

R/V Barnes Replacement

University of Washington

Project Status



- Design process continues
 - Contract awarded to Jensen Maritime Consultants for contract design
 - Finished Phase 1 of design
 - 3 Design Reviews with the Science Oversight Committee
 - Mock ups of working deck & labs facilitated discussions and decisions
 - Major decisions made regarding: vessel size, basic General Arrangements incl. Lab Space layout & winches / wires, added a centerboard, basic propulsion configuration, fisheries research capabilities incorporated
 - Moving into Phase 2
 - Finalize details of General Arrangements
 - Finalize engineering studies and technical specifications
 - Finish design process this summer

Funding Status

- UW commitment of \$1.5M – funding the design process
- Private funding: process continues to seek private funding
 - Meeting with several potential donors
 - Planning several short local cruises next month to make additional donors aware of the need
- Formal UW request to the State Legislature for 2015-2017 funding for construction

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 - Outlook not good for receiving funding this legislative session based on recent meetings with legislators / staffers

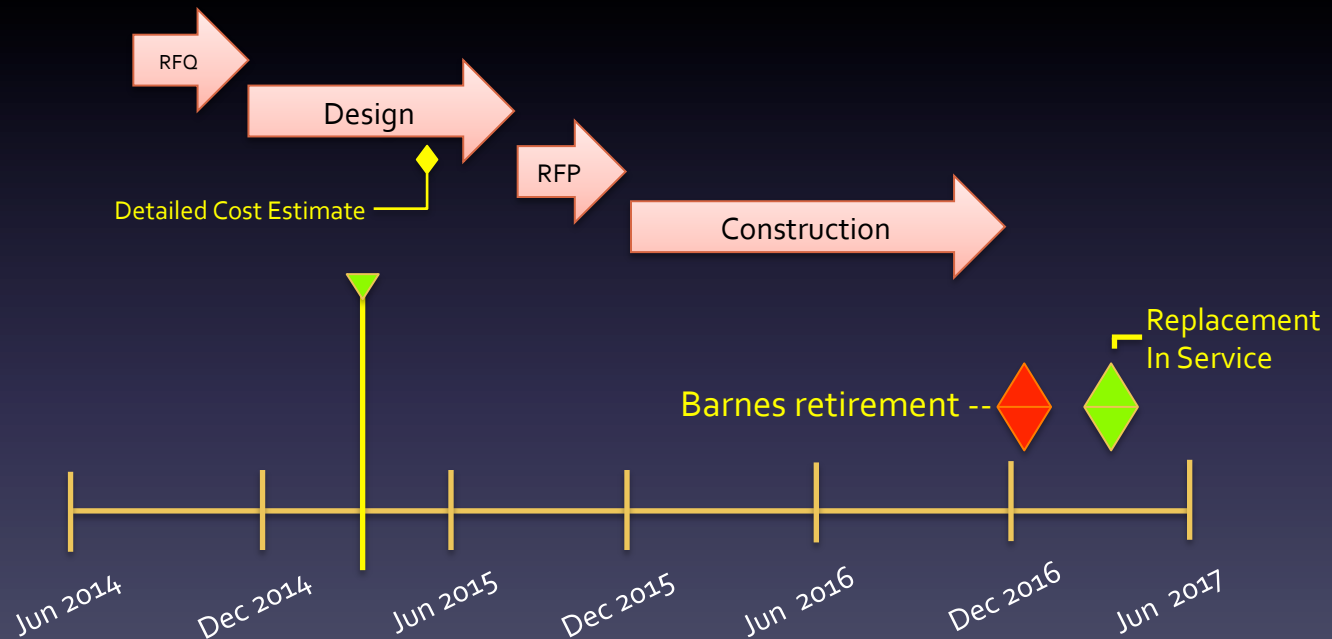
What's Next?

- Need to begin discussion of what to do if not funded in 2015
 - Local class research vessel still needed for Pacific Northwest
 - Barnes, although it continues to successfully support science and academics, is not capable enough to meet the real needs of today's and tomorrow's science
 - Barnes continues to age – in good shape today but always the concern about what happens if there is a major equipment or system casualty
 - UW desires to continue operating Barnes until a replacement vessel is constructed

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- **FIC / UMOLS/NSF guidance for how to proceed ahead?**

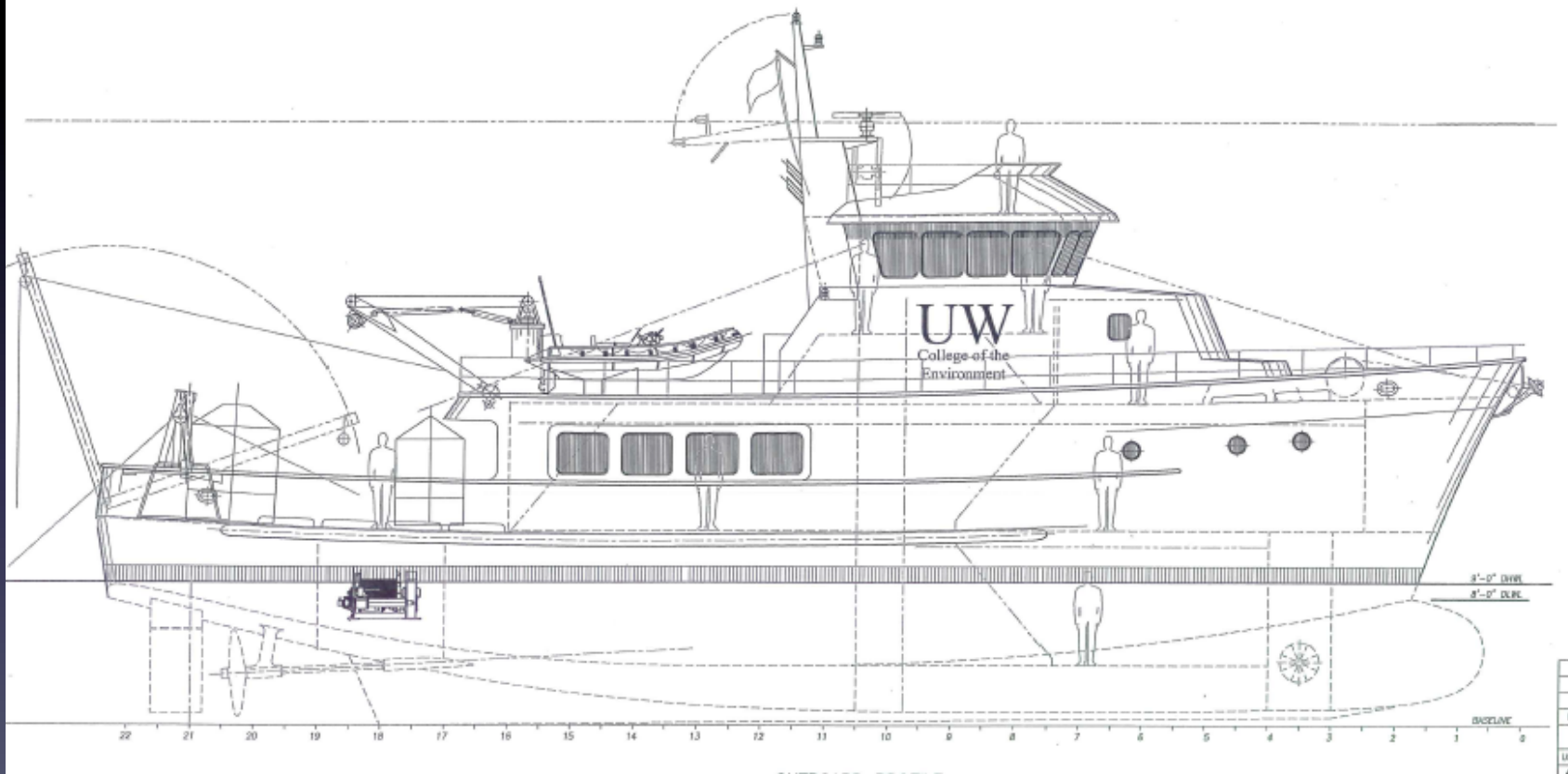
New Vessel Timeline



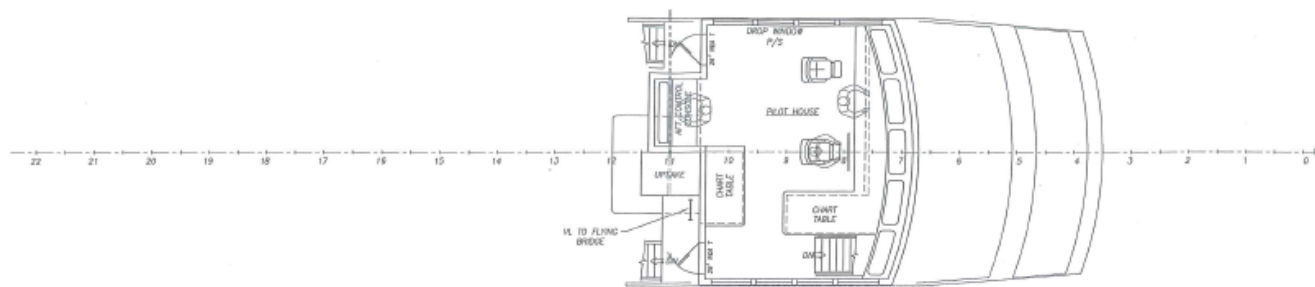
This is our desired timeline but the current funding status has this doubtful

Updated General Arrangements

- 90-ft long, 27-feet wide, 9-foot draft (50km offshore, 15 day endurance)
- Twin screw diesel electric propulsion with bow thruster
- Updated lab arrangements
- Centerboard for transducers (simrad EK80, 38kHz, 200kHz, 333kHz)
- Kongsberg EM2040 (mounted in hull blister?)
- ADCPs in Acoustics well (RDI 150kHz and 600kHz)
- Sub-bottom 3.5 kHz (still to be determined)
- Incubator space on 01 Deck
- Modified Mess Deck seating capacity
- ADA stateroom added
- CTD launch & recovery starboard side
- Knuckle crane port side
- A-frame
- 3 permanent winches (2 below deck, one 0-1 Deck CTD) installed plus portable winches (e.g. Trawl Winches) & Net Reel incorporated into design
- Acoustically Quiet and fuel efficient gen-sets

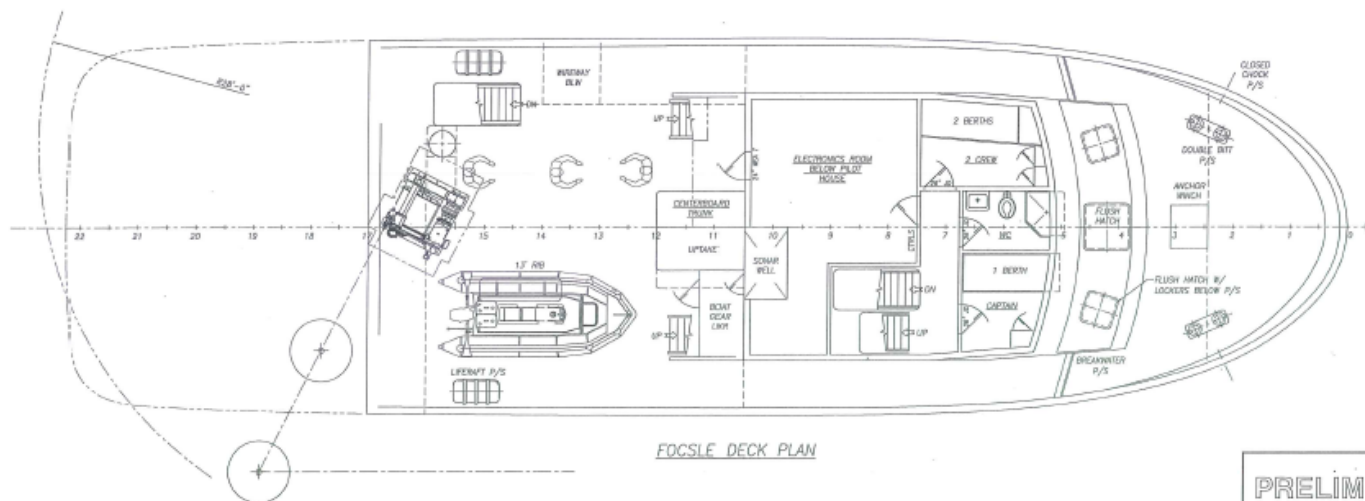


Oceanography Configuration



PILOT HOUSE PLAN

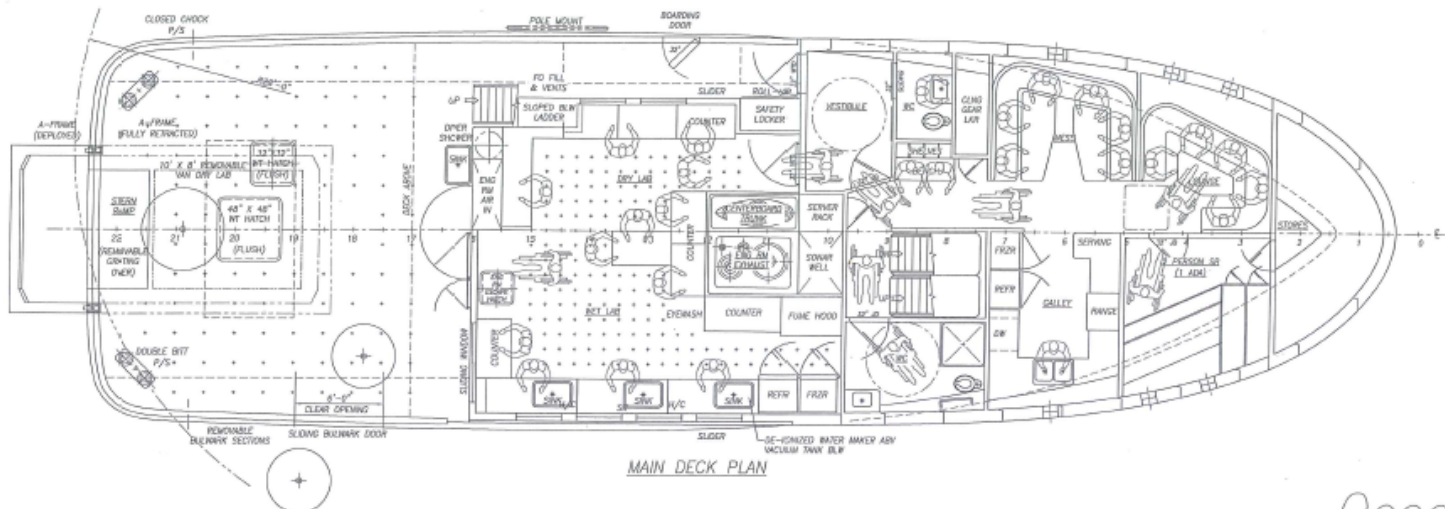
Oceanography



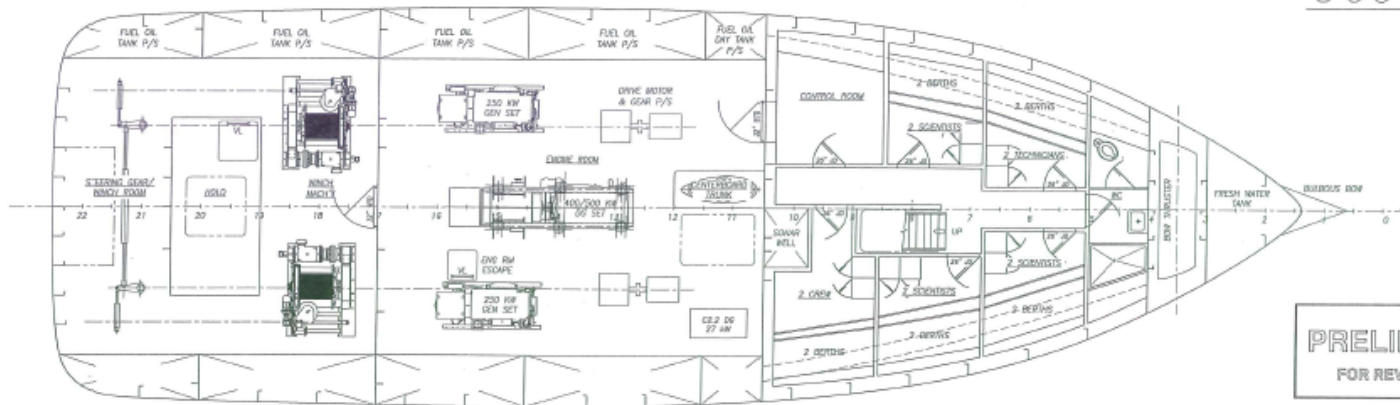
FOCSLE DECK PLAN

PRELIMINARY

PRELIMINARY



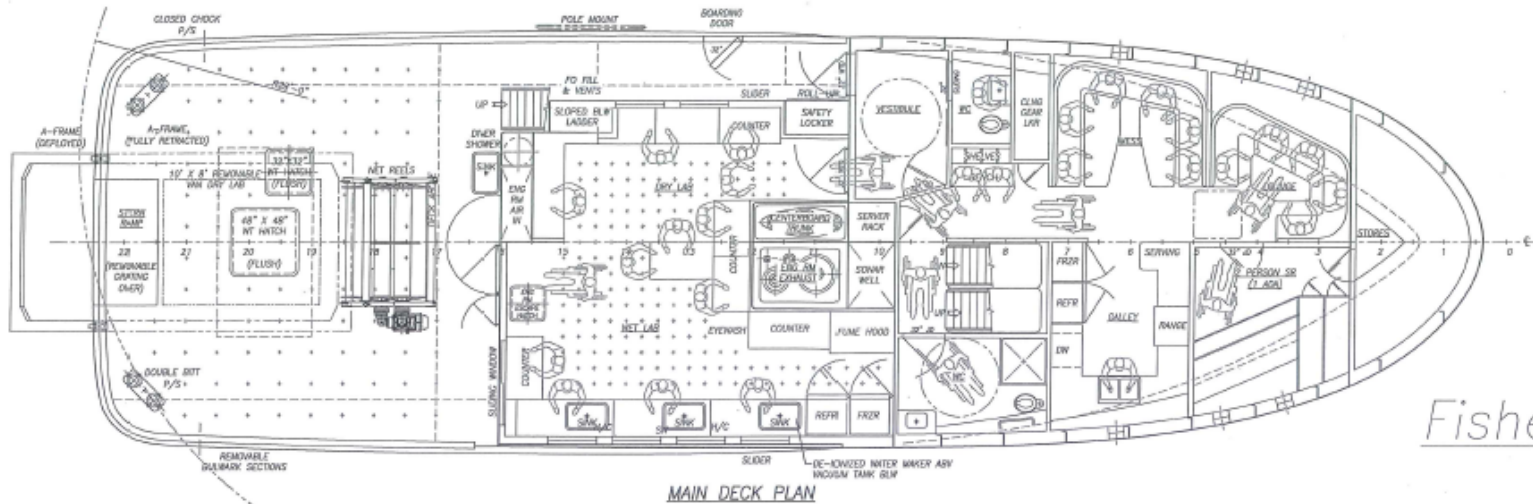
Oceanography



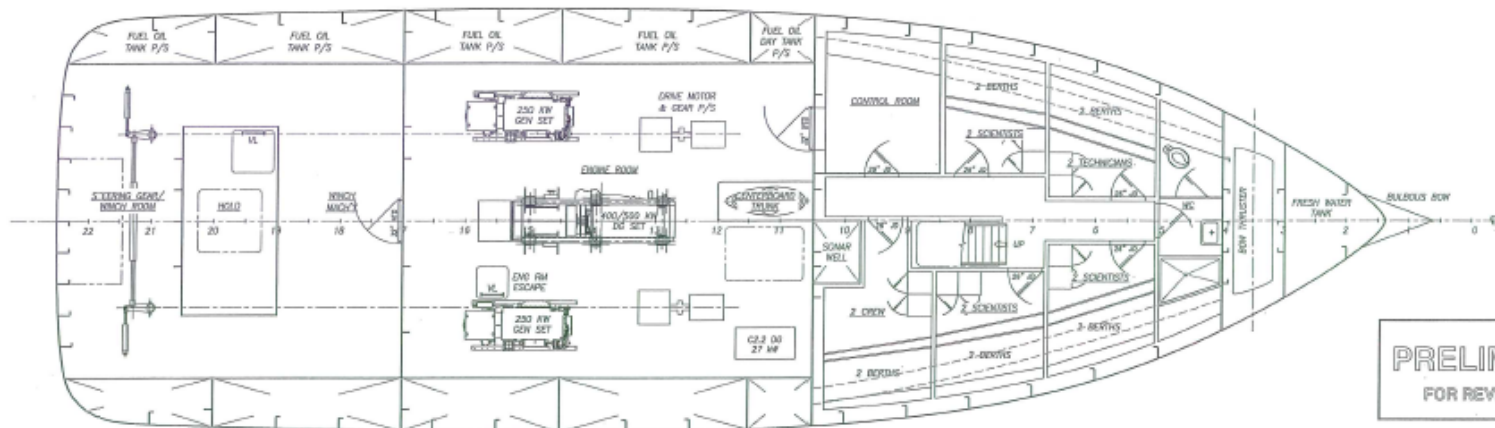
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Fisheries Research Configuration

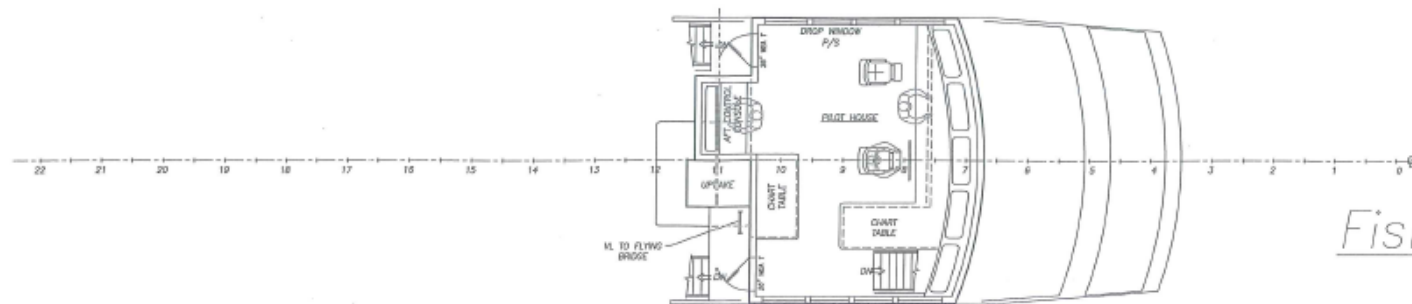


Fisheries



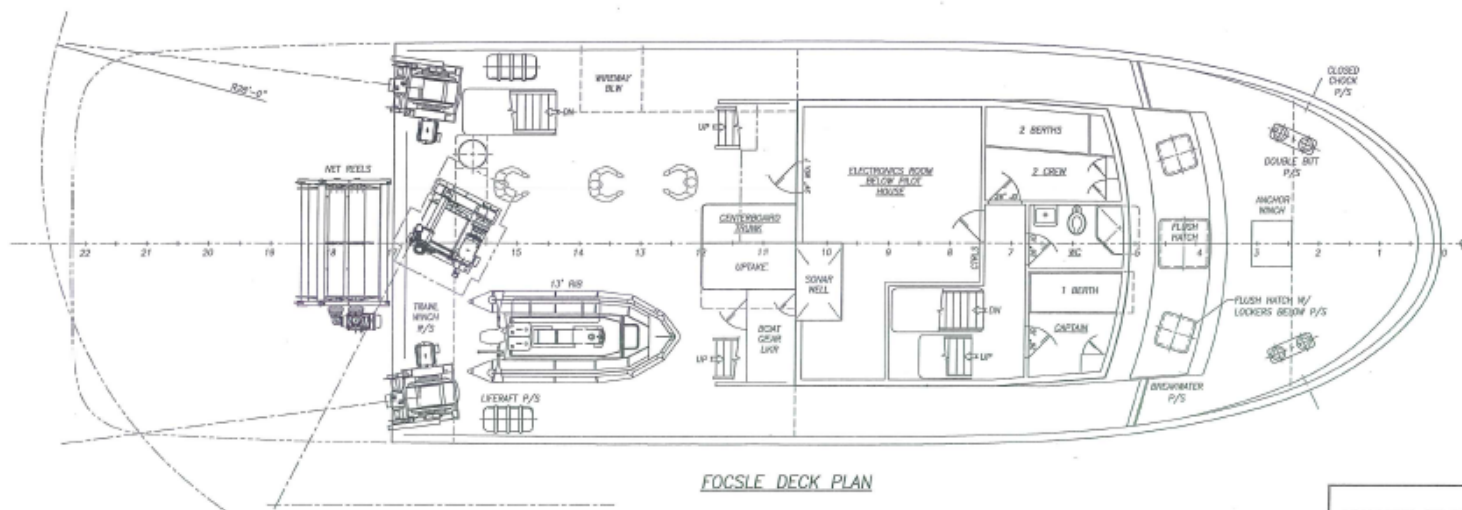
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TITLE
OUTBOARD PROFILE & GENERAL ARRANGEMENT



PILOT HOUSE PLAN

Fisheries

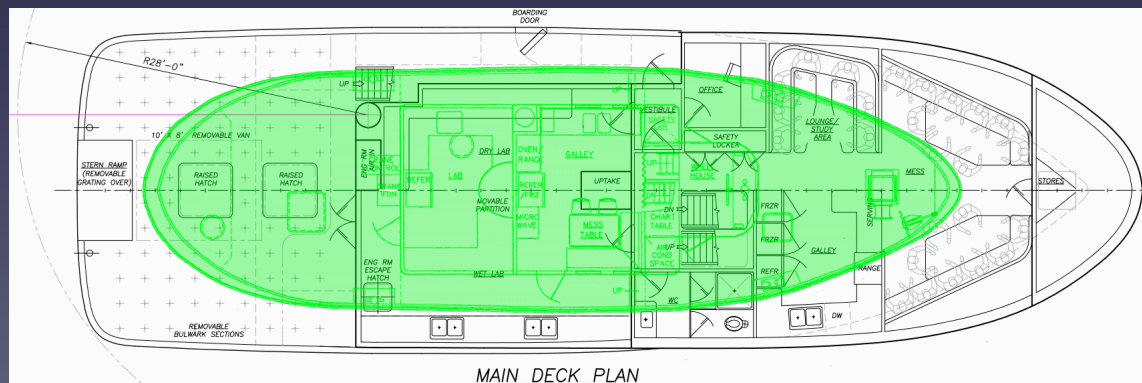
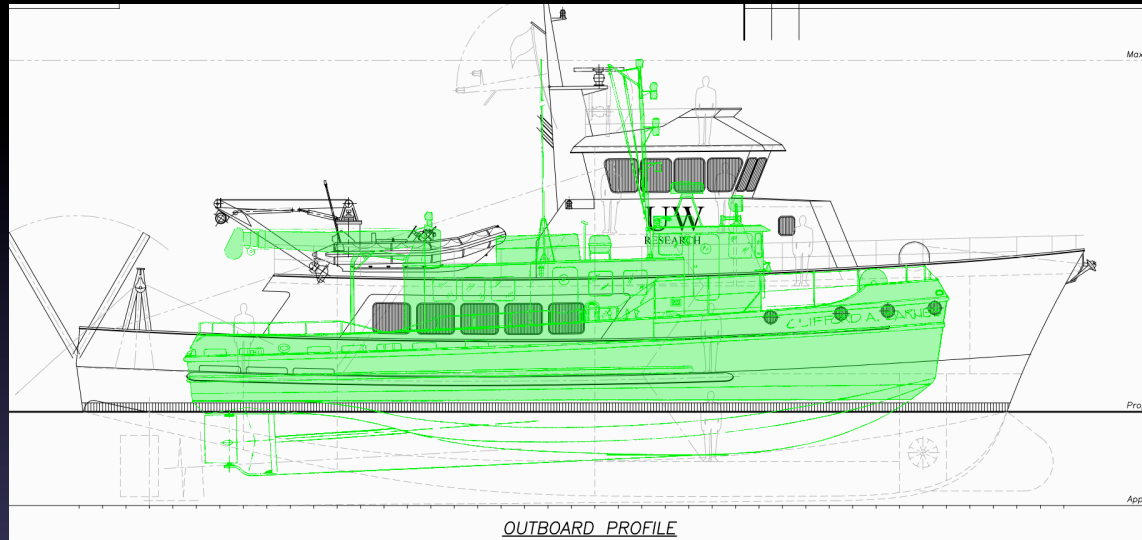


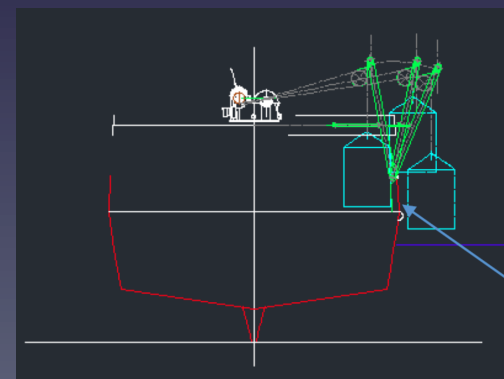
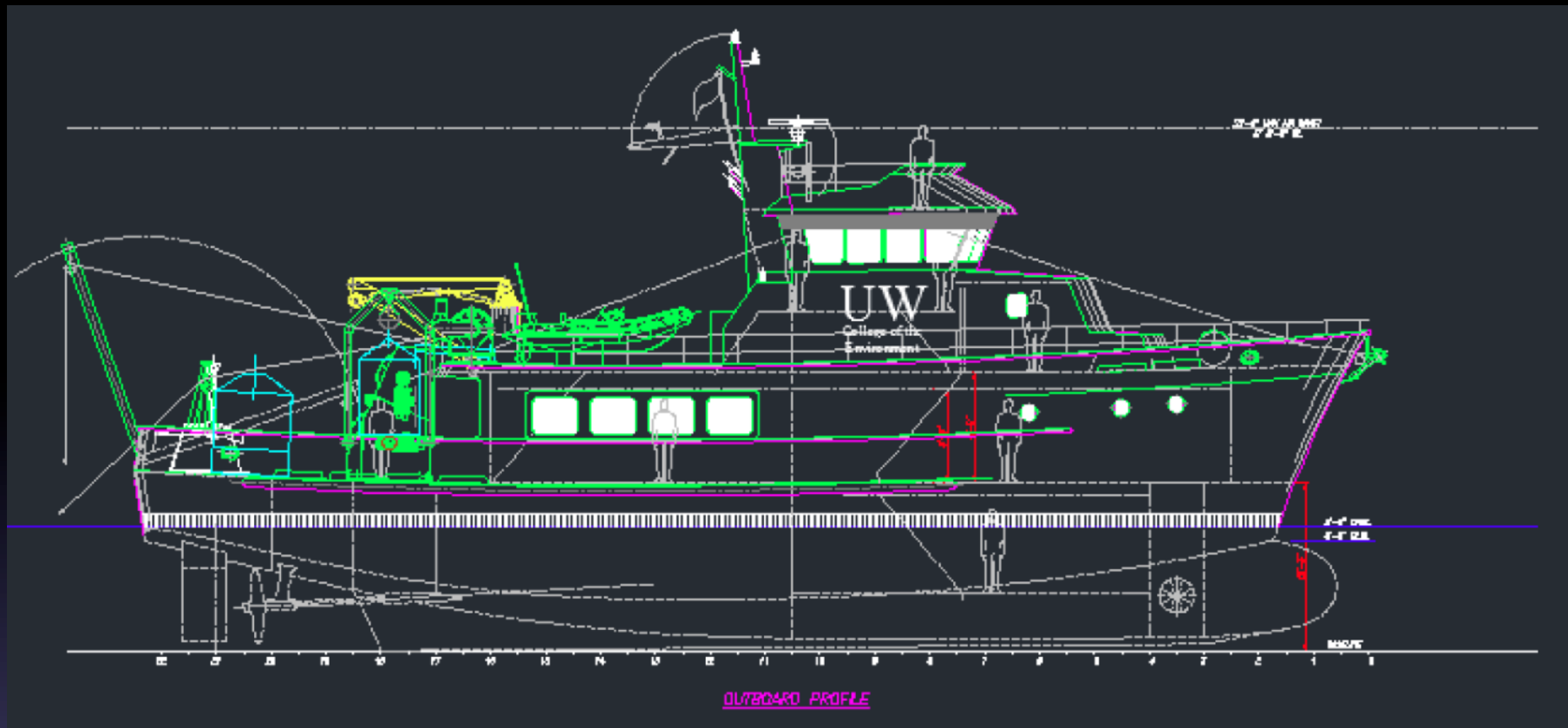
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Comparison (old actual vs new concept)





Questions?



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