University-National Oceanographic Laboratory System
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Summary of 2016 and 2017 operations and the 2018 scheduling process
UNOLS Ship Scheduling Committee Report

Committee Chair - Doug Ricketts/UMN
Committee Chair-Elect – Quentin Lewis/BIOS

Fleet Operations for 2016, 2017 and 2018

Scheduling Process:

- Chair’s Report of Committee Activities
- Executive Secretary’s Utilization Charts
2018 Process

Scheduling Meetings - San Diego, March 7 & 8, 2017

UNOLS Ship Scheduling Committee, NSF, ONR, NOAA, OOI, and UNOLS Ship Schedulers held a Ship Scheduling Meeting to begin planning ship schedules for the 2018 operating year. Hosted by Scripps in La Jolla.

Fleet Operating Days: 2008 - 2017

Note: 2017 Operating Days = funded days plus 30% of pending days
Ship Demand and Ship Days Funded

- Days Requested
- Ship Days Funded
- # of Requests

Year: 2008 to 2017
Ship Days: 0 to 8000
# of Ship Time Requests: 0 to 700

EST

- 2008: 4500 Ship Days, 300 Requests
- 2009: 4500 Ship Days, 300 Requests
- 2010: 5500 Ship Days, 500 Requests
- 2011: 6500 Ship Days, 600 Requests
- 2012: 7500 Ship Days, 700 Requests
- 2013: 7000 Ship Days, 700 Requests
- 2014: 8000 Ship Days, 800 Requests
- 2015: 7000 Ship Days, 700 Requests
- 2016: 6000 Ship Days, 600 Requests
- 2017: 5000 Ship Days, 500 Requests
• STR system is being revised. Ship schedules will account for the use of the vessels for all 365 days in a year to simplify communication with non-specialists.

• Final modification to transit policy – rev10_dated 10 April 2017.

Addition of the following text: “Exception 2: funders of Global Class Research Vessel cruises will, on a case basis, proportionally pay for transit costs to a new operational area and only incur transit costs from that operational area if they have work in the next operating area. This exception acknowledges that most vessels of this class, during some scheduling periods, are rarely at home port.”
Transit Policy for non-Global class vessels

Example 1:

Home Port

Operational

Cruise A
Cruise B
Cruise C

Area Z

Funder Cruise A
Funder Cruise B
Funder Cruise C

ALL TRANSIT COSTS DIVIDED PROPORTIONALLY
Transit Policy for non-Global class vessels

Example 2:

- **Home**
- **Area Y**
  - Cruise 1
  - Cruise 2
  - Cruise 3
- **Area Z**
  - Cruise 4
  - Cruise 5
  - Cruise 6

**Operational**

- **Funder Cruise 1**
- **Funder Cruise 2**
- **Funder Cruise 3**
- **Funder Cruise 4**
- **Funder Cruise 5**
- **Funder Cruise 6**

**Transit Costs from Home Port Divided Proportionally**

**Transit Costs to Op Area Y from Op Area Z Divided Proportionally Between All Six Funders**

**Transit Costs to Home Port Divided Proportionally**
Example for Exception 2
Global class vessels

Operational
Cruise 1
Cruise 2

Funder Cruise 1
Funder Cruise 2
ALL TRANSIT COSTS TO OPERATIONAL AREA ‘A’ DIVIDED PROPORTIONALLY BY FUNDER 1 AND FUNDER 2

Area A

Operational
Cruise 3

Funder Cruise 3
ALL TRANSIT COSTS TO OPERATIONAL AREA ‘B’ PAID BY FUNDER 3

Area B

Operational
Cruise 4
Cruise 5
Cruise 6

Funder Cruise 4
Funder Cruise 5
Funder Cruise 6
ALL TRANSIT COSTS TO OPERATIONAL AREA ‘C’ DIVIDED PROPORTIONALLY BY FUNDER 4, FUNDER 5, AND FUNDER 6

Area C