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To: unols@gsosun1.gso.uri.edu, aicc@diu.cms.udel.edu,  
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Subject: AICC Report to UNOLS Council

Dear Annette:

Attached are my notes from my presentation at the UNOLS Council Meeting. Please feel free to alter them as needed. I have copied these to the AICC and AICCPLUS lists in case any members or correspondents wish to modify or add to this report.

I will be away until 17 July.

Regards,  
Jim Swift

**Notes from J. Swift presentation to UNOLS Council meeting,  
24 June 1997, Grand Haven, MI:**

The UNOLS Arctic Icebreaker Coordinating Committee (AICC) continues to move toward scheduling of USCG Arctic science missions in the UNOLS framework. The AICC has recommended that the Coast Guard take advantage of the on-line system, tracking, and other functions provided by the UNOLS Office. The Coast Guard icebreakers are now on the UNOLS on-line ship-time request site. The AICC expects continued incorporation into the UNOLS scheduling, notification, and tracking system. In practical terms there will be only limited opportunities for scheduled USCG Arctic science missions (i.e. other than ship-of-opportunity) until January 2000 when USCGC HEALY becomes available.

The dominant mode of operation now for USCG Arctic science support is via ship-of-opportunity (SOO) cruises. These receive no agency cost recovery because they are primarily tests of the vessel(s) and training missions for the USCG. An AICC responsibility is coordination of these SOO cruises.

The AICC functions for the 1997 (first) SOO program went well - all requests were feasible one way or another - but the cruise was canceled. (The AICC has not yet determined what priority should be given to 1997 groups for future years.) There were a number of questions and concerns from the community regarding the AICC's role in the SOO cruise planning. These were largely anticipated by the AICC. The AICC has reformulated to SOO guidelines for 1998 and these should be issued soon (hopefully by end of July 1997).

The AICC notes that SOO exploits a grey area in science support, and this will inevitably lead to problems. Namely, such cruises are fiscally advantageous to agencies, and so might be seen by some program managers as a preferred means of cruise support, but SOO cruises carry considerable risks - in fact there is no USCG commitment on SOO cruises to science support - and when these risks materialize, this may lead to disappointment on the part of agencies and investigators and image problems for the USCG. The AICC notes that dedicated science missions put the responsibility for ship support squarely upon the USCG, and so they better utilize USCG support and test USCG commitment to science missions.

The availability of USCGC HEALY brings no new dedicated ship/science funds from the agency side. The AICC hopes that via publicity and UNOLS ship scheduling that use of USCGC HEALY develops the number and type of excellent proposals envisioned by planners. The availability today of the HEALY on the UNOLS on-line request system is one step in developing that list of proposals.

The AICC has continued to build liaisons. John Freitag of RVTEC is participating in AICC business and the Coast Guard's science officer, Phil McGillivray, is attending RVTECH functions. The AICC and the

Antarctic Research Vessel Oversight Committee (ARVOC) are exchanging attendance at meetings. And the AICC email list continues to expand.

One issue of concern to the AICC - scientific clearance in foreign EEZs - has been mostly laid to rest, but the final step of having the Coast Guard play the same role as a UNOLS operator remains somewhat unclear. [Note added: At the UNOLS Council meeting, however, Rick Rooth said that the Coast Guard will adopt those procedures.] AICC questions regarding HEALY's status under Canadian regulations appear to be resolved satisfactorily.

With respect to HEALY construction, Captain Johnson reported almost all good news at the AICC meeting. Even the six-month delivery delay was positive because in exchange for this the yard agreed to complete most of the "top 10" science-related modifications requested by the AICC. (The AICC is very pleased and appreciative!) The hull may be complete at this time. Delivery is set for December 1998 with most of 1999 as shakedown and testing. The AICC plans to tour the vessel shortly after launch in late 1997. John Boaz, a senior technician at SIO, is contracted by the USCG (through NSF) for consulting on science systems.

The AICC has recommended that there be no SOO on USCGC HEALY in 1999. Instead, we ask the USCG to concentrate on tests and training. We hope to locate science groups who can use the test to their advantage, but under control of the USCG and test team. The AICC is now working to help design science system tests during HEALY ice trials. The AICC regards it as very important that procedures be worked out to provide "corporate memory" for science systems support rather than to re-train for each mission.

The next scheduled meeting of the AICC will be in New Orleans, probably in January 1998.

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## *Appendix VI*

### UNOLS FLEET CHARGE DAYS (By Agency & Year)

	1995	1996	1997	1998
NSF Days	3249	2738	3038	2639
%	66.6	63.5	58.5	57.1
ONR Days	403	454	524	316
%	8.3	10.5	10.1	6.8
NOAA Days	354	145	338	487
%	7.3	3.4	6.5	10.8
NAVO Days	0	0	398	497
%	0	0	7.7	10.8
OTHER Days	872	978	893	682
%	17.9	22.6	17.2	14.8
 TOTAL Days	 4877	 4315	 5191	 4619

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### Charge/Operating Days (1995 1996 1997 1998)

1995	1996	1997	1998
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