University-National Oceanographic Laboratory System

UNOLS

USBL within the ARF
Fleet USBL system inventory

- **RV Thompson** - Sonardyne Gryo-USBL system
- **RV Kilo Moana** - Sonardyne Ranger 2
- **RV Atlantis** - Sonardyne Ranger 2 and NSH w/ Ranger transceiver (older generation due to hull-hole size)
- **RV Armstrong** - Sonardyne Ranger 2
- **RV Revelle** - Kongsberg HiPAP
- **RV Ride** - Kongsberg HiPAP
Questions/Concerns

- Who has the overall responsibility for the shipboard system?
- Are there trained personnel to calibrate, set-up and operate their particular systems?
- Who is responsible for the documentation on the systems?
- How configurable are/will the systems be?
The Shipboard technicians have overall responsibility for the systems - calibrating, running and documentation

- The managers acknowledged that technicians need more training and will work to get that training for the techs.

- The Managers discussed trying to do full calibrations after each maintenance period as time/funding allows.

- If a science group needs a further calibration time should be added to the science days to ensure that there is sufficient time in the schedule.

- The ship technicians will continue to remain flexible as far as configuration requirements for each science group.

- Having a MAC-like group for these systems was discussed and folks thought this could be a good idea but we did not have any actions towards this.
Making Strides

- INMARTECH – USBL Demos & discussions
  - Sonardyne

- USBL Calibration & Training on RV SALLY RIDE
  - Jan 2019 – SIO conducted a 2-day calibration cruise.
  - Filled the ship with technicians! SIO + others from the fleet
  - Worked not only on the calibration but on training the techs to do this and writing up SOPs

- WHOI hoping to conduct a similar cruises in the coming year(s)
Still need work....

- **Sentry cruise on THOMPSON**
  - System was not set-up prior to portcall
  - System had not been tested prior to the portcall
    - System was calibrated after mid-life. UW told by manufacturer that further calibration was not necessary
  - UW did not have calibration information
  - The whole pole must be torn down to retract it between deployments
  - Techs were not versed in set-up/ tear-down of the system and pole
Lessons Learned

• System they have is great!
• UW is going to be more on-top of the cruise planning for cruises that require the USBL.
• They recognizes their technicians need training and are working to remedy this.
• They are working on a way to retract that pole with requiring only partial tear-down the pole during recoveries.

• We are not out of the woods yet.
Questions?