

Meeting Minutes
UNOLS COUNCIL MEETING
8:30 A.M., Tuesday, 25 October 2011
National Science Foundation, Stafford II, Room 555
4201 Wilson Boulevard Arlington, VA

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Action Items from this Meeting:

- Gender Climate at Sea – Voluntary On-Line Training Pilot Program – Implement Pilot Program and evaluate participant feedback. (UNOLS Office)
- Consortium for Ocean Leadership: Report of the Working Group to Develop Funding Models for New Ships - FIC is tasked to review the report and draft a response to the Council. In turn, the Council will review the FIC recommendations at their winter meeting and send a UNOLS response to Ocean Leadership and the agencies. (FIC)
- Investigate the feasibility of a more flexible UNOLS to meet the needs of additional users - The ad hoc group is tasked to summarize their findings and distribute them to the Council. The Council could then develop strategies for addressing the findings. (Nancy Rabalais, Joe Malbrough, Dennis Nixon, Peter Ortner, and Jon Alberts)
- BP Research Funding for the Gulf of Mexico – Continue to stay engaged with the GRI and encourage UNOLS ship use. (Council and Jon Alberts)
- Polar Research Vessel (PRV) Subcommittee Report on Science Mission Requirements (SMR) Refresh Project – Submit the final report in late 2011/early January 2012. (PRV Subcommittee and Jon Alberts)
- UNOLS Vessel Usage Survey – Review and analyze the survey data and community responses to identify themes and issues from the survey responses. (Bob Collier, Peter Ortner, Deb Steinberg, and Annette DeSilva)

- 2009/2010 Goal: Explore how to make the present and future fleet more environmentally sustainable - Carry out the Greening the Research Fleet Workshop in early 2012. (Bruce Corliss and UNOLS Office)
- 2010/2011 Goal: Continue to explore Options for Establishment of a UNOLS Speaker Series and initiate the series in 2012 (contingent upon funding). (Bruce Corliss, regional lecturers, and UNOLS Office)
- 2012 UNOLS Goal: “Evaluate the size and composition of the fleet for the next 5-10 years.” Process:
 - The 2012 Non-operator committee, with the UNOLS office and agencies, will estimate the number of days or funding levels per year needed, with surge capability estimated as well.
 - FIC will provide an evaluation of fleet needs and scenarios to meet these needs using target numbers, and submit a report to Council and Non-operator committee
 - The Non-operator committee will submit recommendations to Council.
 - The Council will make recommendations to federal agencies, and will share the FIC and Non-operator committee reports with the agencies.

Meeting Minutes

Call the Meeting: Bruce Corliss, UNOLS Chair, called the meeting to order and provided an opportunity for introductions. The agenda for the meeting is included as *Appendix I*. The participant list is included as *Appendix II*.

Summary of Fleet Improvement Committee (FIC) Meeting - Clare Reimers provided an overview of the FIC meeting that was held on October 24, 2012 and reviewed the resulting action items. Clare’s slides are included as *Appendix III*. The major topics of the FIC meeting included:

Fleet Renewal Activities:

- The Regional Class Research Vessel (RCRV) acquisition project is still in internal review at NSF.
- The Ocean Class Research Vessel (OCRV) is entering Phase II. The ship design was awarded to Dakota Creek. FIC is pleased that the OCRV design meets or exceeds Science Mission Requirement (SMR) specifications and has some unique features.
- Construction of the RV *Sikuliaq* is on schedule for July 2013 delivery to UAF.

Fleet Improvement Plan (FIP) - The 2009 FIP needs updating and we need to incorporate the new Four-Class System into the FIP. Dave Bradley drafted the Ocean Acoustics Appendix for the FIP and FIC has been asked to review it by the end of 2011.

Fleet Size Planning – There was considerable discussion during the FIC meeting on the agency recommendation: “*UNOLS Council begin a dialogue with the Federal Agencies on how to reduce the size of the Fleet within the context of the declining demand, utilization and potential for declining federal budgets*” (Bob Houtman). We need to look for a collaborative approach for right-sizing the UNOLS Fleet. Funds spent on operations that do not take science to sea (e.g., layups) should be minimized. FIC’s recommendation to this task is:

- Future decisions on Fleet size and composition should be made after UNOLS (FIC and Council) work with the Agency Representatives to assemble data showing:
 - Fiscal operational constraints (projected annual operation budgets)
 - Research initiatives and geographic areas of interest
 - A realistic projection of ship demand across classes

- UNOLS and the agencies should jointly evaluate the variables that make up the current and future Fleet including:
 - Current and planned fleet capabilities
 - Operating range and home ports
 - Role of UNOLS in setting safety standards
 - Operational costs
 - Ship age and condition
 - Recommended service life end dates

FIC's recommended immediate strategy is to:

- Task agencies and the UNOLS Office to assemble data on restricting parameters and Fleet variables
- Hold a series of Web/Phone Conferences to review data and formulate recommendations
- If needed, hold a 2-Day workshop of the FIC, Council subcommittee, and Agency representatives to finalize the recommendations.
- Time frame: First Phone meeting – Jan 2012

FIC Response to the Consortium for Ocean Leadership Working Group Report — In response to a request from Bruce Corliss to FIC, FIC passed a motion to hold phone meetings to review the Ocean Leadership Working Group report on *Funding Models for New Ships* and to formulate a response. Upon completion, the FIC response will be forwarded to the UNOLS Council.

Early Career Scientist – Cruise Training Program – FIC passed a motion in favor of establishing a 3 year pilot program for an Early Career Scientist – Chief Scientist Training Opportunity with one cruise training cruise per year. The program would be modeled after this year's cruise training program. Clare Reimers will be the lead PI on this program. She will work with NSF to determine program feasibility and ship/cruise options.

Hugh R. Sharp User Debriefs — The FIC passed a motion that this be the last year of the *Hugh R. Sharp* user debriefs. The data collected will be summarized into a report that can be provided to guide new ship construction and technology efforts.

Agency Recommendation for 2012 Fleet Operations – Council Subcommittee recommendations and Council Discussion - Bruce Corliss provided an introduction and gave a history of the process for reviewing agency recommendations for fleet operations. An ad hoc committee chaired by Marcia McNutt developed the process in 2007.

Robin Muench reviewed the subcommittee's response to the agency recommendation for the 2012 Fleet Operation. His slides are included as *Appendix IV*.

The subcommittee agrees with the recommendations that:

- *Oceanus* be retired at the end of 2011, and
- Maintenance periods in the vessel homeport are encouraged.

In response to the agency recommendation that, "If no additional work is identified when the final schedules are completed, it may be necessary for NSF to consider providing some funds to support extended maintenance or partial layup periods for the NSF-owned ships, *Cape Hatteras* and *Point Sur*," the subcommittee suggests:

- Strategically locate the vessels. - Consider placing the laid up vessels in geographically opportune locations (example: Gulf of Mexico coastal states).

- Use some of the lay-up funds to transit to the Gulf. This could reduce the cost for potential users in the Gulf.

Discussion:

- Nancy Rabalais expressed concern that this recommendation would take NSF funds away from a ship that is already in the Gulf.
- Jon Alberts – The intent was to send UNOLS ships to the Gulf and make them available for non-NSF funds (new users). It isn't the intent to take away from the NSF time already scheduled on ships in the Gulf.

The subcommittee agrees with the recommendation to encourage operators of all ships to find ways to reduce costs and seek appropriate opportunities to support research and education programs supported by other funding sources.

Discussion:

- Dave Fisichella – If operators could charge different rates to different user, the ships could be more attractive to other users.
- Bruce Corliss – UNOLS ship operators are constrained by their cooperative agreements and cannot offer a lower rate to non-Government users.

The subcommittee agrees with the agency recommendation to emphasize to operators of institution-owned ships that they must decide if their planned schedule can support the cost to operate their vessel.

John Morrison commented that the subcommittee agreed with these first five recommendations, but they are a short-term fix. These items will have to be addressed for long-term considerations.

The subcommittee agreed with the agency recommendation to examine the UNOLS survey responses on ship time demand and develop of strategies for addressing the ship time demand decline. The subcommittee recommends that NSF hire a qualified professional analyst to review the survey data.

The last recommendation that the agencies put forward was that the “UNOLS Council is encouraged to begin a dialogue with the federal agencies on how to reduce the size of the Fleet within the context of the declining demand, utilization, and potential for declining federal budgets.” The subcommittee agrees with this recommendation, however, we need to continue the initiatives for Fleet Renewal that are currently underway. This issue needs to be considered at a government-wide level to work towards a more integrated federal fleet. The subcommittee endorses the strategy recommended by the Fleet Improvement Committee that: *“The FIC and Council to work with the agencies to establish recommendations for fleet size and composition based on consideration of key parameters and variables.”*

Discussion:

- Peter Ortner – He thinks that the real issue is above UNOLS, but specifically what is the most cost effective balance of facilities? We need to look at it from the larger perspective.
- Bob Houtman – It might be timely that the Interagency Working Group on Facility Infrastructure (IWG-FI) be informed of our efforts regarding right-sizing. The IWG-FI is currently considering federal fleet planning.
- Mike Prince – The entire federal fleet should be examined, but remember that the other agencies have their own missions. So we need to look at the areas where the missions overlap.
- Bruce Corliss – UNOLS has increased communications with NOAA (report later in the meeting)
- John Morrison – He hopes that OMB will be receptive to a national fleet plan. He hopes that IWG-FI can achieve this.

- Matt Hawkins – The term that they are using internally within the agencies is “Fleet Modernization.” This should replace “Fleet Renewal.”
- Bob Collier – If we don’t address declining ship time demand, funds for science and fleet operations won’t increase.
- Stewart Lamerdin – Education and outreach are an important component of the Academic Fleet.

UNOLS Activities at Future Venues – Bruce Corliss opened a discussion on how to engage the community at the 2012 Ocean Sciences meeting and other venues.

Discussion and Suggestions:

- Rob Pinkel – A survey on ship use could be available at the UNOLS booth.
- Council members should staff the booth
- Plan a UNOLS town hall at the Ocean Sciences Meeting.
- Dave Fisichella – The European Geophysical Meeting offers an opportunity to reach out internationally.
- Nancy Rabalais – At the 2011 RVTEC meeting in November, the *Pelican* will be available for tours. Perhaps the ship can be made available at the ASLO 2013 conference in New Orleans.

Gender Climate at Sea – Update on Voluntary On-Line Training and Implementation Strategies - Jon Alberts provided the update. His slides are included as *Appendix V*.

The WorkPlace Answers training course: “Unlawful Harassment Prevention” was selected for a UNOLS pilot program. UNOLS received agency approval to fund a Pilot Program with 100 seats for online training. A letter was sent to UNOLS Marine Superintendents announcing the Pilot Program. Each UNOLS operator institution was allowed six seats in the on-line course. The pilot program will collect feedback and suggestions to further customize the training for the UNOLS fleet.

The On-line training topics that are covered include Federal and state laws, application, and definition of “Sexual Harassment.” Scenarios and questions presented in the online forms include practical harassment prevention strategies and legal responsibilities.

The cost for the on-line training is \$15 per each training session. The pilot program is only offered to the UNOLS ship operator institutions. The training applies to the crew, technicians, and scientists.

Consortium for Ocean Leadership: Report of the Working Group to Develop Funding Models for New Ships - Bruce Corliss reviewed the recommendations of the Ocean Leadership Working Group report that suggests “a new approach to providing ocean science community with access to the sea.” The working group membership and a summary of the recommendations are included in Bruce’s PowerPoint (see *Appendix VI*). The report offers some good ideas, but there are also issues that UNOLS might want to raise. As a result, Bruce has tasked the FIC to review the report and respond.

Discussion:

- John Morrison – The report is not final. Marc Abbott will review it at this week’s Ocean Leadership meeting.
- Nancy Rabalais – There was an opportunity for comment. The suggestions from the members might be very different from what is recommended in the report.
- Vernon Asper – The decadal survey process means a new way of attempting to acquire vessels.
- Mike Prince – UNOLS does a good job at providing information that is needed by the federal agencies to move forward with facility acquisition. UNOLS cannot lobby. Lobbying had been the responsibility of the predecessor of Ocean Leadership.

- David Checkley – Can UNOLS or agencies create and escrow account for vessel acquisition projects?
Dennis Nixon – Based on what he has heard, no.
- Mike Prince – For fleet operations, each vessel has a MOSA account which is similar to an escrow account. Institutions that operate privately owned vessels could amortize the acquisition cost as part of their day rate.
- Dennis Nixon added that the government doesn't allow hull insurance because they want to reserve the right for a different type of ship for replacement.
- Clare Reimers – The Fleet Improvement Plan doesn't address vessel acquisition costs, perhaps the update should.
- Deb Steinberg – The Ocean Leadership report mentions seeking outside funds for acquisition. This isn't a bad idea.
- Jon Alberts – Do you think that the governance of UNOLS should be changed?
- Peter Ortner – The Ocean Leadership report suggests that there is a significant faction of oceanographic institutions who believe that they are not adequately represented. Perhaps that they feel that they would be better served/represented by Ocean Leadership
- Bruce Corliss - FIC has been tasked to review the report and draft a response to the Council at the winter meeting. In turn, the Council will review the FIC recommendations at their winter meeting and send a UNOLS response to Ocean Leadership and the agencies.

Break

Investigate the feasibility of a more flexible UNOLS to meet the needs of additional users - Nancy provided the report from the ad hoc committee on alternative funding avenues for UNOLS Vessels. Her slides are included as *Appendix VII*. The committee make-up includes Nancy, Joe Malbrough, Dennis Nixon, Peter Ortner, and Jon Alberts (ex-officio). The charge to the committee was to review the status of alternate funding situations, evaluate the issues that were encountered when supporting alternate ship time, and recommend how UNOLS should proceed.

The United States Coast Guard definition of an oceanographic research vessel is “a vessel which the U.S. Coast Guard finds is employed exclusively in one or more of the following: (a) Oceanographic instruction; (b) Limnologic instruction; (c) Oceanographic research; or, (d) Limnologic research.” It precludes anything that is not research and teaching; i.e., does not include transport of individuals or equipment, and does not include use for development (fund raising).

Nancy provided examples of UNOLS and other research vessels that have had alternative operation opportunities and the complications that were in some cases encountered (see slides).

The USCG provides research vessel designation to many commercial firm vessels, often for work that could be done by UNOLS vessels (see slide for examples).

Some of the drawbacks to UNOLS vessels contracting with commercial vendors include:

- Vendors usually want last-minute help or long stretches of time that would tie up the vessel.
- Such scheduling would not work with the UNOLS system.
- The perception that federally funded vessels compete with private/commercial.

Advantages to commercial vendors contracting with UNOLS vessels include:

- Uniformity of high standards and technological support.
- Excellent safety standards.
- Work with crews that understand oceanographic research and are more capable of supporting the needs of the user.

The committee provided suggestions on how to find more work for UNOLS ships. UNOLS needs to do more with agencies, federal and state that use research vessels. At the same time, Federal agencies should be more cognizant of the need to utilize the academic fleet. UNOLS should engage (again and often) with NOAA, USGS, and other federal agencies concerning their support of the academic fleet. Continual marketing of the capabilities, efficiencies and high standards of the UNOLS academic fleet is needed.

Discussion:

- Vernon Asper – How does the polar vessel, R/V *Gould* have an R/V designation? They transport people and cargo. Dennis Nixon – The *Gould* got an exception from the USCG; it was a hybrid designation.
- Dennis Nixon commented on the R/V *Ewing* example of supporting commercial work. The *Ewing* was allowed to support the operations because there were no commercial vessels available. An announcement was made to see if anyone would be offended. Getting hull insurance for the *Ewing* commercial operations was required and a challenge. After the commercial operations, considerable effort had to be made to reinstate the R/V designation.
- John Morrison asked if the requirement that cruise data from research vessels be made public is an issue. Dennis Nixon – This didn't seem to be a requirement any more.

Bruce requested that the ad hoc group summarize their findings and distribute them to the Council. The Council could then develop strategies for addressing the findings.

BP Research Funding for the Gulf of Mexico – Jon Alberts provided an update on the Gulf of Mexico Research Initiative (GRI) proposal awards. His slides are included as *Appendix VIII*. Bruce Corliss sent a letter to potential GRI PIs on 7 June 2011 on behalf of UNOLS in regards to the Gulf of Mexico Research Initiative RFP-1 released by the Gulf of Mexico Research Initiative Research Board. The letter encouraged PIs to consider using UNOLS ships, underwater vehicles, and aircraft. The letter highlighted the UNOLS Fleet capabilities and availability to support Gulf of Mexico research.

Jon summarized the UNOLS efforts to engage the GRI PIs. The UNOLS Office is staying informed on the RFP-I/III process. Jon has contacted GRI Board Members, John Farrington and Dana Yoerger, encouraging use of UNOLS vessel. The UNOLS Office is answering requests for information from Consortia and individual PIs on ships, rates, schedules, etc. UNOLS contacted all eight Consortia PI leaders encouraging use of UNOLS assets. Jon Alberts attended the GRI meeting in New Orleans on October 20, 2011 and encouraged use of UNOLS Vessels.

Jon reviewed the GRI status and proposal awards for RFP-I and RFP-III. The list of the GRI Research Board is included in the slides.

Discussion:

- Peter Ortner – GRI could have worked more closely with UNOLS.
- Deb Steinberg – It seemed like the PIs would already know which ships they will use for GRI operations.
- Vernon Asper – There is \$4.8M for facility use. PIs are completely undecided on which ships they will use.
- Nancy Rabalais – Proposal decisions were based on science.

Post Cruise Assessment Report (PCAR) Subcommittee – Jon Alberts began the PCAR report. The slides are included as *Appendix IX*. The PCAR subcommittee members include Wilf Gardner (PCAR Chair), Joe Malbrough, Daryl Swensen, Erin Jackson, and Jon Alberts.

The PCAR review tracks the post cruise assessment process and look for trends. NSF and ONR closely track all issues in PCA reports and follow up on resolutions. It is very important that PCARs be submitted as soon after the cruise as possible so issues can be identified and improvements made. UNOLS and operators should highlight the improvements that result from suggestions in the PCARs.

As a reminder, the PCARs should not be publicly posted on the ships or in the port office. The reports should be treated in confidence so as to encourage honest responses. For Captains and Marine Techs, the PCAR system provides an opportunity to provide input.

In reviewing the PCARs, the need for Chief Scientist training was suggested. FIC has worked to fulfill that need. Additionally, several institutions have impressive pre-cruise planning manuals and Chief Scientist manuals/checklists, including listing of equipment that either comes with the ship or could be made available. All operators are encouraged to implement similar practices.

The wider UNOLS community should be reminded of the importance of the PCAR system. It is the primary UNOLS vessel QA/QC tool. Ship operators receive a summary report of comments from Erin Jackson periodically.

In 2011, the PCAR subcommittee reviewed reports for the 2010 operating year for *Atlantis*, *Langseth*, *Melville*, *Wecoma*, *Endeavor*, and *New Horizon*.

Erin Jackson continued the PCAR report by reviewing the PCAR statistics. The charts are included in the Appendix and include:

- The Fleet percent return for PCARs from 1999 to 2010.
- Fleet Statistics for 2010 – Quality of Service
- PCAR Return by ship for 2011
- Summary of positive comments and suggestions

Erin reviewed the new on-line PCAR report. We hope to have it available for general release in Jan 2012. Dave Checkley asked if anyone would be able to revise a report? Erin – Once a PCAR is submitted, it cannot be changed. However if the form is saved as a draft, the person who began it can edit it.

Polar Research Vessel (PRV) Subcommittee Report on Science Mission Requirements (SMR) Refresh Project – Jon Alberts provided an update on the PRV SMR refresh project. His slides are included as *Appendix X*.

Rob Dunbar chairs the PRV Subcommittee. The full membership is listed in the Appendix. The key charges to this committee are to update the science questions and review/modify the vessel science mission requirements defined in an ARVOC study conducted between 2002 and 2006. There is a focus to articulate and evaluate emerging new science drivers. An interim report was submitted to NSF/OPP on 31 August 2011. UNOLS and the PRV Subcommittee are developing science capability tables. The final report is due at NSF in late 2011/early January 2012.

As part of the interim report the subcommittee worked to identify new science drivers and grand challenges and attempted to predict out 30 years. For details, refer to *Appendix X*.

Some of the findings in the Interim Report include:

- RVIB *Nathaniel Palmer* has provided 20 years of polar research, yet the vessel has limited ice capability, which prevents year round access.

- The U.S. has fallen behind other nations in building ice capable vessels and in maintaining a leadership role in polar research.
- Polar Regions are experiencing a rapid rate of change.
- Improved and year round access to Polar Regions is required.
- Principle ship characteristics and the design from 2006 are still valid, with a few changes.

For additional details about the PRV SMR refresh project, see the slides.

NOAA and UNOLS Fleet Coordination –Bruce Corliss reported that he, Peter Ortner, Jon Alberts, and Annette DeSilva have met periodically with NOAA leaders and representatives (Admiral Devaney, Admiral Bailey, Ralph Rogers, and Chris Beaverson) to discuss fleet issues of common interest and enhanced fleet coordination. The list of meetings is included in *Appendix XI*. There is interest in continuing these meetings on a regular basis.

Discussion:

- Peter Ortner – He has also been communicating with the NOAA Administrator. They have discussed the status of NURP. NOAA is getting out of the deep diving business.
- Ralph Rogers – NOAA is reviewing the Technical diving program.

UNOLS Vessel Usage Survey – Annette DeSilva reported on the UNOLS vessel survey that was conducted in 2011. Her slides are included as *Appendix XII*. The Survey was launched on Feb 11, 2011. There were 355 surveys as of August 14 and individuals from 69 different institutions/organizations Responded. The survey URL is: http://www.surveymonkey.com/s/unols_vessel_usage_survey

It is recommended that a subcommittee be formed of UNOLS and Agency personnel to review and analyze the data. It may be useful to seek Professional Analyst Services. The goal would be to identify themes and issues from the survey responses, then develop strategies for addressing these issues.

Bob Collier, Peter Ortner, and Deb Steinberg volunteered to review the survey responses.

UNOLS Ship Classifications – Annette DeSilva reported on the new UNOLS ship classifications and the status of the transition from the old classes to the new. In 2011, the UNOLS Council approved reclassifying the UNOLS Fleet into four classes. The new class system is included in *Appendix XIII*.

Various documents, web pages, and utilization trends will require updates to conform to the new class system. The UNOLS Ship Time Request System has been updated to match the new classification (request and search functions). Updates to the UNOLS website have been made (and will continue as discovered). The Fleet Improvement Plan will require an update for Fleet descriptions, trends, and projections. Efforts to update this document and others will continue in 2012.

2011/2012 UNOLS Goals and Priorities – Bruce Corliss reported on the status of past UNOLS goals and suggested a new goal for 2012. His slides are included as *Appendix XIV*.

On-going goals from 2009/2010 are to:

- Explore the relationship of working with NSF's Office of Polar Programs to coordinate support for Antarctic Research Vessels.
- Explore how to make the present and future fleet more environmentally sustainable.

As reported in this meeting and will be reported at the Annual Meeting, great progress has been made in reaching both of these goals.

The 2010/2011 Goal is to explore Options for Establishment of a UNOLS Speaker Series. Bruce will provide a report on this activity at the Annual Meeting, but plans are coming together.

Bruce proposed a new goal for 2012 to “Evaluate the size and composition of the fleet for the next 5-10 years.” As a process for this review the following is recommended:

- The 2012 Non-operator committee, with the UNOLS office and agencies, will estimate the number of days or funding levels per year needed, with surge capability estimated as well.
- FIC will provide an evaluation of fleet needs and scenarios to meet these needs using target numbers, and submit a report to Council and Non-operator committee
- The Non-operator committee will submit recommendations to Council.
- The Council will make recommendations to federal agencies, and will share the FIC and Non-operator committee reports with the agencies.

Discussion:

- Peter Ortner – Closer interaction with the IWG-FI should be part of this.
- Rob Pinkel – Evaluating the size and composition of the fleet should have the ship operators at the table. If you are going to expand Robin Muench’s committee, it should include operators.
- Dave Checkley – The FIC debated whether days and funding should be the only criteria.
- Clare Reimers – The biggest unknown is whether or not we will have three Regional ships. We should plan for different scenarios.
- Sandy Shor – How do you maintain the safety of the vessels, in particular safety of smaller ships? If small ships disappear from fleet, safety of the non-UNOLS vessels can be an issue.
- Matt Hawkins – One thing that NSF is always asked is why three RCRVs are requested and not two. This is an important issue as NSF moves forward with their planning.

Clare Reimers made a motion to approve the 2012 goal with a second to the motion by Peter Ortner. The Council voted in favor and the motion passed.

Committee Activities and Issues requiring Council Attention: The following announcements and appointments were confirmed:

- SSC Officers – Liz Brenner had been the co-Chair-Elect of SSC with Rose Dufour, but with Rose’s appointment to NSF, Liz is now the sole SSC Chair-Elect.
- RVOC Interim Chair-Elect – Demian Bailey has agreed to serve as the RVOC interim Chair-Elect. Sam DeBow vacated this position.
- SCOAR Membership – SCOAR nominates Raphael Kudela as a new committee member. The Council made and passed a motion to appoint Raphael to the SCOAR (Morrison/Steinberg).
- MLSOC Membership – MLSOC announces the appointment of two new members – Dale Sawyer and Paul Baker.

UNOLS Council Winter Meeting – The UNOLS Office will poll the Council and FIC for meeting dates and location.

The meeting was adjourned at 1140.