC will review and provide input.

The 2006 RVTEC meeting will be held in conjunction with the INMARTECH 2006 symposium. Barrie Walden and the Woods Hole Oceanographic Institution will host both meetings. The meetings will be held during the week of October 16<sup>th</sup>.



### Ship Scheduling Committee

By **Rose Dufour, SIO**  
SSC Co-Chair

In our usual manner, the Ship Scheduling Committee held a September review in order to move towards viable 2006 operating schedules. What loomed over this process was the uncertainty of Congressional appropriations, which are now coming to light in a very dramatic way. The concern during the September scheduling review was that NOAA Ocean Exploration (OE), OAR, and NURP may have underestimated their ship/ROV costs, exacerbated in part by escalating ship rates (that were realistically reacting to volatile fuel prices.) The ultimate result will be a reduction of NOAA time to fit within their projected budget. Like a bad déjà vu, the ship operators were again faced with a third revision to national schedules at the commencement of an operating year. At the request of the funding agencies, a meeting was held on January 10th, 2006 to reassess large and

a few intermediate 2006 ship schedules. As we all know this tedious job is made more difficult due in part to complicated logistics (diplomatic clearances, IHA permits, shipping considerations, etc, etc) that may well void efficient options at this late date. The mantra that in past years schedules were known before the ship started to execute the agreed upon set of cruises that comprise an operating year, has now thrice been upstaged by late painful budgetary realities. The hardest unraveling to control is the spill over to other agencies by the increase in the daily rate, which is a function of costs vs. operating days. Less days equals higher rates!

NOAA: Some activity has occurred for UNOLS to play a small role in NOAA's Deep Ocean Assessment and Reporting of Tsunamis (DART) Program deployments in 2005/2006. NOAA's National Data Buoy Center (NDBC) has taken a position that once schedules have been developed, then they can better decipher opportunities to insert work for deployments, turnarounds, and repairs. We hope that with positive experiences, NOAA/NDBC will decide to increase UNOLS charters to carry out a larger portion in their multi-year DART deployments.

Navy: The anticipated Navy plus up money slated for UNOLS ships was appropriated in the Defense Bill. Several Navy cruises have been added since the September meeting, mainly from LWAD.

SF: OCE was able to increase their 2006 spending by \$3M, however subsequent rises in fuel costs may have defeated efforts to move field programs (other than one MG & G cruise) from the deferred column into the 2006 scheduling arena. Despite large ship availability, some NSF programs have been moved to non-UNOLS ships in order to capitalize on savings because of regional efficiencies.

2007 Scheduling: There have been some discussions within OCE to move towards an earlier ship scheduling timeline. Given Dr. Larry Clark's December 2, 2005 Ocean Science Announcement, the idea that ship time will be granted from the May panels seems highly unlikely. "There is an unprecedented case right now that as we start the 2007 UNOLS ship scheduling cycle, already funded research programs come close to fully encumbering the



projected ship operations budget. This means that for proposals submitted to the February 2006 target date, scheduling a cruise in 2007 could be a problem, especially on the Global Class vessels.” The attached charts substantiate Larry Clark’s assertion that NSF has deferred, committed 2007 new funds, or has pending, an amount equivalent to their normal ship usage. The advanced scheduling timetable might enable the other agencies to spot opportunities and react in a timely manner that would include costs into their budget planning. Therefore the notion would be to move the traditional summer scheduling meeting into early spring.

Finally, as we head into 2006, we can look at this as the “glass half full” and appreciate the efforts of all involved in maintaining the excellence of the UNOLS fleet. It is important to keep in perspective the bigger picture with associated issues of fleet renewal balanced against scheduling efficiency that may push attrition among career crew and specialized technicians. Ship operators are seeing hopeful signs of fuel prices dropping and small additions to their schedules from local users.



### **SCOAR Committee News** **By John Bane, SCOAR Chair**

The UNOLS Scientific Committee for Oceanographic Aircraft Research (SCOAR) completed its third year at the end of 2005. These first years have been spent on two principal activities, serving as the oversight committee for the Naval Postgraduate School’s Center for Interdisciplinary Remotely Piloted Aircraft Studies (CIRPAS) and promoting the use of research aircraft in the ocean sciences.

A significant aspect of SCOAR celebrating its third anniversary is that new committee memberships must be established, since the charter members were each appointed for an initial term

of three years. In order to maintain continuity and to establish an orderly staggered membership rotation, all SCOAR members will likely request reappointment for some fraction of the next three years.

The fall 2005 SCOAR meeting was conducted as a web-telephone conference on November 4. This was the second time SCOAR has used this meeting format, and it has worked so well that it was decided in future years to have one annual in-person meeting and one or more web/telephone meetings. The intention is to have each web/telephone meeting be focused on only one or two specific issues. Following reports from agency and CIRPAS representatives, the discussion turned to the topic of a White Paper on the use of aircraft in ocean science. This has been an ongoing discussion during recent meetings, and the purpose of the White Paper is to continue the effort of promoting the use of aircraft platforms in modern oceanographic research programs. This will be the specific focus of one of our upcoming web/telephone meetings.

The spring 2006 SCOAR meeting will be held on May 24th at CIRPAS, followed by a first ever Airborne Oceanographic Science Workshop to take place May 25th at Moss Landing Marine Laboratories.



## **The Marcus Langseth Science Oversight Committee (MLSOC)**

At the UNOLS Annual Meeting held on October 14, 2005, UNOLS member institutions voted and approved a ballot measure to authorize the establishment this new UNOLS Standing Committee, the Marcus Langseth Science Oversight Committee. The MLSOC will provide community input and will oversee the scientific operation of the *R/V Marcus Langseth* as a National Oceanographic Seismic Facility.

### **Inaugural MLSOC Committee Members**

**W. Steven Holbrook, University of Wyoming - *MLSOC Chair***

**Michael E. Enachescu, Memorial University of Newfoundland**

**Nancy Grindlay, University of North Carolina at Wilmington**

**H. Paul Johnson, University of Washington**

**Graham M. Kent, Scripps Institution of Oceanography**

**Peter Littlewood, Shell Int'l Exploration & Production, Inc**

**Mitchell Lyle, Boise State University**

**Raymond W. Schmitt, Woods Hole Oceanographic Institution**

**Thomas Shipley, University of Texas at Austin**

**Peter Tyack, Woods Hole Oceanographic Institution**



## UNOLS elections held in October 2005

### The following persons were elected to terms on the UNOLS Council:

√ **Dr. Robert Pinkel**, Scripps Institution of Oceanography - Elected as At-Large Representative

√ **Dr. Peter Ortner**, University of Miami, RSMAS - Elected to second three-year term as Operator Representative



## UNOLS Mission and Vision Statements

***Vision*** - A healthy and vigorous United States research and education program in the ocean sciences requires broad access to the best possible mix of modern, capable and well-operated research vessels, aircraft, submersibles and other major shared-use facilities.

***Mission*** - UNOLS provides a primary forum through which the ocean science research and education community, research facility operators and the supporting Federal agencies can work cooperatively to improve access, scheduling, operation and capabilities of current and future academic oceanographic facilities.

## 2005/2006 Important Issues and Objectives

**Fleet Renewal** - Support the implementation of existing FOFC plan, vessel design efforts and funding for new ship construction.

**Facilities Improvement Planning** - Update the UNOLS Fleet Improvement Plan with respect to the current and projected status of other major facilities and with respect to the interaction between fleet renewal and fleet midlife refits etc..

**Scheduling** - Make the best use of existing vessels, in light of financial limitations and prior commitments restricting ship availability in 2006 and beyond and look at the possibility of new scheduling paradigms.

**Communications** - UNOLS is in a unique position to communicate between the scientific user, support facilities, and funding agencies. UNOLS should strive to improve communications and interactions between these three groups regarding major facility issues.

**Facilities improvement** - Promote and assist with planning for new types of facilities for ocean sciences such as ROVs, AUVs, Aircraft, UAVs and observatories.

**Permitting** - Support efforts for improving the processes for obtaining permits related to research cruises.

**Education and Outreach** - Support and promote shipboard capabilities to facilitate public education and outreach by scientific users, educators and facility operators.

**Balancing the impacts of increasing costs** – work with the community to establish the appropriate balance between available resources and the level of support required to support quality operations.

**Regulatory Impacts** - the burden in time and money imposed by new regulatory requirements with regard to safety, security, conservation, and environmental impact have affected the cost and capabilities of ships in the UNOLS fleet. Work with the funding agencies to find support, resources and relief with regard to these requirements including the facilitation of cooperative UNOLS-wide solutions wherever possible.

**Personnel** - Technical and Marine - finding, recruiting and retaining qualified, technically literate personnel to operate our ships and instrumentation is an increasing challenge for the member institutions, which needs to be addressed cooperatively by UNOLS institutions, agencies and the maritime/technical training industry.



## UNOLS GOALS

### **Promote broad, coordinated access to oceanographic research facilities**

- Maintain a system and procedures that facilitate and promote broad access to research vessels and other major ocean science facilities.

- Support coordinated, efficient and effective scheduling of research vessels and facilities.

### **Support continuous improvement of existing facilities**

- Foster co-operation among facility operators, funding agencies and research scientists with the goal of continuously improving the quality and capability of existing ocean science facilities and the quality, reliability and safety of their operation.

### **Plan for and foster support for the oceanographic facilities of the future**

- Provide leadership and broad community input to the process of planning for and supporting the improvement, renewal and addition of facilities required to support the ocean sciences in the future



## What is UNOLS?

The University-National Oceanographic Laboratory System is an organization of 61 U. S. institutions that have academic research and education programs in the ocean sciences and an interest in promoting the best possible national shared use facilities to support these programs. Twenty-one of the UNOLS institutions are operators of these major shared use facilities, including research vessels, submersibles, aircraft and major instrumentation. Facilities are owned either by one of the Federal agencies or by individual institutions. UNOLS serves in an advisory role to the facility operators and to the supporting Federal agencies, and as a coordinator or facilitator of community-wide efforts directed toward scheduling, access, and improvement of existing facilities, and planning for future facilities.

**The UNOLS Office would like to  
acknowledge the continued support  
of the following federal agencies:**

**The National Science Foundation  
The Office of Naval Research  
The National Oceanic and Atmospheric Administration  
U.S. Geological Survey  
U.S. Coast Guard  
Minerals Management Service  
U.S. Department of Energy  
Oceanographer of the Navy**



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### Meeting Minutes and Reports - October 2004 – October 2005

#### **October 2004**

*Research Vessel Operators Committee Annual Meeting* – Bermuda Biological Station for Research, Ferry Reach, St. Georges, Bermuda

#### **November 2004**

*Arctic Icebreaker Coordinating Committee Meeting* - USCG Base, Seattle, WA

*Fleet Improvement Committee - Ocean Class Hull Evaluation Meeting 1* - Lynnwood & Freeland, WA

*Research Vessel Technical Enhancement Committee Annual Meeting* – FIO, St. Petersburg, FL

*Scientific Committee for Oceanographic Aircraft Research Meeting* - via Web Teleconference

#### **December 2004**

*DEep Submergence Science Committee Meeting* - 2004 Fall AGU, San Francisco, CA

*Fleet Improvement Committee Meeting - Ocean Class Hull Evaluation Meeting 2* - via Web Teleconference

#### **January 2005**

*Fleet Improvement Committee - Ocean Class Hull Evaluation Meeting 3* – NOESIS, Arlington, VA

*Fleet Improvement Committee - Ocean Class Hull Evaluation Meeting 4* - Ocean.US, Arlington, VA

#### **March 2005**

*Fleet Improvement Committee Meeting* - Anacortes, WA

*UNOLS Council Meeting* – NSF, Arlington, VA

*Arctic Icebreaker Coordinating Committee Meeting* - NSF, Arlington, VA

#### **April 2005**

*Scientific Committee for Oceanographic Aircraft Research Meeting* - NCAR-RAF, Broomfield, CO

#### **June 2005**

*DEep Submergence Science Committee Meeting* - WHOI, Woods Hole, MA

#### **July 2005**

*UNOLS Council Meeting* – via Web Teleconference

*Ship Scheduling Committee Meeting* – NSF, Arlington, VA

#### **September 2005**

*Ship Scheduling Review Meeting* – via Web Teleconference

#### **October 2005**

*Fleet Improvement Committee Meeting* - NSF, Arlington, VA

*UNOLS Council Meeting* - NSF, Arlington, VA

*UNOLS Annual Meeting* - NSF, Arlington, VA

#### **Other Items of Interest**

Forward - By Mike Prince, UNOLS Executive Secretary

Message from the UNOLS Chair - Dr. Peter Wiebe, Woods Hole Oceanographic Institution

2005 - UNOLS Major Recommendations - Ocean Class Hull Type and Impact of Declining Budget levels

UNOLS Committee News

Current UNOLS Charter

Council and Committee Members

Contact Lists and ship information : Marine Operations, Ship Scheduling, and RVTEC Points of Contact

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