



University-National Oceanographic Laboratory System

~UNOLS~

Guidance Document on Chartering Non-UNOLS Vessels

Council Meeting - 28 March 2019





UNOLS Safety Committee Membership- March 2019

Jeff Garrett/ USCG ret.- Chair 4/2015-4/2021

Jon Swallow/UDEL 4/2015-4/2021

Zoltan Kelety/SIO 4/2015- 4/2021

Quentin Lewis/BIOS 8/2016 to 8/2019

Christopher Peterson 8/2016 to 8/2019

Ben Anderson/Art Anderson Assoc. 8/2016 to 8/2019

Miguel McKinney/RSMAS 4/2018-4/2021

Doug Baird/UAF 4/2018-4/2021

Kerry Strom/WHOI 4/2018-4/2021

Vacant – RVTEC Rep 4/2018-4/2021

Subject matter Experts- not on committee but available as needed

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RVSS Chapter 18 Chartering of Non-UNOLS or Non-Institution Vessels

Current Status: On 19 June 2018 at the Council Meeting held in Williamsburg, Virginia, *RVSS Chapter 18 Chartering of Non-UNOLS or Non-Institution Vessels* was discussed. A motion was made “to remove Chapter 18 from the RVSS and convert it to a guidance/best practices document.” The motion was passed by the UNOLS Council.

Since June 2018, the UNOLS Safety Committee has been developing a stand alone guidance document.



Guidance Document: Use of research vessels outside the UNOLS Fleet

- ❖ UNOLS strongly encourages U.S. research community to use UNOLS designated research vessels which are operated in strict accordance with Research Vessel Safety Standards.
- ❖ Recognize the need of non-UNOLS vessels due to cost, UNOLS vessel availability or science program requirements. (i.e. need for a small boat to work inshore waters)
- ❖ UNOLS policy- Overriding goal of any underway research is the safety of embarked personnel. Non-UNOLS vessel should follow UNOLS procedures to the extent possible.



General Guidance: Non-UNOLS vessels should in all cases:

- Comply with U.S. laws and regulations when subject to U.S. jurisdiction
- Be evaluated as fit for the intended purpose
- Adhere to requirements in the RVSS as closely as possible



Specific Recommendations.

Charter Agreement: Charters covered by a written contract between vessel owner and institution, signed by appropriate entity such as marine superintendent, business office, General Counsel, Risk Management Office.

Insurance- carry insurance that is customary and reasonable for duration and area of operation. Charter vessel operators should provide insurance certificate that shows they meet the institution's standards at the time of execution of the charter.

Medical- All embarked science party personnel should meet basic medical standards of the institution.

Permits and Regulations- All operations must meet applicable U.S. federal, state, and local regulations.



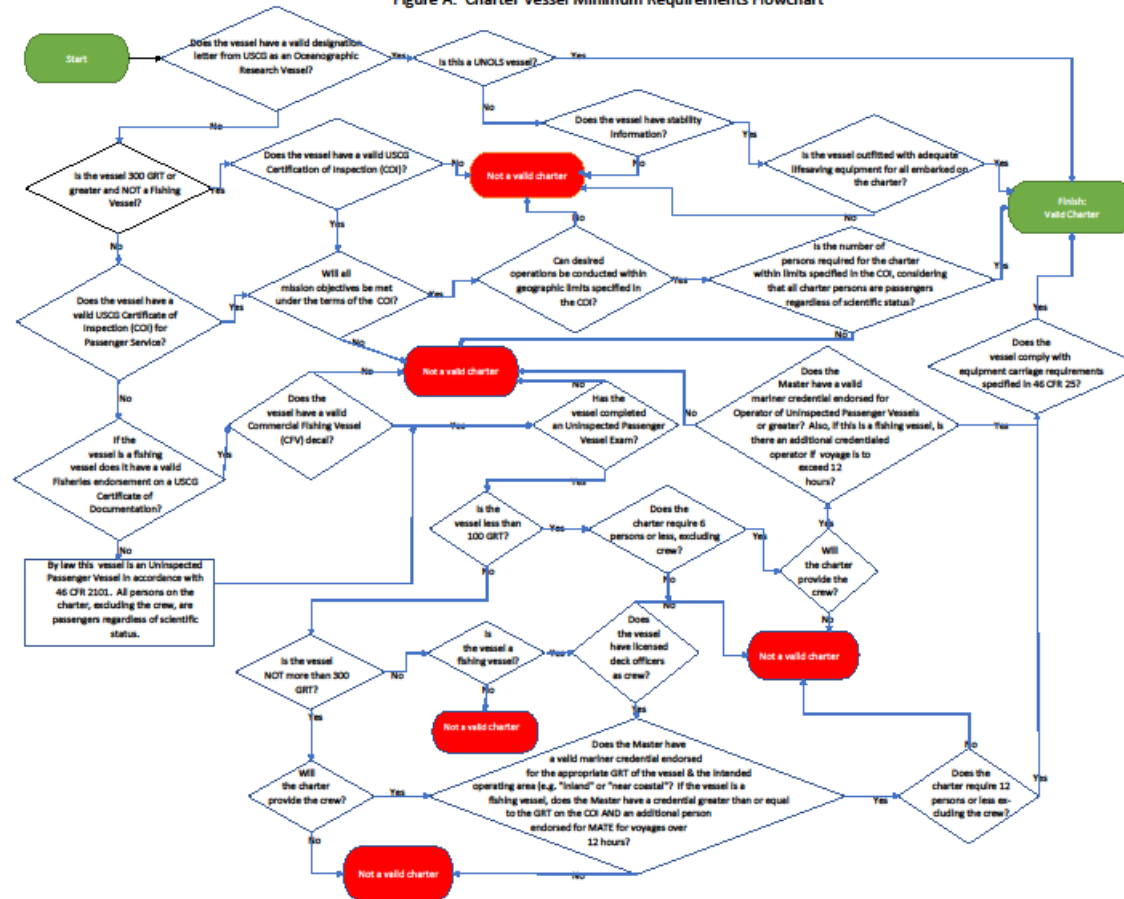
Designated Official Contact (DOC)- The institution must designate an office or a person to serve as the point of contact during the vessel charter.

Cruise Plan- The PI, Chief Scientist or vessel Captain should prepare a detailed cruise plan and Designated Official Contact is provided a copy.

Vessel Reporting- Captain should report to the DOC vessel departure, daily, and arrivals as well as any changes in cruise plan.



Figure A: Charter Vessel Minimum Requirements Flowchart





Charters in locations not subject to U.S. Regulations

- Charters in areas not subject to U.S. federal law, (such as foreign countries) are problematic and must be carefully evaluated. In general, non-U.S. charters should meet standards of safety for the vessel and persons onboard comparable to requirements in the U.S.
- Chartered vessels and their operators should be in compliance with local laws and regulations
- In the event that local regulations are non-existent or do not provide standards equivalent to U.S. law, careful evaluation and documentation of a candidate vessel is required
- An on-site visit to the vessel may be necessary to properly evaluate it. This evaluation visit could be performed by a qualified contracted inspector or marine surveyor.



Thank you