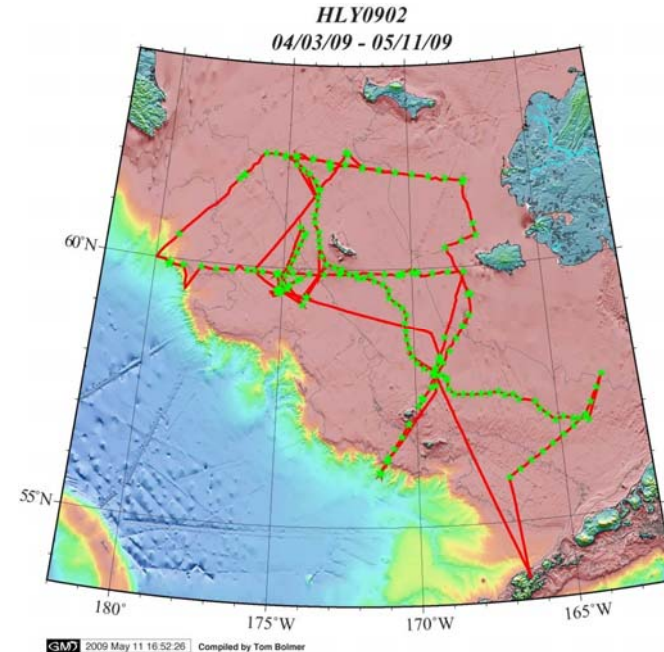
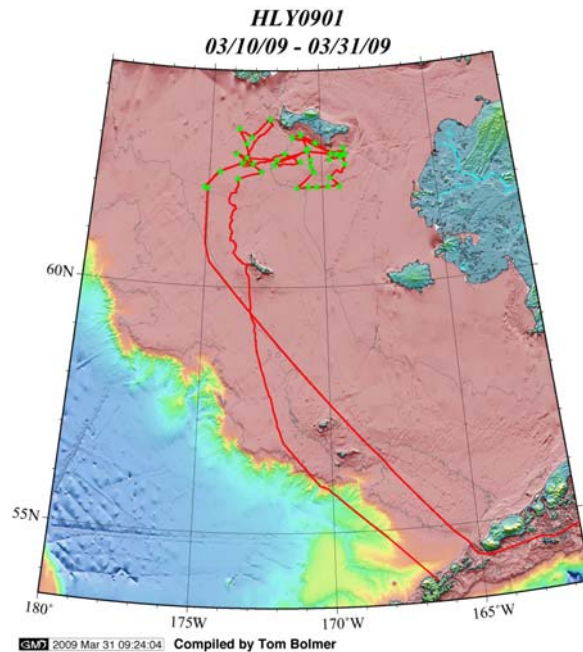


2009 Healy Cruises To Date



- Short Spring BEST/BSIERP Cruise, March 10-31, 2009
- Lee Cooper, Chief Scientists
- <http://bsierp.nprb.org/index.htm> (Project Website)
- http://www.eol.ucar.edu/projects/best/cruise_summary_info.htm (Cruise Reports)
- <http://www.polarrec.org/> (Polar Trec Teachers)
- <http://polardiscovery.whoi.edu> (HLY0902)
- Long Spring BEST/BSIERP Cruise, April 3 - May 12, 2009
- C. Ashjian and E. Lessard, Chief Scientists

HLY0901 Debrief - Lee Cooper

- Highly successful cruise. 99% of science objectives were accomplished. Those few that were not resulted from decisions made by the scientists rather than any issue with the ship. “It’s always a pleasure to be out on that ship and do science.”
- Many thanks to all, especially the MSTs
- Many positive comments on most aspects of the cruise (communications, safety, ice ops, science equipment, medical, deck operations, etc.)

Suggestions/Points from HLY0901

- Cruise planning form and web site could use a little clarification
- Helpful to have some “due dates” for information on icefloe
- Improve information dissemination regarding what is updated on planning form
- Cruise planning is a huge burden and time sink for the chief scientist; can we make this easier?
- Excellent communications both before and during cruise. OPS (Jeff Stewart) very easy to work with.
- Concerns remain regarding protection of gear on dock during on/offload if it rains
- Problems with trucks that were coming to pick up science gear being turned away
- Some ship science gear could not initially be located

Suggestions/Points from HLY0901

- UNOLS van pool van heater did not work
- Need clarification on who is going to maintain/repair vans
- Closed circuit tv system needs to be maintained and, if necessary, upgraded
- Web access limitations were a bit heavy handed (excel files?)
- One of the environmental chambers was broken when we got on board; it was repaired but experiments were compromised. Why was it not tested earlier?
- Seawater hoses on fantail froze, need improved winterization, fresh hot water, and source located closer to working area on fantail
- Helicopter arrangements were made too late to properly plan all desired science (e.g., CTD from helo)
- Medical form could use rethinking
- Elevator is a safety hazard

HLY0902 Debrief - Ashjian

- Very successful cruise, met all science objectives
- Many positive comments on most aspects of the cruise (communications, safety, ice ops, science equipment, medical, deck operations etc.)
- Many thanks to all groups and especially to the MSTs

Suggestions/Points from HLY0902

- It would be helpful to have some guidelines on the timing of when information should be submitted on the icefloe web site
- Less experienced chief scientist might find some guidance on some of the questions helpful
- Agencies should be encouraged to appoint chief scientists as soon as possible
- It would be helpful to have dates or time stamps on the responses on the pre-cruise questionnaire
- Some way of notifying interested parties regarding what has been updated on the questionnaire would be helpful
- The frequent pre-cruise teleconferences that were held between the Chief Scientist and Healy folks were very helpful, recommend for complicated cruises

Suggestions/Points from HLY0902

- Concern regarding whether cargo staged on the dock in Seattle before and after the cruise would be protected from rain. This was not a problem for offload (sunny!) but there was some gear that got wet during onload
- Some shipments bound for the ship before onload were misdelivered on the base. They were found but a better system needs to be in place
- Problem with truck coming to pick up gear being turned away at the gate
- UNOLS Vans: The process of procuring vans needs to be better spelled out and documented on icefloe

Suggestions/Points from HLY0902

- UNOLS Vans: Vans may not have been checked out upon delivery in Seattle. One of the vans had a defective heater. If this had been discovered in Seattle, rectifying the situation would have been a lot easier
- Need to figure out who is going to repair vans if damaged during cruise
- The bow is not a good place to place lab vans; too much water comes over the bow in open water
- One of the climate control chambers was not working well; needs to be checked out
- Stand up white incubators need to be replaced or repaired
- Science seawater system got clogged with ice because of large volumes of water necessary for water baths. More on this later.
- Some of the sensors needed calibration (fluorometer). Need to make sure a schedule of calibrations is followed.

Next Steps

- Identify area of responsibility for each key point
- AICC to provide ranking of importance of key points
- AICC to provide recommendations to appropriate party if necessary

Review and Revision of Debrief Questions

- Carin Ashjian, Jeff Stewart (OPS), and Silas Ayer (MSO) worked on debrief questions while on HLY0902
- Steve Hartz and Lee Cooper reviewed the questions and made revisions
- The new form was distributed to AICC and other critical parties. Some feedback was received and will be incorporated
- The new form was use to debrief HLY0901 and HLY0902. We will revisit the form after the “test drive” to see if we have more suggestions
- One question: Should there be a numerical ranking for the success of the cruise or the proportion of the science objectives that were achieved? If so, should it be a % or a 1-10 scale?