



UNOLS NEWS

Volume 24, No. 1

Late Spring/Summer 2007

UNOLS Council

- Marcia McNutt (MBARI), Chair
- Vernon Asper, Chair-Elect
- Peter Wiebe (WHOI), Immediate Past Chair
- Robert Collier (OSU)
- Bruce Corliss (Duke)
- John Diebold (LDEO)
- Eileen Hofmann (ODU)
- Peter Ortner (RSMAS/U. Miami)
- Mary Jane Perry (U. Maine)
- Robert Pinkel (SIO)
- David Hebert, FIC Chair
- Bill Martin, RVTEC Chair
- Carin Ashjian, AICC Chair
- Deborah Kelley, DESSC Chair
- Matt Hawkins, RVOC Chair
- Steve Holbrook, MLSOC Chair
- Liz Brenner & Rose Dufour, SSC co-Chairs

Executive Secretary

Michael Prince

A Message from the UNOLS Chair...

The focus on the UNOLS Council meeting on March 21 and 22 in La Jolla, California was on the future, on the new and the upgraded. After so much concern and hand wringing over the budget for ship operations and ship replacement recently, it was a welcomed change of pace. The current schedule will have the new Alaska Region Research Vessel in operation by 2010 and the first new Regional Class vessel delivered the same year with funding from the National Science Foundation (NSF). In 2012 and 2014, two additional Regional Class UNOLS vessels are expected to be delivered from NSF. The Navy is planning to build two new Ocean Class UNOLS ships in 2014 and 2015.

Especially exciting was the report from the *Marcus Langseth* Science Operations Committee (MLSOC). The R/V *Marcus Langseth*, which had just arrived in port in Galveston after substantial conversion in the shipyard for work as a UNOLS vessel for 3-D seismic and general oceanographic research, was in the final stages of being outfitted for its shakedown cruise prior to commencing its first official expeditions as a newly-commissioned UNOLS vessel. Steve Holbrook (University of Wyoming) reported that the MLSOC will be working hard to meet the original goals of the new seismic facility:

1. To provide a near state-of-the-art seismic acquisition system for the academic community;
2. To lower the threshold of expertise needed to use the facility; and
3. To increase the quality and accessibility of archived data.

The MLSOC is looking for opportunities to meet with the community of users in order to establish a two-way dialogue on the capabilities of the new seismic facility and to get user feedback. One possibility is to take advantage of meetings of the American Geophysical Union to hold discussions.

Bob Detrick reported on progress on the project at Woods Hole Oceanographic Institution to replace the Human Occupied Vehicle (HOV) *Alvin*. The personnel sphere successfully completed a preliminary design review in December of 2006, and design and fabrication is underway. For the vehicle itself, there were only two responses to the Request for Proposals, and both responses were significantly higher than the budget. WHOI is examining alternate approaches to structuring the contract that reduce the risk to the contractor and increase the flexibility in the project so as to get

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more reasonable bids. The tentative schedule would now have the new HOV in science sea trials in 2010.

The UNOLS Council also had the opportunity to hear officially about the progress towards a merger of Joint Oceanographic Institutions (JOI) and the Consortium for Ocean Research and Education (CORE). The two organizations were formerly one organization, but diverged as JOI took on a more programmatic focus and CORE took on more community advocacy. In remerging, the hope is that the new organization will adopt a new name, can elevate ocean issues to higher level, speak with one voice, and become expert in program management and public outreach on behalf of the community. Significantly, the new entity will have a different governance structure with an elected Board of Trustees, rather than trustees appointed by their institutions, and outside (i.e., non-member) Trustees chosen for their leadership and

perspective. UNOLS Council agreed to approach the new organization with a request that the UNOLS Chair be invited to attend the meetings of the Board of Trustees as it will be mutually beneficial to both organizations that they work closely together.

A new action item emerging from the discussions at the meeting concerns data collected aboard UNOLS vessels. Federally-funded investigators are increasingly being required to make their data available within prescribed time periods to the community at large. UNOLS can play a role in facilitating that dissemination by ensuring that the collection of the data, samples, and metadata at the shipboard (or ocean observatory) end of the process is done in such a way as to efficiently and effectively promote the information dissemination in compliance with whatever policies might be established by the sponsoring agencies or other authorities (e.g., permitting

agencies). Furthermore, early establishment of uniform UNOLS standards and formats for data dissemination might avoid the proliferation of multiple disparate national standards and formats for meeting foreign clearance conditions. UNOLS will be creating a subcommittee to create a white paper on current community-wide best practices in terms of data and metadata capture when collecting data at sea as a first step in deciding how UNOLS should handle this issue.

Of course there were many other interesting reports and presentations – more than can possibly be summarized here. Be sure to visit the UNOLS website to keep up to date on what is happening with the research vessels, marine technicians, icebreakers, deep submergence facility, aircraft, and all of the other aspects of the UNOLS community!

Marcia McNutt
UNOLS Chair

MEETING ANNOUNCEMENT

The 2007 UNOLS Annual Meeting

will be held on
Thursday & Friday, October 11-12, 2007
at
The National Science Foundation
4201 Wilson Boulevard
Arlington, VA 22203

Tentative Keynote Speaker
Dr. Arden L. Bement, Jr.
Director, National Science Foundation

The meeting schedule is as follows:
Thursday, October 11th - 1PM to 5PM
An evening reception will follow immediately afterward
October 12th - 8:30AM to early afternoon



UNOLS 2006 Annual Meeting Highlights and Election Results

The UNOLS Annual Meeting was held at the National Science Foundation (NSF) in Arlington, VA on October 6, 2006. The meeting was highlighted by a keynote address by former California Congressman and White House Chief of Staff, the Honorable Leon E. Panetta. Mr. Panetta chaired the Pew Oceans Commission and currently Co-Chairs the Joint Ocean Commission Initiative with Admiral James D. Watkins. Mr. Panetta discussed efforts to establish a national commitment to the oceans and ways to promote the importance of ocean science.

The Annual Meeting also included reports on fleet renewal plans, agency reports, reports from UNOLS Committees, and a presentation on this year's accomplishments and goals for 2007. Details of the meeting can be found on the UNOLS web site at <http://www.unols.org/meetings/2006/200610anu/200610anumi.html>.

Elections for the UNOLS Council were held with the following results:

Chair Elect: Dr. Vernon Asper – (University of Southern Mississippi)

Ship Operating Institution Representative: Dr. Robert Collier (Oregon State University)

Non-ship Operating Institution Representative: Dr. Mary Jane Perry (University of Maine)

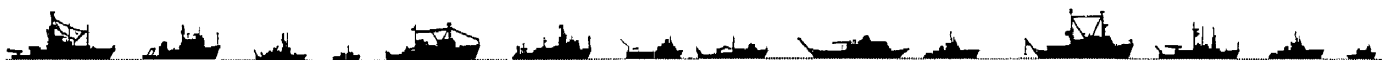
Member At-Large: Dr. John Diebold (Lamont-Doherty Earth Observatory, Columbia University)

The UNOLS Membership voted to approve the application of Louisiana State University (LSU), Baton Rouge as a member of UNOLS. The UNOLS Representative from LSU will be the Dean of the School of Coast and Environment, Dr. Edward Laws.

At the conclusion of the Annual Meeting, Dr. Marcia McNutt (Monterey Bay Aquarium Research Institute) transitioned from the Chair-elect position to UNOLS Chair. Dr. Peter Wiebe (Woods Hole Oceanographic Institution) moved into the position of Immediate Past Chair.



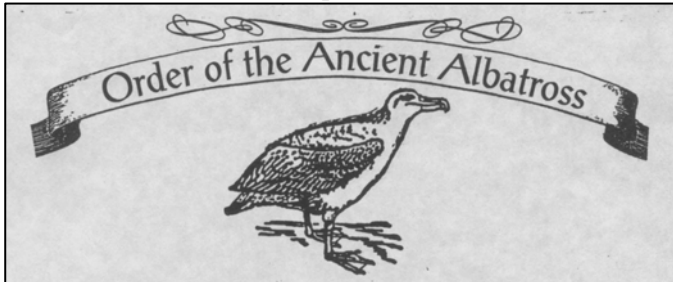
From left to right: Dr. Julie Morris (NSF), Dr. Marcia McNutt (UNOLS Chair-Elect, MBARI), Honorable Leon E. Panetta, Dr. Peter Wiebe (UNOLS Chair, WHOI). Photo by Kate Sawyers.



The Ancient Albatross Award moves to Scripps Institution of Oceanography

The Order of the Ancient Albatross Award signifies the oldest and longest operating research vessel in the UNOLS Fleet. Since 1996, the award was held by the University of Alaska, operator of R/V *Alpha Helix*. *Alpha Helix*, an NSF-owned vessel, was delivered in 1966 and was originally operated by Scripps Institution of Oceanography. In 1980 the ship's operation was transferred to the University of Alaska. The vessel spent the next 25 years working in the waters of the North Pacific, Bering, and Chukchi Sea.

In 2006, the University of Alaska announced the retirement of R/V *Alpha Helix*. With the ship's retirement, the University of Alaska passed along the Ancient Albatross Award to Scripps Institution of Oceanography (SIO), operator of R/V *Melville*, the next oldest ship in the Fleet. R/V *Melville* is a Global Class ship and was built by the Navy in 1969. The transfer ceremony of the Ancient Albatross Award was made during the UNOLS Annual Meeting in October 2006. Denis Wiesenburg (UAF) presented the award to Bob Knox on behalf of Scripps Institution of Oceanography as operator of R/V *Melville*. Keeping with tradition, a can of Rust-Oleum™ accompanied the award.



Denis Wiesenburg, UAF (on the left) presents the Ancient Albatross Award to Bob Knox, SIO. Photo by Kate Sawyers

UNOLS Ships are now officially “Dry Ships”

UNOLS ships are now officially “Dry Ships.” At the UNOLS Council meeting on October 5, 2006, the UNOLS Council approved a policy that banned the use of alcoholic beverages on board UNOLS vessels. This decision was based on the consistent recommendations of the UNOLS Risk Manager and the stated preference of NSF and ONR program managers that UNOLS take this position to promote safe operations and to limit the liability associated with making alcohol available while at sea.

2006/2007 UNOLS Goals and Priorities

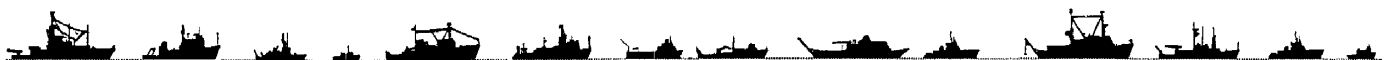
At the UNOLS Annual Meeting the 2006/2007 UNOLS Goals and Priorities were presented to the membership. These are to:

- Promote broad, coordinated access to oceanographic research facilities (access)
- Support continuous improvement of existing facilities (improvement)
- Plan for and foster support for the oceanographic facilities of the future (planning)

The issues and objectives that will be addressed in 2006-2007 are:

- Scheduling and Utilization
- Quality of Fleet Operations
- Fleet Renewal
- Communications
- Data management

Additional details about these areas can be found at <http://www.unols.org/info/issues.html#access>. UNOLS welcomes community input regarding these issues and hopes that the membership will work to help us achieve our goals.



New UNOLS Ship Time Request and Scheduling System is Introduced

Most of you probably have several different types of online accounts that you use to manage everything from your airline reservations to banking to your kid's college payments. Now you can have one more, to manage your requests for UNOLS ship time and to track the resulting ship schedules.

For a number of years you have been creating ship time requests using an online system where you manage each document as a separate record, with its own password. With our new system each Principal Investigator (PI), Ship Scheduler, Program Manager and other users of the system will have an account, which will allow them to log in and manage their ship requests, ship schedules or other related functions.

This new Ship Time Request and Scheduling (STRS) system is currently in the "Beta-Test" phase and is being used by UNOLS ship schedulers to create 2008 draft schedules and to update their 2007 schedules using ship time requests imported from the old system. The next step in this testing phase is to begin to have PIs start using

the system to create and/or to update existing ship time requests for UNOLS vessels. All currently active ship time requests have been imported to the new system and "provisional member" accounts have been created for the PIs and many of the Co-PIs associated with these requests.

By the time this newsletter is published or shortly afterwards, all provisional members will receive an email for instructions on how to log in. We will also provide information on which ship time requests have been re-created in the new system, so that you can log in and update them as necessary.

There are a number of differences in how ship time requests will be structured that will allow more flexibility in terms of the number, type and location of cruises you want to request under a single project. Also, the new system will allow you to easily duplicate a project/request when you resubmit a proposal or start a new program that is similar to an existing one. Schedules will be directly linked

to requests so that schedulers will always have ready access to your latest request information as well as giving you direct access to any published schedules related to your requests.

We are excited about finally implementing this new system that should improve our ability to match your ship time needs with an appropriately scheduled cruise. Access to this system is located at: <http://www.unols.org/strs>. When using the new system there is a link at the top of each page for you to provide comments or suggestions. We encourage you to do this or to ask questions as you become familiar with the new system. In addition, help documents are available by clicking on the Frequently Asked Questions (FAQs) link at the top of the login or any other page. Start with the introduction help document at: http://unolsweb.cms.udel.edu/STRS/helpdocs/STRS_Introduction.pdf.

By Mike Prince, UNOLS Executive Secretary

UNOLS Forms Subcommittee to Report on Best Practices for the Collection of Data and Metadata at Sea

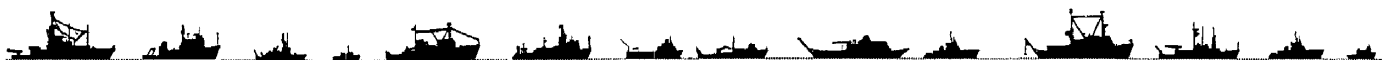
In March 2007, the UNOLS Council recommended that a subcommittee be established to evaluate and report on current community-wide best practices in terms of data and metadata capture when collecting data at sea.

Federally-funded investigators are increasingly being required to make their data available within prescribed time periods to the community at large. That community will likely expand from other researchers to include managers and the public. The Council recommends that UNOLS should play a significant role in facilitating that

dissemination by ensuring that the collection of the data, samples, and metadata at the shipboard end of the process is done in such a way as to efficiently and effectively promote the information dissemination in compliance with whatever policies might be established by the sponsoring agencies or other authorities (e.g., permitting agencies). Early establishment of uniform UNOLS standards and formats for data dissemination might avoid the proliferation of multiple disparate national standards and formats for meeting foreign clearance conditions,

as well as serve as a template for ocean observatories.

In May, a call for volunteers to serve on the subcommittee was solicited from the UNOLS membership and agencies. A terrific response was received with representation across many organizations/institutions, research disciplines, and interests. The UNOLS Chair will appoint a subcommittee from the volunteers. The subcommittee will be asked to prepare a brief White Paper on the subject within one year's time.



Workshop Addresses ADA on UNOLS Vessels

As the federal agencies move forward with the design and construction of research vessels (the Alaska Region Research Vessel, Regional Class, and Ocean Class vessels), it is necessary to address the Americans with Disabilities Act (ADA) accessibility in the ship designs. Vessels that support federally funded academic research should be as accessible as feasible to accommodate persons with disabilities. Recognizing this need to address ADA, the National Science Foundation (NSF) asked UNOLS to develop ADA guidelines for research vessels. In response, UNOLS formed a committee that is Chaired by Terry Whitledge (University of Alaska, Fairbanks) to draft ADA Guidelines that would address structural modifications and improvements as well as procedural guidelines for at-sea research operations by seagoing scientists with disabilities.

The Committee's first task was to draft preliminary ADA design guidelines to be used in NSF's Regional Class Acquisition effort. Using existing documentation (such as, the U.S. Access Board's draft *Passenger Vessel Accessibility Guidelines*) the Regional Class ADA Guidelines were completed and provided to NSF in early June 2006.

Next, the committee started work on general ADA guidelines for ship construction and conversion. The general ADA guidelines take into consideration the various vessel classes and ship sizes, the nature of the disability, and the levels of compliance.

To assist in the task of generating general ADA guidelines, a workshop was convened on September 18-19, 2006 at Woods Hole Oceanographic Institution (WHOI). The workshop provided an opportunity to discuss and review the proposed guidelines that had

been drafted by Terry Whitledge, as well as, test the practicality of the procedural guidelines, and identify any additional ADA recommendations. Workshop participants included ship operator representatives (captains, marine superintendents, crew, and marine technicians), agency representatives, Naval Architects, the UNOLS Risk Manager, a representative from the U.S. Access Board, and sea-going scientists including those with disabilities.

As part of the workshop, a tour of R/V *Knorr* was provided. The tour was very instructive in identifying the



Al Suchy leads workshop participants on a tour of the R/V Knorr bridge. Photo by Annette DeSilva.

challenges for persons with disabilities. Some of the workshop science participants and one of the crewmembers are people with vision, hearing, and mobility disabilities. Obtaining their perspective on operations aboard a ship and responding to various situations was extremely useful. It was quickly realized that some of their suggested solutions to accessibility issues would enhance safety for all people on board the ships, such as improving markings

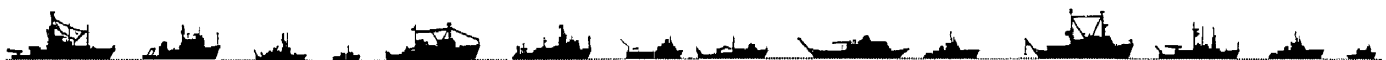
and the visibility of hazards and the use of a buddy system for emergency situations.

The workshop findings reveal that many hearing and sight disabilities can be accommodated with modest cost and little to no redesign. Some examples include:

- Adding warning tactile stripping at the base and top of ladders and on weather deck edges.
- Extending railings at both the top and bottom of ladders.
- Providing adequate lighting in all areas, especially at ladders.
- Minimizing trip hazards by use of high contrast coatings.
- Reducing passageway obstacles.
- Implementing audio signals (door open/close, etc) and induction mechanisms.

It became clear that many of the modifications that are required to accommodate mobility disabilities will be more difficult to implement on existing vessels because they could involve structural modifications to passageway widths, room size and layout, and ladders/stairs. It is better to implement these structural ADA features in the initial ship design. In turn, as new ships are designed and built to allow increased ADA accessibility, shipboard laboratory arrangements will also require modifications. A pool of adaptive equipment and ADA equipment that can be adjusted for wheelchair access, such as modular laboratory benches, sinks, and portable fume hoods were suggested by workshop participants.

As the research ships become more ADA accessible, procedural guidelines are also needed that will address pre-cruise planning, at-sea operations, and emergency procedures. Workshop participants stressed the importance of including ADA considerations in pre-cruise planning documents. Increased



communications between the ship operators and scientists with disabilities will maximize the accessibility while at sea. The workshop participants recommended that ADA procedural issues be addressed in the Research Vessel Safety Standards (RVSS).

Once finalized, the general ADA guidelines for research vessels will be provided to the UNOLS Fleet Improvement Committee for incorporation into the research vessel Science Mission Requirements (SMR). The SMRs often provide the foundation for new ship design efforts and by incorporating ADA into the SMRs they will also be introduced into new ship designs and conversion efforts.

Although the workshop helped to identify many potential solutions to ADA accessibility issues, there are some of the challenges that still need to be addressed. One of the biggest challenges in accommodating mobility disabilities is with access to the ship and the gangway. In preparation for the R/V *Knorr* tour, WHOI constructed a special ramp to allow access onto the ship by wheelchair. As it turned out, the special ramp still presented a real challenge for an individual in a wheelchair. Ports with large tidal ranges could increase the gangway challenges. Some examples of other areas that will require further attention are with immersion suits and service dogs. Immersion suits that can accommodate mobility impairments will be needed. Shipboard accommodations, as well as any international regulations regarding service dogs, will need to be explored.

Since the time of the September workshop, there has been progress in moving forward with the ADA workshop recommendations. The Naval Architects that are designing the Regional Class vessels have been asked to address ADA in their ship designs. Additionally, NSF has requested their



ADA Workshop participants tour R/V Knorr's working deck.

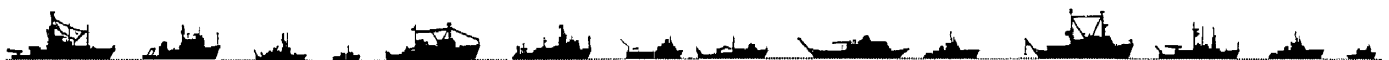
Photos by Annette DeSilva.

ship inspectors to include consideration of ADA improvements during their inspections (UNOLS Research Vessels are inspected about every two years). The inspectors are now looking more closely at items such as adequate lighting and unmarked obstructions. The UNOLS Safety Committee is currently in the process of updating the RVSS. The ADA recommendations have been provided to the Safety Committee for inclusion in the update.

Terry Whitledge is working to incorporate the workshop

recommendations into the draft ADA Guidelines for Research Vessels. The revised document should be ready for review soon.

A special note of thanks goes out to WHOI for hosting the ADA workshop and providing a tour of R/V *Knorr*. The support and insightful contributions from WHOI's marine operations group and *Knorr* crew were greatly appreciated. Workshop participants are also thanked for sharing their time and ideas on this important topic.



2006 International Marine Technician (INMARTECH) Symposium

The 2006 International Marine Technician (INMARTECH) Symposium was hosted by Woods Hole Oceanographic Institution (WHOI), in Woods Hole, Massachusetts on October 17-19, 2006. The symposium was attended by over 120 participants representing about a dozen different countries and over 50 different organizations.

Over the course of three days nine technical sessions were convened that included over 60 presentations and demonstrations. The technical session topics included:

- Ships, Shipboard Handling Systems, and Over-the-Side Safety Issues
- Innovations in Vehicle Systems
- Equipment and Procedure Innovations
- Underway Data Collection and Archiving Standards
- Long-term Instrumentation Deployments - Challenges, Issues, and Solutions
- Lessons Learned - Equipment Tricks, Techniques, and Cool Products
- International Shipping - Dealing with New Regulations (Chemicals, Samples, Instrumentation)
- Ship to Ship/Ship to Shore Wireless Access Protocol (SWAP)
- Shipboard Networks and Network Security

The “Lessons Learned” session was quite popular. Participants had an opportunity to provide information on small but valuable innovations they have discovered or developed. Hardware, software, and procedural items of interest were covered. The session offered an opportunity for “show-n-tell” and discussions. Topics ranged from “Field Repairable Slip Rings” to “Hot Glue...and you thought it was just for arts and crafts!” to “Securing Fish Exclusion Cages on the Sea Bed by Scuba Divers.”

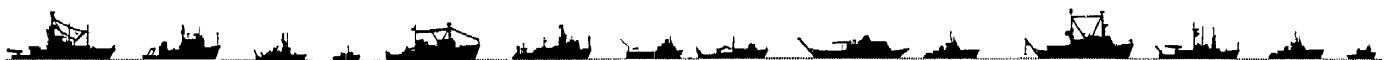
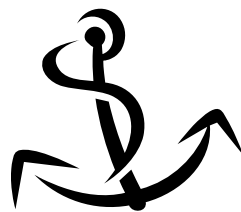
WHOI hosted an evening reception that included facility tours of R/V *Oceanus*, CRV *Tioga*, AUV

Sentry, the video plankton recorder, and a hydrographic van. Matt Hawkins (U. Delaware) was on hand to provide tours of an Isotope Van and Chris Fairall (NOAA) demonstrated the NOAA Portable Seagoing Air-Sea Flux Standard. During the reception, participants had the opportunity to display technical posters. The evening offered a casual atmosphere for open discussion among the international marine technician participants.

All of the presentations from the INMARTECH 2006 Symposium are available on the UNOLS web site at <http://www.unols.org/meetings/2006/200610inm/inmartech06.html>.



INMARTECH 2006 Symposium participants.



Community Input Requested on Science Mission Requirements (SMRs)

Global Class SMRs - Last Call for Input

In the next five to six years, several of the present Global Class ships (*Thompson, Atlantis, and Revelle*) will reach the age where mid-life refits normally occur. The Science Mission Requirements (SMRs) for this class of vessels were originally drafted in 1989. Since that time, there have been several advances in oceanographic research as well as technological developments that affect the desired capabilities for these vessels. One example is meeting the needs of the future ocean observatory programs. Additionally, SMRs will need to address regulatory constraints that have been implemented in recent years. The UNOLS Fleet Improvement Committee (FIC) believes it is time to update the Global Class SMRs. The FIC has recommended that the model used to develop the Regional and Ocean Classes SMRs be followed for the Global SMR effort. Additionally, the Ocean Class SMR document

<http://www.unols.org/committees/fic/smr/ocean/ocsmr_version1.html> should be used as a template in drafting the Global SMRs.

The SMRs will be for general-purpose requirements applicable for all Global Class ships. Additions or modifications required for specialized Global Class vessels (e.g., the seismic vessel, HOV support vessel or heavy-lift capable vessel) will be placed in appendices of the report.

UNOLS would like to use feedback from the Ocean Science community as a basis for defining their Science Mission Requirements for Global Class vessels. An on-line questionnaire has been available on the UNOLS web site since last year. One last call for input is requested before work begins on drafting the SMR document. Your input on this questionnaire will be invaluable. If you are a current user of the UNOLS large vessels, or intend to use them to carry out future research programs, please take a few minutes to complete the on-line survey. The questionnaire is available at

<http://www.unols.org/committees/fic/global/GCSMR_Survey_Form.asp>.

Ocean Class SMRs – Review Requested

The Navy is moving forward with plans to acquire two Ocean Class vessels. As a first step in this process, the Navy will develop the Navy Project Documentation needed to support a Project Decision meeting in October 2007. The Project Documentation will state the specifications that the Ocean Class vessels should be designed to meet. The UNOLS Ocean Class Science Mission Requirements (SMRs) will be used as a basis for the Project Documentation.

Your input is requested. The Office of Naval Research has asked the UNOLS community to review the Ocean Class SMRs and to comment on any requirements that should be updated, deleted, or added. The Ocean Class SMRs are available on the UNOLS web page at

<http://www.unols.org/committees/fic/smr/ocean/ocsmr_version1.html>.

Please send any feedback to the UNOLS Office <office@unols.org> and to Dave Hebert (Fleet Improvement Committee Chair) <hebert@gso.uri.edu>. Responses by early July are most appreciated.

UNOLS Says Thank You to Departing Council and Committee Members

UNOLS thanks those Council and Committee members who have completed their terms and service for UNOLS in the past year. The following individuals are recognized:

Council - Tim Cowles (OSU), Curt Collins (NPS), Wilf Gardner (TAMU), Cindy Lee Van Dover (Duke U.)

DESSC - Mark Chaffey (MBARI)

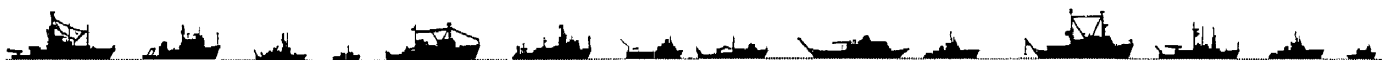
FIC - Ron Benner (U So. Carolina), Niall Slowey (TAMU)

RVOC - Tim Askew (HBOI)

AICC - Margo Edwards (UH), Robert Bourke (NPS), Dale Chayes (LDEO)

SCOAR - Carl Friehe (UCI), Charles Flagg (SUNY)

The time, service, and contributions provided by these individuals are greatly appreciated. *Thank you for your service to UNOLS!*



UNOLS Committee News

Fleet Improvement Committee (FIC) News

By Dave Hebert, FIC Chair

The Fleet Improvement Committee has continued to focus its efforts on producing an updated UNOLS Fleet Improvement Plan. We have been working closely with the Federal Interagency Working Group – Facilities (IWG-F), formally known as the Federal Oceanographic Facilities Committee (FOFC), who has been developing a fleet renewal plan for federally-owned research and survey vessels. The larger vessels of the UNOLS Academic Fleet (Global, Ocean, Intermediate, and Regional ships) are only one component of the federal fleet. However, the UNOLS fleet also includes smaller and institution-owned vessels not considered by IWG-F.

In order to make consistent projections of the capabilities of the fleet, IWG-F and FIC agreed to have a uniform classification of the different vessels based on their mission capabilities. FIC and IWG-F agreed to keep the Global Class as is with a full-operating year (FOY) defined as 300 days. The Ocean Class vessels, at this time, the R/V *Kilo Moana* and the Alaska Region Research Vessel (ARRV), have a FOY of 275 days. The present Intermediate Class, whose vessels are projected to retire within the next decade, would use 250 days for a FOY. The Regional Class vessels, which include the three new planned National Science Foundation (NSF) vessels (see details later in article), would have a FOY of 200 days. It was decided to also include the R/V *Atlantic Explorer*, R/V *Cape Hatteras* and R/V *Point Sur* in this Class. The other two classes of vessels are not considered in the IWG-F report. FIC placed the R/V *Pelican*, R/V *Sharp*, R/V *Sproul*, and

R/V *Walton Smith* in a group called the Regional/Coastal Class since they don't meet the Science Mission Requirements (SMRs) of the Regional Class. Their FOY would be 180 days. The other class of vessels is the Local Class with a FOY of 110 days.

Another area that was addressed by both FIC and IWG-F, was defining the start and end years for vessel operations. It was necessary to have a consistent method of determining when a vessel enters the fleet and begins research operations and when the vessel ends service. It was decided that if a vessel operated for at least one day in a particular year, it would be counted as operating during that year. Thus, in 2005, when both groups started to work on fleet renewal plans, there were 27 vessels operating in the academic fleet of which 17 were in the IWG-F plan. In 2007, there are presently 23 UNOLS vessels of which 15 are also included in the IWG-F plan. In addition to the ARRV, NSF plans to construct three Regional Class vessels and the Navy plans to build two Ocean Class vessels. With these planned new vessels and the retirement of all of the Intermediate Class vessels, the R/V *Knorr* and R/V *Melville* by 2017, the academic fleet portion of the IWG-F plan would consist of 12 vessels. The overall UNOLS fleet would be 18 vessels at this time.

During the review of the IWG-F draft Fleet plan, IWG-F decided that their resulting document would be a federal fleet status report. This decision does not affect the content with respect to the academic fleet.

The Fleet Improvement Plan consists of three major sections. The

first section consists of a description of examples of the scientific initiatives being presently posed that require the use of research vessels, as well as the features that these vessels should have to meet the scientific goals. The second section consists of explaining what UNOLS is, a description of present UNOLS facilities, how these facilities are scheduled and past trends in fleet utilization. For the last six months, FIC has held several teleconferences to discuss these sections of the plan. The final section makes projections of future utilization and requirements to meet scientific needs. The first part of this section is a description of the IWG-F view of the future academic fleet which is based on assuming that the future federal research budget is level-funded. FIC is presently looking at what additional requirements would be needed if there is increased funding in the oceanographic research budget.

FIC has been gathering information on related topics while working on the Fleet Improvement Plan. The information will be used to update facility projections. At the October 2006 FIC meeting, Kendra Daly presented the Concept Network Designs for the ocean observatories. Before our March 2007 meeting, she provided updated ship utilization needs for installing and maintaining the present version of the observatories. As expected, with better estimates of the operating costs, the amount of required ship time that can be supported to service the observatories have decreased.

As we approach the projected retirement date of several vessels and the actual construction of new vessels hasn't started yet, FIC has been



considering revised projected retirement dates. In 2004, we had asked all of the operators for estimates of the cost to implement, if possible, 5- and 10-year Service Life Extension Programs (SLEPs). These additional ship operation costs would be used to continue to operate the vessel in its present configuration and not to add additional capabilities. In 2006, we asked the operators of the R/V *Endeavor*, R/V *Oceanus*, R/V *Wecoma*, R/V *Cape Hatteras* and R/V *Point Sur* (all of which have projected retirement dates before 2012) how long they could continue to operate their vessel with the present maintenance schedule before a SLEP would be needed.

While work of the Fleet Improvement Plan has taken most of the committee's time, FIC has also been involved in other fleet renewal efforts. As described on page 17, NSF and PEO-Ships placed a stop-work order on the Phase I designs of the Regional Class Research Vessel (RCRV) when initial cost estimates came in higher than the amount of funds available. With consultation of the Regional Class Technical Advisory Group (who represent the oceanographic community in the competitive design process), several modifications to the design specifications were made. NSF and PEO-Ships presented the revised specifications to FIC for comment in early January. FIC agreed with the modifications to the performance specifications. As mentioned earlier, the Navy plans to build two Ocean Class Research Vessels. ONR has asked FIC to review the UNOLS Ocean Class SMRs that were drafted in 2003 to ensure that they still adequately represent the future requirements for this class of vessels. FIC is being kept

informed on the progress of the conversion of the R/V *Marcus Langseth*. As part of the conditions of the NSF award to undertake this conversion, a separate committee is overseeing the conversion and a new UNOLS committee will oversee the science operations of the vessel.

A subcommittee, led by Terry Whittlege, was formed to establish guidelines that would address the 'Americans with Disabilities Act (ADA)' on UNOLS vessels. A workshop was held at WHOI in September 2006 and participants had an opportunity to visit the R/V *Knorr* to help them understand what scientists with disabilities have to cope with when working at sea. The subcommittee looked at both structural and procedural guidelines. Details on this effort are included on page 6. FIC plans to incorporate the ADA guidelines into the Science Mission Requirements.

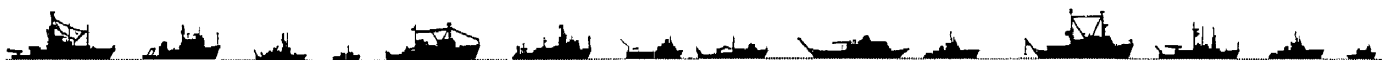
With the completion of Science Mission Requirements for the Regional and Ocean Classes, FIC decided that a similar document should be completed for the Global Class. A subcommittee was formed and a request for input on desired capabilities for these vessels was sent out to the community. The response was not overwhelming. Thus, one last call for input will be conducted (see announcement on page 9) before a draft SMR document is produced.

For the initial years of R/V *Kilo Moana* operation, FIC conducted debrief interviews of the chief scientists of the ship in order to better understand how oceanographic operations should be conducted from a SWATH vessel. One concern that had risen was the 'load handling system' (e.g., CTD operations) from such a platform. It was decided to

install a new over-the-side handling system on R/V *Kilo Moana* that will allow a hands-free deployment and recovery of the CTD. The R/V *Kilo Moana* is awaiting the delivery of their system. The new handling system has been installed on University of Delaware's ship, R/V *Hugh R Sharp*. Since this is a new system to the Fleet and because the R/V *Hugh R Sharp* has other new systems to UNOLS (e.g., a dropped transducer centerboard), FIC has decided to conduct debriefs of the chief scientists to determine the capabilities and performance of these systems and any 'lessons learned' for consideration in future vessel construction.

Finally, FIC has suggested that UNOLS establish a web page where students and others can request to be science participants (e.g., watch keepers) on oceanographic research cruises and for chief scientists to advertise opportunities on their upcoming expeditions. This is under development.

The Committee membership status is as follows: Dave Hebert is Chair of FIC. Toby Garfield and Jim Bauer started their second term in October 2006. Clare Reimers is serving her second term. Jim Cochran will start his 2nd term on FIC in October 2007. Two new members, Maureen Conte (BIOS) and Al Hine (USF), joined FIC last year. Ex-officio members include Al Suchy (WHOI) representing RVOC and Marc Willis (OSU) representing RVTEC. This fall, Terry Whittlege ends his second term and we are looking for a biologist, preferably from the Gulf of Mexico region, Alaska, Washington or Hawaii. Please see announcement on page 16.



Research Vessel Technical Enhancement Committee (RVTEC) News

By *Bill Martin, RVTEC Chair*

RVTEC will hold their annual meeting at Moss Landing Marine Laboratories in 2007 on November 6th to 8th. The meeting agenda and hotel information will be posted on the UNOLS website once arrangements have been finalized.

RVTEC continues to discuss current issues such as the Global Class Research Vessels Science Mission Requirements, the impact of funding issues as it relates to science support within our group, and safe working loads for our current cables and wires.

Ship Scheduling News

By *Elizabeth Brenner & Rose Dufour, Ship Scheduling Committee Co-chairs*

The springtime distractions have finally waned, giving way to the start of the 2008 academic research vessel scheduling. The 2008 Letters of Intent (LOIs) are initiating their tumultuous journey from an idea to fulfillment of a scientific mission. Schedulers work to complete this first step by 15 May (to coincide with the May NSF panel meetings). Once LOIs are formulated, the intent is to coordinate a meeting with schedulers of Global/Ocean Class vessels, using video conferencing. The schedulers will meet at SIO, while program managers will gather at NSF.

The Intermediate/Regional/Local Class ship schedulers are also spending time working through their LOIs during conference calls in July. Again, respective east and west coast institutions will work together in order to optimize the opportunities by working closely on development of their draft/LOI schedules.

This scheduling process will culminate in an all hands late summer/early fall Ship Scheduling meeting in Arlington, Virginia. It is hoped by then that NOAA will have a good grasp of needed UNOLS charters (although the last few years congressional appropriations have gone well beyond the October 1 fiscal start date, thus eliciting cautious NOAA participation). This balancing act of inserting NOAA time once schedules seem to have a clear

direction has been an issue that continues to hang over UNOLS, but does not seem to have a resolution, especially during this budgetary climate.

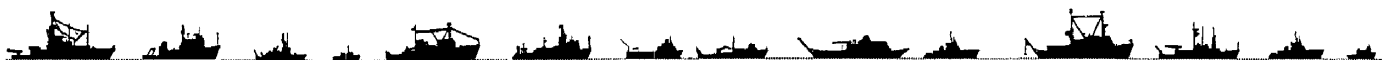
The backdrop for the 2008 LOIs schedules is use of UNOLS's new Scheduling and Ship Time Request System (See page 5 for details). Many of the schedulers were able to beta test the system, and have suggested minor adjustments. Overall, schedulers should find this system user friendly, and a vast improvement with the integration of various sources of information brought together in this format.

An early appraisal of the UNOLS ship time request spreadsheet indicates a 2008 projection at 3594 ship days. This is roughly the equivalent projection seen last year at this time for 2007 ship days. The steady increase from last year's 3500ish days to the current total of 4240 ships days was mostly the result of ONR "plus-up" money, mainly supporting R/V *Melville* in the Western Pacific, NSF's internal monetary shifts, and some NOAA/DART support. The balance came from various additions throughout the fleet, which normally happens during course of scheduling. However, some of the increase came from ship day additions that are unlikely to be duplicated, specifically 32 days from India's National Institute

of Oceanography and University of California's support of R/V *Revelle* for 68 days.

Operational lay-ups will still need thoughtful consideration, and therefore a UNOLS Council subcommittee was re-established (with non-ship operating Council members). This subcommittee will take into consideration recommendations from the agencies and the LOIs, and hopefully by summer's end give the UNOLS schedulers a direction that will either result in a ship(s) lay-up or an impetus for some creative solutions. As you all are aware, in 2007 all UNOLS ships escaped lay-ups, but at the cost of less than optimal schedules (especially in the Regional Class vessel category). UNOLS ship's first priority is to carry out science in the best possible way, but economies and compromises need to be a part of the mixture for the good of the entire fleet.

What will 2008 bring? What we know so far; ONR will have approximately the same budget for FY 08 as they had for 2007; Plus-up Navy funds have been requested, but the funding status will not be known until after the October congressional budget is passed; NSF has advised us that they are guardedly optimistic about FY08; and NOAA does not have an FY08 budget. As of this writing the National Data Buoy Center (NDBC) will have deployed 28 of the 39 U.S.



NOAA DART stations. These buoys will need maintenance. In order for UNOLS ships to be considered, flexibility and quick response, as demonstrated by East Coast vessels this past February, is essential. The overall message to schedulers is that we should continue to keep searching for “outside” sources of money and science-based work until future large-scale programs are realized.

In this post 9/11 era, foreign clearances can be a full time job for institutions that work abroad. This year some of the UNOLS vessels experienced difficulty in obtaining foreign clearances or had a complicated time in securing clearances. For example, the Department of State was involved with expeditions at sea, helping scientist determine EEZs confusion in real-time (concerns with the British

sailor’s captured in Iran’s EEZ/or territorial waters highlights this worry). In many instances changes were made in the cruise plans while at sea to accommodate the inability to work in foreign EEZs. A need for a thorough understanding at the pre-cruise stage of potential conflicted areas would help in avoiding last minute changes. These changes can have a varying degree of inconvenience, from foreign observers onboard expecting data (R/V *Roger Revelle’s* Bangladesh clearance) to cruises postponed altogether weeks before the start of cruise (R/V *Seward Johnson’s* Venezuelan clearance). An EEZ mapping tool that the US Department of State Geographer has shared with us can be found at: <http://www.vliz.be/vmdcdata/marbound/>. This searchable database can plot

coordinates, giving an output of EEZ claims.

Finally as our term as co- chairs of the Ship Scheduling Committee will expire in October, we would like to thank the ship scheduling community for their support during the past four years. It has been a true honor and a learning experience to serve the community, especially during these rather tricky years of budget shortfalls.

We would like to recommend a change in tenure of the SSC Chair and Vice Chair to fall in line with that of RVOC. It would be desirable to have the Vice Chair automatically rotate into the SSC Chair position, with a three-year one-time term. Please be thinking about nominations for both positions.

Research Vessel Operators’ Committee News

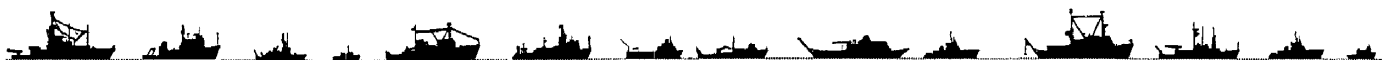
This year’s Research Vessel Operators’ Committee meeting was hosted by Florida Institute of Oceanography (FIO) on April 24 – 26, 2007. The agenda was full and provided for a productive meeting. Keeping with recent tradition, the meeting kicked-off with a presentation by guest-scientist Rick Cole (University of South Florida College of Marine Science, Florida Institute of Oceanography). Learning about the science that takes place aboard UNOLS vessels has been a welcome addition to the RVOC meetings. Reports from agency representatives, committee liaisons, the UNOLS Risk manager, and foreign operator representatives, as well as, status reports on group purchases, research vessel updates, and safety statistics filled day one of the meeting.

An interesting and informative presentation was made by Captain Dave Shoemaker. Captain Shoemaker was one of 23 survivors of the fishing vessel *Galaxy* that exploded, burned and ultimately sank in the Bering Sea five years ago. Other important agenda items were Transportation Workers Identification Credentials (TWIC), a winch and wire update, and discussions on progress to establish wire and

cables safe working loads. Mr. Patrick Laflin, of the Federal Bureau of Investigation (FBI) presented an awareness talk on “Intelligence Threat.”

A special session for all marine managers, directors, superintendents, and funding agency representatives was held on the morning of the third day. The topic was “Lean-Six-Sigma in Ship Operations” presented by Dr. Bahadir Inozu, Chief Executive Officer for Novaces, LLC. The primary goal was to demonstrate Lean-Six-Sigma methodology (improve work place, meet goals, better serve customers) to UNOLS Operator Members.

In other activities, the Research Vessel Safety Committee continues work on updating the Research Vessel Safety Standards. The Committee conducted chapter reviews via phone and web conferencing on an almost weekly basis during the winter months. They met on Monday, April 23rd to finalize revisions and updates to the document. The update will be available for distribution later in 2007.



Arctic Icebreaker Coordinating Committee (AICC) News

USCGC *Healy* completed a dry dock period in February 2007 and conducted sea trials and a shakedown cruise in March, before sailing in early April to start the 2007 science missions. Three cruises are planned this year. The first program was carried out from April 10 to May 12 in support of the Bering Ecosystem Study (BEST). Ray Sombrotto (LDEO) was the Chief Scientist. This cruise was followed by Jackie Grebmeier's program on May 16 to June 14 to study Benthic Predators in the Northern Bering Sea. At the completion of the second cruise, no operations are planned until August and *Healy* will return to Seattle for the unscheduled period. The last cruise of the season is scheduled for August 17 to September 15 in support of Larry Mayer's Multibeam Sonar Mapping program.

Both the AICC and the USCG worked to communicate the 2007 *Healy* science plans with local Alaskan communities. *Healy*'s Captain Ted Lindström traveled to Barrow, Alaska in mid-February to meet with local community leaders, whaling captains, scientists, the chair of the Alaska Eskimo Whaling Commission (AEWC; Harry Brower), and the president of the Barrow Whaling Captains Association (Eugene Brower). The visit was very

successful. On February 28th, scientist representatives from each of this year's cruises, Dave Forcucci (United States Coast Guard (USCG) *Healy* Science Liaison), and Carin Ashjian (AICC Chair) attended the AEWI Mini-Convention at the invitation of the AEWI chair to present plans for *Healy*'s science activities in 2007. The meeting went very well and efforts to enhance communications were welcomed.

A small "Icebreaker Retreat" was held December 7th and 8th, 2006 at the USCG Base in Alameda, CA and was attended by representatives from the AICC, science users, USCG, NOAA, and NSF. The goal of the retreat was to continue to strengthen interactions between USCG and the science community. The discussions at the retreat were geared toward "big picture" issues such as the future of the USCG fleet of icebreakers, integrating science and USCG missions and how to improve communications at all levels within science and USCG hierarchies. Several recommendations resulted from the retreat, the most relevant to UNOLS being that a workshop be held to identify science priorities on polar icebreaking needs in response to the National Academy of Science report.

The AICC held a regular meeting in Seattle on January 9-10, 2007. During the meeting, outgoing AICC Chair, Margo Edwards, received the USCG Distinguished Public Service Award, that service's top civilian public service award. There were a few membership changes this year; Robin Muench replaced Robert Bourke, Kate Moran replaced Margo Edwards, and Carin Ashjian replaced Margo Edwards as Chair of the AICC. Steve Hartz is replacing Dale Chayes as the RVTEC liaison to AICC.

In other icebreaker news, USCGC *Polar Sea* supported Deep Freeze in 2007, together with the Swedish icebreaker *Oden*. The *Polar Sea* departed Seattle on November 18, 2006 and arrived at McMurdo on January 1, 2007. The *Oden* made the first pass through the first year ice and *Polar Sea* followed, widening the channel. Favorable offshore wind conditions blew ice out of the ship channel, making operations easier. *Polar Sea* departed McMurdo in mid-February, arriving back in Seattle in April, 2007. *Polar Star* remains in caretaker status at the USCG Base in Seattle.

Information for this article was provided by C. Ashjian and M. Edwards' report to the UNOLS Council in March 2007.

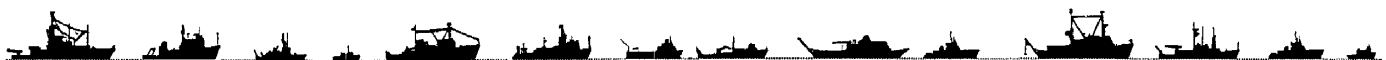
Science Committee for Oceanographic Aircraft Research (SCOAR) News

The Scientific Committee for Oceanographic Aircraft Research (SCOAR) last met on November 13, 2006 via phone conference. They continued discussions about a better method for disseminating information about the nation's fleet of research aircraft and about getting scheduled on one. Much of the SCOAR meeting focused on NSF's atmospheric science facilities assessment activities. An NSF Facilities Assessment sub-committee on airborne platforms has been formed and

is co-chaired by Bruce Albrecht (U. Miami/RSMAS) and Jeff Stith (NCAR/RAF). Bruce Albrecht participated in the SCOAR meeting and explained the subcommittee tasking. One of their goals will be to establish a web-based site that provides information on atmospheric science facilities and instrumentation as a resource for the atmospheric science community. SCOAR expressed interest in facility/instrumentation web-page and will continue communications with the

Facility Assessment sub-committee to determine how oceanographic aircraft facilities can be included in their resource listing.

The SCOAR has had some membership changes and will be seeking new members. Charlie Flagg, an inaugural member of SCOAR, has completed his service to the Committee. The Committee Chair position is currently open.



Deep Submergence Science Committee (DESSC) News

Since fall 2006, the DESSC has met twice. Their annual community planning meeting was held on November 9th at the Seattle Aquarium and coincided with the Western Society of Naturalists (WSN) annual meeting. This forum was selected in an attempt to better reach and engage the deep submergence biologists. The WSN Student mixer immediately followed the DESSC meeting, and DESSC members Deb Kelley and Craig Young were invited as their guest speakers. Although the DESSC meeting attendance was light, the WSN Student mixer was very well attended by about 100 students. NSF has requested that DESSC continue to alternate their winter meetings between the AGU meeting in San Francisco and a national biology

meeting. The committee will explore biology forums to determine which meetings would potentially attract the most interest and participation of biologists to the DESSC meeting. Suggestions are welcome.

The most recent DESSC meeting was held in late May 2007 at Woods Hole Oceanographic Institution. The agenda was very full with open discussions between the Committee and the National Deep Submergence Facility (NDSF) Operator on vehicle and system operations, desired improvements, and planned upgrades. Facility tours were provided of the Hybrid Remotely Operated Vehicle, *Nereus*, AUV Sentry (both under fabrication), and the Advanced Imaging and Visualization

Laboratory. Community feedback will be solicited over the coming months on two important areas. WHOI plans to replace the *Jason2* Control Vans at the end of the 2007 season. Feedback on the van layout and features is desired. An online survey to gather van input is under development and should be available very soon. Feedback will also be solicited on the desired science outfitting for the replacement human occupied vehicle. The science outfitting on-line survey will likely be available in the fall. User comments and suggestions on both of these topics are essential and we encourage NDSF users to respond.

Marcus Langseth Science Oversight Committee News

In early 2007, R/V *Marcus Langseth* was moved from a shipyard in Nova Scotia, Canada to Galveston, TX for completion of conversion work and scientific outfitting. R/V *Langseth* is a modern seismic vessel that was acquired by NSF and will be operated by Lamont-Doherty Earth Observatory as a National Oceanographic Seismic Facility.

The newest UNOLS Committee, the Marcus Langseth Science Oversight Committee (MLSOC), visited the ship in Galveston and held their first official meeting on March 19, 2007. The Committee, Chaired by Steve Holbrook (U. Wyoming), had an opportunity to tour the R/V *Langseth's* scientific spaces and conversion work.

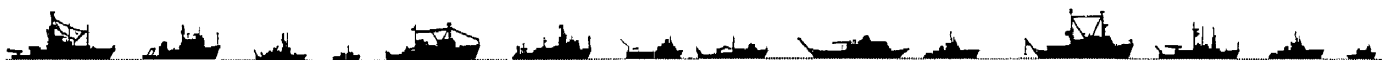
The committee discussions focused on identifying and prioritizing issues that the MLSOC should address. The key issues that were discussed include:

- LDEO staffing of 3D, 2D, ocean bottom seismometer, and general oceanography cruises. Adequate staffing levels for these types of operations are critical.
- Shipboard processing needs. A shipboard processor may be desirable for some cruises.
- Lowering the threshold of expertise needed to use the facility.
- Shakedown cruise planning – The meeting participants discussed testing and calibration cruise planning and recognized the importance of optimizing the cruise plan in order to maximize the amount of testing that can be accomplished.
- Marine Mammal Observation – MLSOC recognizes that LDEO and NSF will need to take the lead in this area.
- Ombudsman role – MLSOC will work to liaison between the

oceanographic user community, federal agency representatives, and the facility operator. Web postings on the UNOLS site, an annual community meeting at the AGU fall meeting, and direct contact with Principal Investigators are some of the mechanisms that will be used to enhance communications.

- Long-Range Planning – The MLSOC will work to identify geographic research areas of interest and then communicate these pending sites to the community.

The tentative plan is for R/V *Langseth* to carry out sea trials over the summer months. Science operations are expected to begin in late 2007 or early 2008.



Call for UNOLS Committee Nominations

UNOLS is seeking nominations to fill committee vacancies on the Fleet Improvement Committee (FIC), the DEep Submergence Science Committee (DESSC), and the Scientific Committee for Oceanographic Aircraft Research (SCOAR).

Fleet Improvement Committee

The Fleet Improvement Committee works to assure the continuing excellence of the UNOLS Fleet and to assure that the number, mix and overall capability of ships in the UNOLS fleet match the science requirements of academic oceanography in the U.S. This is an important time for the FIC as plans move forward with Fleet Renewal implementation. The Committee is also working to update the UNOLS Fleet Improvement Plan.

One position on the FIC will open in the fall 2007. In order to maintain uniform representation of disciplines on the FIC, the ideal candidate would have a research interest in biology and be from a UNOLS Institution that operates a UNOLS vessel. Representation from the Gulf of Mexico region, Alaska, Washington or Hawaii is also ideal. Knowledge of ocean observatory facility support needs would also be desirable. The term of office is three years, with the possibility of re-election for a second term. For additional information about FIC and committee responsibilities contact the FIC Chair, David Hebert <hebert@gso.uri.edu>.

DEep Submergence Science Committee

The DEep Submergence Science Committee is the UNOLS Committee charged with providing oversight and advice to the National Deep Submergence Facility (NDSF) operator on matters concerning utilization, upgrades, and long-term planning of its vehicles (*Alvin*, *Jason II*, and *ABE/Sentry*). The Committee strives to maintain awareness of the needs of the users for new sensors and deep submergence equipment, and to provide this information to the NDSF operator and the federal agencies.

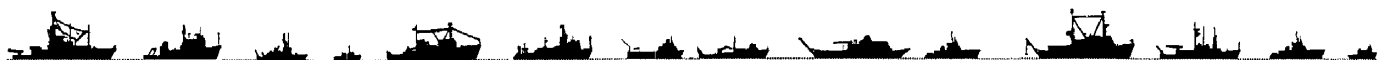
Nominations to fill one committee position that is opening in the fall 2007 are requested. The ideal person would have a research interest in the field of microbiology and have experience in the use of deep submergence vehicles. The term of office is for one, four-year term. For additional information about DESSC and committee responsibilities contact the DESSC Chair, Debbie Kelley at <kelley@ocean.washington.edu>.

Scientific Committee for Oceanographic Aircraft Research

The Scientific Committee for Oceanographic Aircraft Research is seeking applicants or nominees to serve on the committee. There is currently an opening for one member who could serve as Chair of the committee. There are two additional members that are due to rotate off in the next year or so. Experience with the use of aircraft or coordinating the use of aircraft with other marine facilities in your research is highly desirable. The successful nominee's research discipline will be a consideration, as we hope to complement the existing disciplinary makeup of the committee, which includes physical oceanography, air-sea interactions, marine meteorology and marine ecology. Regional and institutional diversity will also be considered in choosing a new member. The term of office is three years and a member may serve one additional three-year term. For more information about SCOAR visit the website at: <<http://www.unols.org/committees/scoar/>>.

INSTRUCTIONS FOR SUBMITTING NOMINATIONS

Committee members are appointed by the UNOLS Chair based on the recommendation of the Committee and with the concurrence of the UNOLS Council. Applicants or nominees should submit a brief statement of interest in serving FIC, DESSC, or SCOAR along with a CV to the UNOLS Office by email to <office@unols.org>. Statements of Interest and CVs are requested by August 15th. For additional information about UNOLS Committees visit the website at: <<http://www.unols.org/committees/index.html>>.



SHIP IN THE NEWS: DESIGN, CONVERSION, AND ACQUISITION

Regional Class Research Vessels (RCRV) – The National Science Foundation's Regional Class acquisition process is progressing. In May 2006, Phase I contracts were awarded to two design and build teams. Phase I is a one-year design effort and at its completion the winning design will be selected. In November 2006, the first design review meeting was held with each design team. After the design review meeting, NSF determined that the current RCRV requirements produce vessels that are too large and unaffordable. To allow time to investigate options for reducing both the construction and operational cost of the RCRV, 90-day Stop-Work Orders were issued to both Phase I Contractors on 19 Dec 2006. During the 90-day period, various changes to the RCRV requirements were evaluated and in turn, the requirements were revised to state a maximum vessel length of 155-feet. The Stop-Work Order ended in mid March and Phase I Contractors have resumed design work.

Alaska Region Research Vessel (ARRV) – NSF solicited requests for proposals for the construction and operation of the Alaska Region Research Vessel on October 31, 2006. In response, the University of Alaska Fairbanks submitted the only proposal. Information about the project and ARRV design specifications can be found at: <http://www.sfos.uaf.edu/arrv/>.

R/V Marcus Langseth – Conversion and outfitting of the seismic vessel, R/V *Marcus Langseth*, continues. After initial conversion work in a Nova Scotia shipyard, the ship transited to the Gulf of Mexico (Galveston) for completion of the conversion and for outfitting. Sea trials are planned and will follow during the summer months. The ship is expected to be available for science operations by the end of 2007.

Ocean Class Acquisition Plans – The Navy continues their efforts to move forward with acquisition of two Ocean

Class ships. Over the coming year, the Office of Naval Research (ONR) and PEO-Ships will begin development of Navy Project Documentation. The Documentation will be based on the UNOLS Ocean Class Science Mission Requirements. ONR has requested input from the UNOLS Community in reviewing the existing SMRs that were drafted in 2003 to confirm that they will meet future science needs (see page 9). Plans call for the construction of the two new ships by 2015.

Human Occupied Vehicle (HOV) Replacement – To contain the rising cost of titanium that is needed for fabrication of the replacement HOV hull, Woods Hole Oceanographic Institution has purchased the titanium. The replacement project is continuing and is using a staged process with cost estimates and risk assessment before proceeding. The Replacement HOV is expected to be ready for service in 2010, a delay from the original timeline.

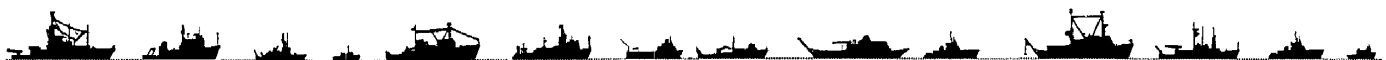
~ In Memoriam ~

Capt. James G. Williams III

Captain Jim Williams, SIO Marine Superintendent from May 1982 to December 1992, passed away Wednesday February 14, 2007 after suffering a heart attack a few days earlier. Jim started his life at sea in the U.S. Merchant Marines during World War II as an Able Seaman and supported operations by providing supplies to the fleet and troops in the Pacific campaigns. After the war he attended California Maritime Academy and earned his Third Mate license upon graduation in 1952. Following commissioning in the U.S. Navy, he served for 29 years rising to the rank of Captain. He was qualified as a Navy Diving Officer. His varied sea and shore assignments included service as Commanding Officer of a Landing Ship Tank (LST), a Guided Missile Frigate (FFG) and U.S. Naval Station, Subic Bay, Philippines, the major support base for the U.S. SEVENTH Fleet in the Western Pacific Ocean.

At Scripps his exemplary leadership, his constant focus on safe, effective support of seagoing science, his dedication to the merit-based advancement and welfare of all who worked under him, and his genial daily embodiment of the best qualities of "an officer and a gentleman" raised and then sustained the morale, achievements and reputation of our seagoing enterprise. On his watch SIO obtained R/V *Robert G. Sproul*, saw through the difficult but successful midlife stretch and refit of R/V *Melville*, and won the national competition for assignment of AGOR 24 (R/V *Roger Revelle*). The standard of excellence that he set for the Marine Facility was essential to these accomplishments and others, and endures today. *By Capt. Thomas Althouse, SIO Marine Superintendent*

Capt. Jim Williams openly shared his time and expertise with the UNOLS Community. He was an active member of the Research Vessel Operators' Committee and served as the RVOC Chair from 1988 to 1991.



People in the News

~ Welcome Aboard ~

Mr. Joe Malbrough has accepted the position of Marine Superintendent for the Louisiana University Marine Consortium (LUMCON). His responsibilities include overseeing operations of the R/V *Pelican*.

Mr. Jeff Rupert has been appointed to the position of Marine Science Coordinator and Scheduler for the R/V *Marcus G. Langseth* at Lamont-Doherty Earth Observatory.

Mr. Peter Skipp has been selected as the Manager of Marine Operations at the University of Miami, Rosenstiel School of Marine & Atmospheric Sciences. He will oversee operations of their research vessel, R/V *Walton Smith*.

New Appointments in the WHOI Deep Submergence Group

In December 2006, Woods Hole Oceanographic Institution (WHOI) announced the appointment of Andy Bowen to Director of WHOI's Deep Submergence Group. A graduate of the University of Rhode Island, Andy has over 20 years of experience in the design, construction and operation of remotely operated vehicles for use in oceanographic research. He proposed and managed the design and construction of the *Jason 2* ROV between 1999 and 2001, and has been operational manager of *Jason* since 2001. He is currently leading the effort to develop a new hybrid ROV that can operate to ocean depths of up to 11,000 meters. WHOI also announced that Bob Brown was appointed as Manager of *Alvin* Operations. Bob, a former submarine officer in the U.S. Navy, has worked in the *Alvin* group for over a decade and is a former *Alvin* pilot. He has served as *Alvin* Engineering Project Manager since 1998. In addition to his new duties as *Alvin* Operations Manager, Bob will continue to serve as Project Manager for the 6500-meter Replacement Human Occupied Vehicle (RHOV), the successor to the DSV *Alvin*.
(Information provided by Bob Detrick (WHOI))

Margo Edwards is Honored by the U.S. Coast Guard

On January 10th, 2007, the United States Coast Guard presented Dr. Margo H. Edwards of the University of Hawaii at Manoa its top civilian public service award: the U.S. Coast Guard Distinguished Public Service Award.

Dr. Edwards was honored at a ceremony held during the Arctic Icebreaker Coordinating Committee

(AICC) meeting in Seattle, Washington. Coast Guard Captain Tedric R. Lindström, Commanding Officer of the U.S. Coast Guard Cutter *Healy*, conferred the award on behalf of the Commandant of the Coast Guard. This award was in recognition of Dr. Edwards' outstanding support of the Coast Guard and the scientific

community while serving as a member of the UNOLS Arctic Icebreaker Coordinating Committee (AICC) from September 2001 to December 2003 and as Chair of the AICC from January 2004 to January 2007.

The certificate was signed by Admiral Thad W. Allen, Commandant of the Coast Guard.

UAF Appoints New Marine Superintendent

The University of Alaska Fairbanks (UAF) has appointed Captain Daniel Oliver as the director and marine superintendent of the Seward Marine Center. Captain Oliver took over the position in late May after retiring from the U.S. Coast Guard with 28 years of active duty. His last position with the Coast Guard was as their operational forces manager for the Pacific theater of the Coast Guard, stationed in Alameda, California.

Captain Oliver was the commanding and executive officer of the U.S. Coast Guard cutter *Healy*. As the commander of the *Healy*, Oliver directed 12

multidisciplinary science missions throughout the Arctic Ocean from 2003 to 2006. He has also served as the engineering officer of the Coast Guard icebreaker *Polar Sea* and as an assistant professor at the U.S. Coast Guard Academy.

Oliver received a master's degree in naval architecture, marine engineering and mechanical engineering from the University of Michigan. He earned his bachelor's degree in marine science from the U.S. Coast Guard Academy.

The Seward Marine Center was established in 1970 and is the primary coastal facility for the UAF School of

Fisheries and Ocean Sciences. The center was the home port for the 133-foot R/V *Alpha Helix* for 25 years until the ship's retirement in 2006. The Seward Marine Center is also proposed to become the home port facility for the Alaska Region Research Vessel, according to a proposal submitted by UAF to the National Science Foundation in January 2007.

Information for this article, along with additional details, can be found in the University of Alaska Fairbanks press release, <<http://www.sfos.uaf.edu/news/story/?ni=193>>



~ Retirements ~

Barrie Walden retired from Woods Hole Oceanographic Institution in December 2006. He served as the Institution's Operational Scientific Services Manager, which included management of WHOI's shipboard science service group, *Alvin* submersible engineering and operations, and the National Deep Submergence Facility. His 35 years of outstanding service to the oceanographic community has been greatly appreciated. At the November DESSC meeting in Seattle, Deb Kelley (DESSC Chair) presented Barrie with a plaque on behalf of UNOLS in recognition of his dedicated service and leadership to the UNOLS community.



Deb Kelley presents a UNOLS plaque to Barrie Walden in recognition of his service to the UNOLS community.
Photo by Mr. Katsufumi Akazawa (JAMSTEC)

Mike Reeve, Ocean Sciences Integrative Programs Section Head at the National Science Foundation, retired at the end of October 2006. At the UNOLS Annual Meeting, Peter Wiebe (UNOLS out-going chair) presented a plaque to Mike Reeve recognizing his service at NSF in support of the academic research fleet.

Larry Clark, Ocean Section Head, Division of Ocean Sciences at the National Science Foundation (NSF), retired in May 2007. Larry also served as the Division Director where he oversaw the Ocean Sciences, Marine Geosciences, and the Integrative Program Sections (which includes ship facilities and operations) of NSF. From 1981 until the time of his retirement, Larry was with NSF's Division of Ocean Sciences. Prior to working at NSF, Larry held several research and administration positions at Woods Hole Oceanographic Institution (WHOI). Larry Clark was a long time supporter of UNOLS. In fact, in October of 1976, while Larry was at WHOI, he joined the UNOLS Office as an Executive Assistant for a short period. Larry's support and contributions to UNOLS will be missed.

Dave Powell retired as Marine Operations Manager from the University of Miami, Rosenstiel School of Marine & Atmospheric Sciences in May 2007. Dave was with the University of Miami since 1994. During his appointment, the University of Miami acquired their new catamaran research vessel, R/V *Walton Smith*. Dave managed the vessel's operation since it entered the UNOLS Fleet in 2000.

MEETING ANNOUNCEMENT

UNOLS DEep Submergence Science Committee (DESSC)

Annual Community Meeting

San Francisco, CA

Sunday, December 9, 2007

The DEep Submergence Science Committee (DESSC) invites you to attend their winter community meeting on Sunday, December 9, 2007. The meeting will be held in San Francisco, CA and will coincide with the 2007 Fall AGU meeting.

The DESSC meeting will be of interest to all science users and future users of deep submergence facilities. Students interested in deep submergence science are encouraged to attend the meeting. The agenda will include presentations by the National Deep Submergence Facility (NDSF) operator, funding agency representatives, as well as Principle Investigators who used submergence vehicles in 2007. Facility operation summaries and schedules will be presented. DESSC activities, future plans and issues will be reported. Long-range planning, public outreach and educational activities will be discussed.

Additional details about the meeting agenda and room location, along with a registration form will be posted on the UNOLS website at <http://www.unols.org/meetings/2007/200712des/200712desag.html> when available. There is no cost associated with attending the DESSC meeting.

