

UNOLS COUNCIL MEETING
Monterey Bay Aquarium Research Institute and
Moss Landing Marine Laboratories
Moss Landing, CA
March 11-12, 2009

Meeting Minutes

Executive Summary:

The UNOLS Council met at Moss Landing Marine Laboratories on March 11-12, 2009. The first day of the meeting included a joint session with the Fleet Improvement Committee and focused on Fleet utilization and renewal efforts. Agency representatives reported on budget projections and facility acquisition efforts. UNOLS goals and priorities were discussed. The Council endorsed the updated Research Vessel Safety Standards and the 2009 Fleet Improvement Plan. Other meeting discussion topics and presentations included crew and marine technician retention and hiring issues, Post Cruise Assessment Reports, and committee activities.

Action Items:

- **Science Mission Requirements (SMRs) Update** – Establish values and priorities for SMRs starting with the Ocean Class SMR document. (Mike Prince is taking the lead)
- **Establishing Facility Renewal and Upgrade Priorities** – Categorize facility renewal/upgrades into categories of near term, intermediate term, and long term priority OR high, medium, low priority. Form an ad-hoc committee. – Vernon Asper
- **UNOLS 2009 Goal - Investigate the feasibility of a more flexible UNOLS to meet the needs of additional users.** - Form an *ad hoc* subcommittee to investigate the problem and make recommendations. - Vernon Asper
- **Post Cruise Assessment Reports** – Continue review of PCARs and review PCA form to determine if revisions should be made. (PCAR Committee)
- **UNOLS Annual Meeting Plans**- Set meeting date and invite Keynote Speaker (UNOLS Office)
- **2009 Council Slate** – Solicit nominations for the 2009 slate and prepare draft slate. (Nominating Committee)
- **Crew and Marine Technician Recruitment and Retention** – Draft recommendations/proposal and send Council for endorsement. Upon endorsement, send to Agency representatives. (RVOC/RVTEC Chairs and Vice-Chairs)
- **Revival of SCOAR** – Organize phone meeting of the SCOAR members. (Dan Schwartz and UMOLS Office)

Appointments and Motions:

- Maureen Conte and Al Hine were appointed to second terms on FIC.
- Dan Schwartz was appointed Chair of the SCOAR. Steve Ramp was appointed as a member. The proposed revised term end dates for the other members of SCOAR were accepted.
- The Council voted to endorse the updated Research Vessel Safety Standards.

- The Council voted to endorse the Fleet Improvement Plan with the addition of a recommendation that the future fleet should consider green technologies in their designs and operations.

Appendices

I	Agenda
II	Meeting Participants
III	Ship Scheduling Report
IV	NSF Report
V	NOAA Report
VI	Ocean Class Acquisition Status
VII	Fleet Improvement Committee Report
VIII	Interagency Working Group on Facilities Report
IX	Consortium for Ocean Leadership Report
X	Post Cruise Assessment Report
XI	Crew and Marine Technician Retention Workshop Summary
XII	UNOLS 2009 Goal – Increased Flexibility
XIII	2009 Nominating Committee
XIV	AICC Report
XV	RVOC Report
XVI	RVTEC Report

Wednesday, March 11th: Moss Landing Marine Laboratories – Seminar Room: *Joint session of the Fleet Improvement Committee and Council*

Call the Meeting: The UNOLS Council met on March 11-12, 2009 at Moss Landing Marine Laboratories (MLML) in Moss Landing, CA. Vernon Asper, UNOLS Chair, called the meeting to order at 0830 and provided an opportunity for introductions. The meeting agenda was followed in the order recorded in these minutes. The meeting agenda is included as ***Appendix I*** and the meeting participant list is ***Appendix II***.

Kenneth Coale welcomed UNOLS meeting participants to MLML. The R/V *Point Sur* is expected to return to Moss Landing later in the day after a long ship yard period.

A motion was made and passed to accept the minutes of the October 2008 Council Meeting <<http://www.unols.org/meetings/2008/200810cnc/200810cncmi.html>> with corrections. (Marcia McNutt/Nancy Rabalais)

UNOLS 2009 Fleet schedules, estimated operation costs, and 2010 ship scheduling – Mike Prince and Stan Winslow provided the ship scheduling report. Their slides are included as ***Appendix III***. Statistics from the 2009 ship schedules were presented. The utilization by source for each ship was shown. Although the Council had recommended that *Oceanus* layup, days that could not be accommodated on *Endeavor* and *Seward Johnson* were scheduled on *Oceanus*.

The 2009 cost statistics are included in the slides. The cost figures are still a bit up in the air. A chart with the 2003 to 2009 UNOLS Fleet operating days and costs reveals a slight increase in total operating days.

Next, the ship time requests for 2010 were presented. NOAA is determining what work can be supported within their budget and what work will be scheduled on their ships. There is still quite a bit of pending requests. There are many requests for work in the Pacific. The requests for R/V Langseth are all over the globe.

Stan concluded by stating that in the nine years that Mike has been the UNOLS Executive Secretary, he has taken the ship time request system a long way. Mike credited Aaron Payne with making the STRS system functional.

Agency Reports – Budgets and renewal efforts:

National Science Foundation Report – Bob Houtman provided the report for NSF. His slides are included as *Appendix IV*. The topics he covered included budget projections, Alaska Region Research Vessel (ARRV) construction status, the Replacement Human Occupied Vehicle (RHOV), the Hybrid ROV, the Regional Class Research Vessel (RCRV), and the Ocean Observatory Initiative (OOI)

Budget Projections - NSF is still on a Continuing Resolution and operating on 90% of the FY08 budget level. Under the continuing resolution, there are no new program starts. The NSF FY10 budget inputs have been provided to OMB. The American Recovery Act (ARRA) lists NSF as receiving \$3B. Of this, \$2B is for research and related activities AND \$200M is for Academic Research Infrastructure (ARI). Every ARRA project must have the money clearly identified as a discreet project with clear start and end points. Jobs, economics must be included. NSF ARRA spending plan has been submitted to OMB. Capital Hill approval is required. The ARRA can be used to support MREFC projects that are “shovel ready.” Possible candidates are the ARRV and OOI. The ARRA awards must be out by September 2009. The awards should be two to five years. NSF is trying to blend the end dates so that everything doesn’t end at the same time.

ARRV Construction Status – The Final Design Review complete. The panel recommends that a 12-ft lengthening with an anti-roll tank be explored as a contract option. Model testing is in progress. The ARRV package is ready for NSB approval.

RHOV – The sphere girth welding is delayed one month to April 09, but there is no projected impact on the cost/final schedule. Bob revised the history of the program. Because of high estimated cost for the project, in February 2008, NSF and the RHOV Oversight Committee (RHOC) requested an alternative phased approach to the project (ALVIN Upgrade). In Phase I the new sphere would be integrated with the 4500M vehicle (Alvin). In Phase II, all components would be upgraded to 6500M. Lockheed-Martin’s revised cost estimate for the project in Jun 2008 was ~\$50M; which greatly exceeded the budget. The WHOI/LM contract was allowed to expire in August 2008.

The project continued under WHOI management and would follow the Large Facilities Guidelines. Under the ALVIN Upgrade planned schedule, PDR would be in Jul 09, FDR would follow in ~Dec 09, and integration would begin in July 2010. In the summer 2011, initial sea trials would begin. The Phase I cost estimate is about \$35M without contingency.

Hybrid ROV – The RHOV project is fully funded. Shallow sea trials were completed in 2008. Components are being upgraded for the 11KM capability. The deep sea trial is scheduled for mid 2009.

Regional Class Research Vessel – The contracts are being closed out with NAVSEA and the MOU is being terminated. NSF will move the program forward. Both designs are complete. In the Spring/Summer 2009, NSF will convene a Design Selection Committee. The committee will provide down-select recommendation to NSF. Members will include some original RCRV Technical Advisors from Phase I (UNOLS ship operators, technical support, scientists) plus ship design/construction experts. The process will be well documented and will use elements of the NAVSEA Selection Criteria and ARRV Shipyard Selection Process (which has been subject to both internal NSF and external panel review). In fall 2009, NSF will make the final design decision. NSF will develop a solicitation for “Construction and Operation of the RCRV” following the ARRV process model. If construction funds are identified the project would follow the following timeline:

- 2010 Release Solicitation/Review Proposals
- 2011 Shipyard Selection
- 2012 Construction
- 2015 Operations

There would be one ship with options for more. There will be a call for proposals for ship operator. The operator selected would manage ship yard construction for all ships. The projected cost per ship is about \$50M. The intent is to meet as many of the Regional Class SMRs as possible. Some trade-offs were required to meet budget constraints.

NSF is starting an effort to accurately assess the condition of the current ships by working with the operators, maintenance records, and ship inspectors. They can then make educated decisions on how long to operate the current ships.

OOI – The Final Design Review was completed in November 2008. NSF is preparing documents for internal GEO review and the Director’s Review Board approval. NSF plans to request approval for a FY10 construction start at the May NSB meeting. NSF has been requested to provide jobs and economy metrics data for the OOI project in relationship to the ARRA.

NOAA’s Office of Marine and Aviation Operations – Bill O’Clock could not attend the UNOLS meeting in person, but phoned in and provided the NOAA Report over the phone. His slides are included as *Appendix V* and cover:

- FY 2009 NOAA Ship & Aircraft Operations
- NOAA Ships & Aircraft Recapitalization
- *Okeanos Explorer Update*
- NOAA Survey Vessel (NSV) Study Update

FY 2009 NOAA Ship & Aircraft Operations – The NOAA Fleet of 19 vessels plan to complete ~3,300 days-at-sea (DAS) and ~3,800 operating days (ODs). NOAA plans to charter ~3,100 ODs. The 12 NOAA aircraft plan to complete ~4900 flight hours.

NOAA Ship & Aircraft Recapitalization plans include:

- *Pisces* (FSV 3) projected delivery in May 2009 (Builder – VT Halter Marine)
- *Bell M. Shimada* (FSV 4) projected delivery in June 2009 (Builder – VTHM)
- FSV 5 preliminary design moving forward
- FSV 6 requirements being finalized in anticipation of funding
- *Ferdinand R. Hassler* projected delivery in December 2009 (Builder – VTHM)

The recapitalization status of NOAA aircraft is listed in the slide package.

Okeanos Explorer Update - Field trials are planned in the Pacific during June to November 2009.

NOAA Survey Vessel (NSV) Study – The "Consolidated Appropriations Act, 2008" required NOAA to evaluate “the design and operations of future research vessels in the form of a NOAA Survey Vessel for multi-mission operations, to maximize on-site activities and modularize for versatile platform availability“. The NOAA Ship Recapitalization Plan envisioned a single NSV hull form configured to support multiple missions. The draft NSV Study Report is currently under NOAA review and the report is due to Congress in June 29, 2009. The NSV Report recommends the following: “Focus solely on the Shallow-Draft Variant, which appears capable of satisfying the majority of mission activity requirements.” “Green Ship” initiatives will be incorporated into the NSV acquisition process.

Discussion followed:

- Marcia McNutt – In regard to the *Okeanos Explorer* trials, she heard that Phoenix was having some difficulties delivering the 2-body package. Have these problems been resolved and are they now on schedule. Bill – There have been problems. The April/May time frame will look at whether the problems have been fixed.
- Bruce Corliss – What is the “green ship” technology. Bill – He doesn’t have much info on this. He doesn’t think it involves the passport issue; it is more in regard to the environment
- Dave Checkley – What will be the homeports for the FSVs. Bill – The *Pisces* will likely be in Pascagoula (there might be some sharing with the Northeast). Once the FSV5 is built, it will go to Pascagoula – it is a shallow draft ship. The *Shimada* is currently planned to go to Seattle.

NAVY – Tim Schnoor provided the ONR report. In 2009 there are 717 days of Navy research funded. Although they exceeded their budget, they were able to find money to get all projects to sea. They hope that the fuel savings can be applied to 2010.

The Navy hopes to continue to implement upgrades to the AGORs. This is in place of mid-life refits. In 2010, Tim hopes to formalize this effort of implementing upgrades.

Tim reviewed the 2010 budget and plans. The plan includes use of FLIP for a high res program, RADIO, and marine mammal observations. The last two programs are off Hawaii. They are reviewing and verifying cruise requirements now for 2010. Mike Prince commented that the ONR facilities budget hasn't changed in years, yet operation costs go up.

Ocean Class AGOR – Details of the Ocean Class AGOR acquisition effort are included in **Appendix VI**. Tim has requested ONR Research Facilities Team augmentation with a temporary, part-time hire (IPA). In the past there were multiple people staffing the Research Facilities program during ship acquisition efforts. The person selected as the IPA would be the UNOLS rep to the Ocean Class acquisition effort. The request is under review by CNR with a start date of 1 July. The IPA would represent the CNR throughout the Ocean Class program.

The Navy's goal is to have the Ocean Class AGOR Operator Selection Process complete with the operators on line by October. The operator RFP is in the hands of Navy legal.

Chris MacDonald continued the Navy report with details on the Ocean Class acquisition. His slides are included as Appendix VI. The Phase I/II solicitation is expected to be advertised on March 27th. Chris reviewed the timeline, budget, and acquisition process (see slides)

Summary of Fleet Improvement Committee (FIC) Meeting and Action Items – Dave Hebert summarized the FIC meeting activities and action items. His slides are included as **Appendix VII**.

- The SMR Update Project is ongoing and was a focus of the committee's March 2009 Meeting. They will need to continue their discussions with a teleconference.
- Input to the Ocean Class Research Vessel RFP Development – UNOLS/FIC provided feedback on the Ocean Class Specifications developed by the Navy in October 2008.
- *Kilo Moana* actions - FIC has kept in touch with the U. Hawaii to keep abreast of the vessel's handling system details. The system is in construction and will possibly be installed and tested in November 2009.
- Science User Debriefs for R/V *Hugh Sharp* – The FIC plans to draft user debrief questions that will evaluate the new technologies of the ship; primarily its handling system. During their March meeting the drafted questions discussed and further revisions are needed.
- WHOI Long-Coring System – The first scientific cruise was completed and an assessment was presented during the FIC meeting. The FIC will continue to informally contact future science users of the long coring system to assess its capabilities and performance.
- Ocean Observatories – FIC plans to stay in contact with the OOI Office to assess their research vessel needs.
- Design and Constructions Efforts - Stay engaged in ongoing design and construction efforts (Regional Class, ARRV, Ocean Class, etc.) – Ongoing
- Fleet Improvement Plan Update: Finalize document with any comments from Council.

Other items discussed during the FIC meeting included:

- The ISS-2000 Integrated Survey System
- Bubble Sweep Down and Possible Mitigation Solution
- ***Weatherbird II*** Improvements.

- FIC Membership – there are a few positions that will open in the fall including Chair. A call for nominations will be announced.

The Council approved a motion to appoint Maureen Conte and Al Hine to second terms in FIC. (Rich Findley/John Morrison).

Fleet Improvement Plan (FIP) –The draft plan <http://www.unols.org/committees/fic/FIP05/document/FIP2009_draft-020609.pdf> was provided to the Council prior to the meeting. The FIC requested the Council’s approval of the document. Vernon opened the topic for discussion:

- Bruce Corliss – The FIP should recommend green technologies. Future research ships should be more environmentally sound to operate, construct, and replace.
- Marcia – MBARI is looking at a replacement for *Western Flyer* in about 2017. They are considering green ships and investigating wind and solar propulsion with auxiliary diesel. MBARI has asked their architects to look at this. The MBARI Board understands that this is something that they should do.
- The Council agreed that a recommendation on green technologies should be added. Bruce was asked to provide a draft statement.
- Vernon asked the Council for a motion to accept the Fleet Improvement Plan. The motion passed and the Fleet Improvement Plan was approved with the additional recommendation on green technologies. (John Morrison/Nancy Rabalais).

Implementing the Fleet Plan recommendations – Discussion:

- John Morrison suggested that the Plan recommendations be sent to OMB and ask that they implement it. There was question as to who should approach OMB – NSF? ONR? UNOLS? NOAA’s Plan was approved by OMB, but the OMB approval is part of the NOAA process.
- Bob Houtman – IWG-F wanted OMB to approve the agency renewal plan, but they weren’t successful. According to OMB, only items that are in an actual budget can be planned.
- Jim Cochran – has anything changed at OMB, do you think they would be more receptive? Bob – The lead person at OMB who dealt with IWG-F has changed. They may be more receptive.
- Mike Prince – Vernon should ask Ocean Leadership to be on their agenda to discuss the FIP.
- Marcia McNutt – It is very important to stay in touch with the Ocean Leadership. They are more visible.
- Mike Prince – Another recommendation in the FIP is that the small ships be supported by state, inst, etc. Nancy Rabalais – That recommendation didn’t sit well with her. The coastal areas are critically important to the nation and the ships that operate in these coastal areas should be supported federally.

Break

Interagency Working Group on Facilities (IWG-F) –Bob Houtman provided the IWG-F report for Bob Winokur. Bob’s slides are included as ***Appendix VIII***. The slides provide details about the JSOST tasking to conduct an inventory of infrastructure needed to achieve the 24 ORPP goals.

National Research Council Study: Evolution of the National Oceanographic Research Fleet – Vernon provided an update on the NRC study, Evolution of the National Oceanographic Research Fleet. The study is funded by the Office of Naval Research. The description and membership can be found at <http://www8.nationalacademies.org/cp/projectview.aspx?key=49014>>. The OSB Committee held their first meeting on January 29, 2009. Vernon Asper, Mike Prince, and Dave Hebert provided a presentation. Many of the committee members were already very familiar with UNOLS.

Discussion:

- Nancy Rabalais said that the next NRC meeting will be at WHOI at the end of this month (March). The meeting will look more at the technology and marine technician support of the fleet. The study is evaluating the facility needs for the future. There is already a lot of information and the group doesn't want to recreate what has already been written.
- Dave Checkley – The role of education in the use of the fleet should be considered. Education has to be front and center.

Consortium for Ocean Leadership – Marcia McNutt provided a report on the recent Ocean Leadership meeting and items of interest to UNOLS. A 2009 UNOLS Goal is to work with Ocean Leadership, the NRC, and the federal agencies to ensure that the fleet is right sized and has the right capabilities for ocean sciences in the coming decades. Mike Prince also attended the meeting.

Marcia reported that Leon Penetta has tendered his resignation at Ocean Leadership because he recently was appointed as the director of the CIA. Ocean Leadership is looking for his replacement.

Ocean Leadership has formed various working groups. Marcia chairs the Infrastructure Subcommittee. Marcia's slides are included as *Appendix IX* and provide information about the subcommittee membership and the issues that they are addressing.

This concluded the joint meeting of the FIC and Council.

Lunch Break

Post Cruise Assessment Reports (PCAR) – Mary Jane Perry provided the report for the PCAR subcommittee. Her slides are included as *Appendix X*. The PCAR subcommittee includes Bob Collier (Chair), Mary-Lynn Dickson, Joe Malbrough, and Mary Jane Perry. A summary of the PCARs that each committee member reviewed are included in the slides.

Mary Jane reviewed the recommendations from the 2007 PCAR subcommittee report along with the current subcommittee's responses (see the slides). The recommendations that were addressed include:

- (a) Report Distribution. The reports should be treated as privileged communications and not distributed beyond those to whom they are addressed
- (b) Discontinue Self Rating. Self rating should be discontinued and reports from the Captain and Marine Technician simplified.

- (c) Rating Scale. In conjunction with implementation of (b), the rating scale should be changed. The main change that is needed is to provide for a more balanced set of grading criteria between 100% and 50%. Any standard grading system should work.
- (d) Question 13 should continue to focus on the extent to which the service and support of the ship contributed to the achievement of science objectives.

Bob Collier recommended that the PCAR review should continue.

Discussion:

- Mary Jane to Bob Houtman – Do the PCARs fill NSF’s needs? Bob - Yes.
- PCAR Distribution – Linda Goad is the point of contact at NSF and receives all of the PCAR forms.
- Rich Findley – He has a recommendation from RVTEC that form be totally replaced. The marine techs don’t fill it out. They would like to have a better form. Rich has gone to professionals who agree that it is not an effective form. He feels that there should be a gap analysis. Define the importance of the issue, and then rate it.
- Mary Lynn Dickson plans to step down from the PCAR committee and a new RVTEC rep will have to be appointed.
- Maureen Conte – She spoke to a program manager who felt that the PCARs were very effective. The PCARs helps identify equipment that doesn’t work.
- Marc Willis - There is one group of people who fill out forms that hold people accountable for their actions. Yet for the techs if they fill out a form about a PI, nothing is done to correct the actions of the PI.
- Mike Prince –The form helps us get feedback for fleet and service improvements.
- Maureen Conte – it would be useful if the purpose of the form is stated clearly.
- Mike – It is one of the purposes of the PCAR committee to revisit the form and make revisions.
- Mary Jane – The crew should be able to provide feedback.
- Jon Alberts – It shouldn’t be through the form that the crew provide their input. There should be another forum.
- Stewart – Technicians don’t feel like they are part of the process.

Crew and Marine Technician Recruitment and Retention – Stewart Lamerdin reported on the outcome and recommendations from the workshop on Crew and Marine Technician Recruitment and Retention. His slides are included as *Appendix XI*. The workshop was held on February 18-19, 2009 in Austin, TX.

Stewart’s slides include information about the following:

- Workshop Participants
- Outcomes and Recommendations
- Training Scholarship Program
- Internship Programs
- Crew and Technician Personnel Pool Process
- Available Berths policy for training, internships and cruise opportunities
- UNOLS Personnel Coordinator

- Recommendations for future action or consideration

The RVOC/RVTEC recommendations are to:

- Develop a process to directly fund training for crew and technicians outside of operating budgets
- Development of a pool of full-time, relief personnel (including technicians) that would be available to ship out to any of the ships in the fleet
- Investigate the creation of a UNOLS Internship program in an attempt to certify and train younger personnel to fill crew and technician positions
- Creation of a position at the UNOLS office to formalize and manage the pool of “relief personnel available”, promote the UNOLS fleet at various job fairs/maritime schools, develop brochures and videos designed to increase awareness, monitor morale in the fleet
- Continue to pursue higher base salaries or other forms of compensation for positions in the fleet

Discussion:

- Kenneth Coale – What groups use pooled contract technicians? Stewart – Antarctic programs. Kenneth – He sees some benefit to pooled technician support, however it could erode institutional pride, etc.
- Mike – The thought is that on the tech side we could formalize a pool for those with ships that are laid up. However, it is challenging to create a crew pool. Sharing often has to be done on a case by case process.
- Bruce – A lot of this is already being done. Mike – Bruce is correct, but in crisis mode it is tough. Stewart – Everyone is doing this at their own institution, it would be easier if it was centralized.
- Stewart – More respect for marine technicians in the fleet would improve morale and could enhance retention. This is an issue that is repeatedly raised. From the technician perspective, there is a lack of respect from both the crew and science parties.
- Stewart – There were many things that are more important than salary when it comes to retention.
- Vernon – In terms of a technician pool, a certification process should be considered, so that you know what type of support to expect.
- John Diebold – You would also have to know the skills of each technician in the pool.
- Vernon – The Council encourages the committee to move forward with the recommendation.

Break

Establishing Facility Renewal and Upgrade Priorities – The UNOLS Policy on Committee Recommendations to Agencies included the task that UNOLS establish facility priorities. At the last meeting it was suggested that facility renewal/upgrades be organized into categories of near term, intermediate term, and long term priority OR high, medium, low priority.

Marcia McNutt - As a community we only gain credibility if we are clear on what is important for us. We can rank things in terms of levels of prioritize and even include criteria. Things over a million dollars should go to Council first, then some sort of prioritization needs to be done.

AICC and DESSC have a lot of recommendations that fall below the \$1M threshold that the Council doesn't really need to see.

UNOLS 2009 Goal - Investigate the feasibility of a more flexible UNOLS to meet the needs of additional users - Our science is being supported by a more diverse array of stakeholders, paradoxically at the same time that support for UNOLS is getting less broad in its base. We need to better understand this divergence (cost problems, insurance issues, mission mismatches, different decision timescales, etc.) and do what we can to re-converge (see *Appendix XII*). NSF and ONR have been asked for guidance regarding the conditions in which outside funding for ship use could be sought and scheduled.

- Marcia - In terms of support 20 years ago, there were three primary agencies supporting the fleet. Now support is dominated by NSF and many smaller supporters. Marcia suggested this as a task for a subcommittee to investigate.
- John Diebold- *Langseth* was approached to do a seismic cruise that looked like science but was really for the oil industry. Hull insurance, equipment insurance, ship schedule impacts, etc. all need to be considered. UNOLS vessels are not allowed to compete with commercial ships.
- The oceanographic research vessel designation allows a vessel to support research that is commercially funded, but special measures must be taken. The charter party and cooperative agreements with funding agencies must be adhered to.

The Council decided to keep this on the action list, but not to form a subcommittee at this time.

Ad-hoc Committee on Data Management Best Practices and Rolling deck to Repository (R2R) Project – Mike Prince provided a status report on R2R efforts. R2R grew out of the workshop on data best practices. NSF program manager, Jim Holik has been promoting R2R. Their mantra is “No additional workload without resources to do it.” In a nutshell, R2R will take data directly from ships, in real time and on a CD after cruise. A copy will go to a repository and then eventually to its appropriate archive. Other key elements of the R2R effort are that there will be a standardized metadata. In the R2R pilot project, the R2R team will work closely with marine tech managers and seagoing techs. R2R will interface with UNOLS to capture post cruise utilization data. A lot of the data will come out of STRS system. R2R will work to standardize how data comes ashore and how people can access it. At sea research is expensive and if the cruise data only benefits a few PIs, the benefits are limited. By making the data available to many (after the 2-year period), the data becomes more useful. Information about R2R can be found at www.rvdata.us .

Revival of SCOAR – Mike Prince reported that SCOAR has been inactive since its Chair took ill and had to resign. The committee hasn't met for well over a year. SCOAR is an oversight committee for the Navy's aircraft facility, CIRPAS. A candidate for the Chair Position (Daniel Schwartz, UW) has been nominated and is willing to serve. Dan has many years of experience as a pilot and is willing to serve as the Chair. Mike recommended that the committee reconvene with Dan Schwartz as Chair and with the addition of Steve Ramp (MBARI) as a new member. Steve has used CIRPAS in the past. John Bane and Daniel Riemer have agreed to stay on. A motion was made and passed to appoint Dan Schwartz as SCOAR Chair and add Steve Ramp as a SCOAR member (Findley/Rabalais).

Continue to lower barriers to effective use of UNOLS ships caused by disabilities, gender, or other special situations. – Mike Prince reported that he has polled the UNOLS Representatives to determine which institutions have harassment training programs and how many need it. Based on demand, a voluntary on-line training program could be developed. The company that provides harassment training for the University of California system is willing to work with UNOLS to fit the training to our ships. The cost varies and would be based on per person use.

- Stan Winslow - Maybe we are taking on something that is already in place. There isn't a request for more training in the community.
- Kenneth Coale- feels strongly that this training is important and that UNOLS should insist that operators either have their own program, or participate in the UNOLS program.
- We will continue to explore this on-line training option.

The Future of R/V Gould Operations in the Antarctic – Mike Prince reported that the NSF /OPP program leases the *Gould* which supplies Palmer Station and is contracted through Raytheon Polar Services Company. The R/V *Gould* contract expires in 2009 and to renew it is expensive. At end of current charter there is also a buy-out clause.

There are a couple issues that OPP wants feedback on:

1. If NSF buys this ship, there would be a competition to operate this ship. There are issues with ship noise, vibration, fuel consumption, speed, and stability. Would any institutions want to compete?
2. Polar Program would like feedback to how important a ship is in the Southern Ocean.

The *Nathaniel B. Palmer* contract will also expire in a few years. Only *Knorr* has some ice-strengthening.

Vernon offered to draft a letter to OPP stating how important the Southern Ocean research is. Bob Houtman requested that in the interest of collaboration to copy Julie Morris on the letter to OPP.

1700 Adjourn Day 1

Day 2: Monterey Bay Aquarium Research Institute – Pacific Forum Room

0830 Open Day-2 of the Meeting: Vernon Asper, UNOLS Chair, reconvened the meeting. Mike Prince thanked everyone for the UNOLS Office farewell party the night before.

Status of UNOLS Office Transition – Jon Alberts reported that the URI UNOLS Office proposal was negotiated yesterday and awarded as written. Jon has been attending UNOLS meetings to learn all about UNOLS. Jon said that the new building that will house the UNOLS Office at URI's Graduate School of Oceanography has been built and offers a nice space.

Office of Polar Programs and UNOLS (revisited from Day 1) – Vernon reported that Roberta Martinelli (NSF/OPP) wants to explore having AICC take on an advisory role for the Antarctic research vessels. OPP will need to discuss this with OCE. Vernon pointed out the fact that the US has research assets in both the Arctic and Antarctic and perhaps it should be coordinated by one UNOLS Committee.

Discussion:

- Carin Ashjian’s (AICC Chair) reaction to the recommendation is that the AICC Chair should be a paid position. It is a lot of work.
- Mike Prince – The Arctic and Antarctic operators are very different.
- There is an advisory group for the R/V *Palmer*, the ARVOC.
- Vernon – With one committee, there could be sharing of equipment.
- Mike Prince suggested that ARVOC attend Council meetings. ARVOC could be integrated into the UNOLS structure. It would be much more manageable.
- Vernon offered to prepare a response to NSF.

Research Vessel Safety Standards (RVSS) - The UNOLS RVSS draft document was provided to the Council in advance of the meeting for review and approval. Pete Zerr (RVOC Chair) said that RVOC has approved the draft RVOC. Pete made a motion requesting the Council’s approval of the RVSS (Zerr/Winslow). Discussion:

- Rich Findley cautioned about Appendix A. User-provided winches will be difficult to meet the standards.
- Mike Prince - Matt Hawkins is funding new wire monitoring systems. There is an 18-month period of time to comply with the new RVSS
- Mike Prince – User winches have to be inspected to subchapter U. They might be forced to use higher factors of safety.
- Kenneth Coale – There needs to be options for deploying novel packages.
- Mike Prince – There are some special considerations in Subchapter U that they are trying to get clearer definition on.
- Al Suchy – There is a proliferation of user provided winches. With larger parties, they need more devices for over-the-side systems.
- Dave Hebert suggested that an article about the new user-provided winch requirements be included in the newsletter.
- Jon suggested that the ship time request form include a notice about the winches.

The motion passed to approve and publish the RVSS and to add a pop-up on the STRS form that winches must meet safety CFR 189 regulations.

Safety Standards for Human Occupied Vehicles – Annette explained that the HOV Safety standards have been drafted and Council approval is requested. A motion was made and passed to approve the HOV Safety Standards (Corliss/Rabalais).

Ship Time Request and Scheduling System (STRS) - Mike Prince requested that the old URI STRS website be deactivated and that the new STRS system be moved from the beta condition to the official site. Such motion was made and passed (Morrison/Coale).

Other Business:

Annual meeting - The suggested dates for the fall meetings are as follows:

- Council – Tuesday, Oct 13th AM
- Annual – Tuesday PM - Wednesday, Oct 14th
- FIC – Prefers Monday, Oct 12th (which is a federal holiday), but can be held on Thursday, Oct 15th.

Keynote Speaker – Dr. Jane Lubchenco was suggested.

Nominating Committee – A Nominating Committee was formed to review Council membership and positions opening, and to recruit individuals to stand for election in 2009. The committee includes Bruce Corliss, Marcia McNutt, and Carin Ashjian. The Council terms ending are included as *Appendix XIII*.

The calendar of UNOLS meetings for 2009 is included in *Appendix VIII*.

UNOLS Council Summer Phone/Web Meeting – The UNOLS will poll the Council for dates.

Break

Committee Activities and Issues requiring Council Attention: Committee Chairs had an opportunity to raise any other issues requiring Council attention.

FIC (Dave Hebert) – nothing more to report.

AICC (Carin Ashjian) – Carin’s written report and slides are included as *Appendix XIV*.

DESSC – Annette DeSilva reported on highlights from the December DESSC meeting in San Francisco.

RVOC (Pete Zerr) – Pete’s slides are included as *Appendix XV*.

RVTEC (Rich Findley) – Rich’s slides are included as *Appendix XVI*. Additional discussion on RVTEC items followed:

- Wince/wire monitoring system – There was a lot of RVTEC discussion on the RVSS Appendix A. Mike said that efforts to comply should be coordinated with RVOC.
- Wire Workshop – Mike Prince said that the original goal of the workshop was narrowly focused on the .322 cable for an improved cable with increased strength. The focus can be expanded if needed. Jon Alberts – We need to have an honest discussion with the wire makers about what can be done. Jon, Rich, and a working group can address this.
- OCRV acquisition – RVTEC feels that a single person representing UNOLS on the OCRV project is insufficient and should be expanded.
 - Chris McDonald – The OCRV award is expected in August. He feels it is really up to UNOLS regarding the qualifications for the rep. UNOLS knows best.

- Tim Schnoor – He agrees. Operator selection and participation will be early. In the past proposals from the operator institutions came with funds for their rep. There is no guarantee that they would be accepted. ONR will pay for a person who will assist his department. That person will likely be from UNOLS.
- Marc –The technicians bring a unique perspective to the position.
- Satellite communications:
 - Al Suchy – WHOI is in the process of purchasing 16 fleet broadband systems. NSF asked WHOI to provide a workshop for the broadband system. *Cape Hatteras* has a fleet broadband and it has had most problems. 11 different ships now have the systems installed. Just those operators with Fleet Broadband would be invited to the workshop. During a six month period, the Oceanus fleet broadband costs were less than that on Cape Hatteras. Batching, handling, etc have an enormous impact on mitigating cost.
 - Rich has been working on alternate systems – Marine Communications Systems and KVH V7 Track. They couldn't get enough bandwidth on *Seward Johnson* with the Fleet Broadband. The KVH is less to operate than HiSeasNet. It is always on.
- Defined levels of the Technical Services. The TSI outline is on-line, but the content is not. Operators need to enter this information. It is time consuming, but once it is there is easy to update. As for equipment – R2R will help by setting a defined language.
 - Mike Prince – The goal is to get inventory entered into one place so that it can be used a number of different ways – proposals, SCF, etc.

SCOAR (Mike Prince) – Nothing to report.

SSC (Stan Winslow) – Nothing more to report.

MLSOC (Steve Holbrook) – Steve reported that the first year of the MLSOC has been a huge success. There are still some challenges regarding the ship operations.

During the December MLSOC meeting, the following topics were reviewed:

- Ship upgrades
- Staffing – they feel very good about the team.
- PIs need to have formal pre-cruise meetings. Jeff Rupert met with all PIs during the AGU week – this was a good way to handle pre-cruise meetings; however meetings at LDEO are preferred.

No *Langseth* proposals were funded during the last panel at NSF, so currently there are no cruises in 2010. NSF is concerned about the high day rate \$70k/day. NSF is also worried about the *Langseth* schedule because the cruises are all over the world. The user community is relatively small. Julie Morris feels that if the ship continues to serve just a small user group, it won't survive. However, NSF is excited about the ship. Julie visited LDEO to look at the ship. NSF is sending a letter to the community not to panic; there will be a 2010 schedule.

A *Langseth* workshop has been suggested – some things to address include:

- Should there be a separate NSF panel to review proposals for *Langseth*
- Determine where the requests are.

- Explore non-UNOLS use of the ship

Discussion:

- Annette – During DESSC public meetings we show a map of the areas where NDSF research is proposed. It helps to encourage additional research for the geographic areas where NDSF facilities have been requested.
- Al Suchy – What is the general oceanographic capability of the *Langseth*. For *Atlantis*, WHOI advertises the general oceanography capability of the ship. This is important when there are few *Alvin* cruises.
- The problem with *Langseth* is the winches are in poor condition. Until the winches are improved, the ship isn't effective as a general purpose vessel.
- Bob Houtman – According to NSF, *Langseth* is a Global general purpose ship.

Code of Conduct for Marine Scientific Research Vessels – UNOLS has recommended that the Federal Agencies endorse the ISOM Code of Conduct for Marine Scientific Research Vessels that addresses the Impact of Research Vessels on the Environment and impact of regulations on the conduct of research. Bob Houtman reported that the US is still not a signatory on the Law of the Sea. Because of this they are not formally allowed to endorse the code of conduct. NSF conducts all operations at sea to the highest standards.

Opportunity for Additional Reports: Marcia McNutt reported that MBARI has new ROV to replace *Tiburón*, the *Doc Ricketts*. They are considering retiring *Ventana* (2000 M ROV) and its support ship, R/V *Point Lobo*. This could happen in the next couple months.

1200 *A motion to adjourn was made and passed (Marcia/Stan).*