

# APPENDIX X

## White Paper Workshop

The following persons participated in the Workshop discussion:

Steve Rabalais	LUMCON
Lee Black	Bermuda Biological Station
Paul Ljunggren	LDEO
Ken Johnson	Chairman, UNOLS
Jack Bash	Secretary, UNOLS
Noe Cantu	Univ. of Texas
Don Wight	Canadian Coast Guard
Larry Burch	Univ. of Connecticut
Dolly Dieter	NSF
Tom Althouse	Scripps
Tom Desjardins	Scripps

### Section assignments:

Ken Johnson and Jack Bash work on the first two sections providing a description of the fleet and facilities and a statement of purpose.

Tom Althouse will work on providing a summary of accomplishments of academic research vessels.

Steve Rabalais, Noe Canto, Lee Black, and Paul Ljunggren will work the section defining the benefits of the academic fleet.

### Outline:

1. Introduction- Brief overview of the academic fleet (number , size of vessels institutions, and specialized capabilities).
2. Purpose- At the inception of the academic fleet what was its purpose and what is it today.
3. Accomplishments- A retrospective look at some of the science the academic fleet has participated in. I would look to concepts that we take as fundamental today, but perhaps in the 50's, 60's, and 70's were new and surprising perhaps such ideas as the global circulation, mid ocean ridge system, etc.
4. Benefits of having an academic fleet
  - a. In terms of operational cost there is no profit motive. Your goal is to end the year with no deficit.
  - b. Customer focus- We real serve two customers, the funding institution/agency and the Scientist .
    1. Chief scientists goal is to accomplish the science in a fixed period of time.
    2. Funding agency/institution the goal is to see the science is accomplished but to control the costs.

- c. Provides a unique management team at each institution comprised of ship's operators, scientists, and technical support personnel .
  - d. With vessels dispersed and assigned to institutions throughout the USA there is room for broad academic input , building on institutional strengths to further develop vessel capabilities.
  - e. Institutional cooperation to optimize science provides common grounds through which many operational costs are controlled and efficiencies can be introduced:
    - 1. Scheduling.
    - 2. Shared use equipment
    - 3. Wire rope pool
    - 4. Contracting for services e.g. medic al services.
    - 5. Mutual shoreside support is frequently available at a number of institutions when a vessel calls in other than her homeport.
    - 6. Common safety standards for all vessels have been developed .( Could we comment on our safety record?)
  - f. Being operated on a not for profit basis provides further opportunities for savings with discounts being afforded by such institutions as ABS, Inmarsat, and in many instances relief from some sales taxes.
  - g. Employment for licensed and certificated U.S. maritime personnel at a time when the commercial maritime industry continues to shrink.
  - h. Flexibility to support changing national priorities, with regards to research.
5. Future goals and objectives for the fleet, to serve as a benchmark against which we can measure our progress. This is different than goals or plans having to do with numbers and location of ships but instead should be viewed in terms of how the ships are operated and what they provide to the scientific community and the taxpayer.