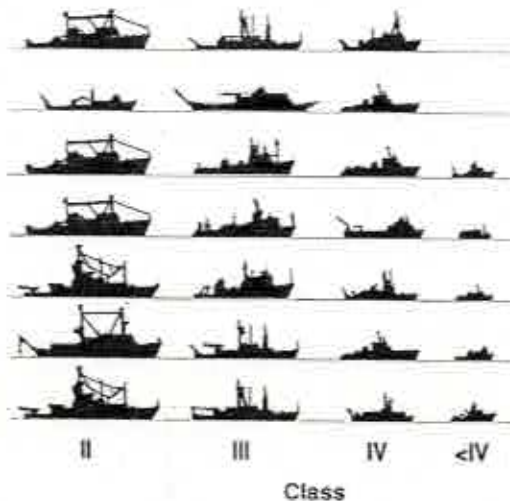


# UNOLS NEWS

VOLUME 8, No. 1

SEPTEMBER, 1991



## HIGHLIGHTS

- \* UNOLS Moves to Rhode Island
- \* UNOLS Welcomes Risk Manager
- \* Ship Construction and Refit
- \* AGOR 24/25 Selection
- \* NOAA/USC VICKERS Agreement
- \* Arctic Vessel
- \* Coastal Oceanography
- \* NOAA's Fleet Modernization
- \* Scientific Opportunities for a Nuclear Submarine
- \* LANEY CHOUEST Lease Agreement
- \* Sea Cliff and Turtle
- \* ALVIN Planning
- \* New Cruise Assessment Forms
- \* Guidelines for Becoming a UNOLS vessel
- \* UNOLS Safety Manual
- \* Ship Time Requests
- \* UNOLS Brochure
- \* Random Drug Testing Policy
- \* UNOLS Initiatives
- \* Funding/Budget
- \* UNOLS Research Vessels in 1992
- \* UNOLS Officials
- \* Calendar of UNOLS Meetings

## THE UNOLS OFFICE MOVES TO RHODE ISLAND

In May 1991, the UNOLS office moved its home to the University of Rhode Island, Bay Campus. The office had previously been hosted by the University of Washington in Seattle for the past nine years. Jack Bash, formerly the marine superintendent at URI, was selected as UNOLS's Executive Secretary. The office includes two additional staff members, Annette DeSilva, Assistant Executive Secretary, and Mary Jane D'Andrea, Senior Clerk Typist.

We welcome any input from the UNOLS community to this newsletter, in fact, we encourage it. Any information you would like to share can be submitted to the UNOLS Office for inclusion in the next issue. Please submit all articles prior to December 31, 1991 for inclusion in the January issue of UNOLS News.

Copy can be submitted to:  
UNOLS Office  
P.O. Box 392  
Saunderstown, RI 02874  
or by TELEMAIL to:  
UNOLS.OFFICE. O

## UNOLS WELCOMES RISK MANAGER

UNOLS is pleased to announce that Professor Dennis Nixon has joined the UNOLS Staff as a part-time risk manager and functions to serve UNOLS and its member institutions. Professor Nixon tasks include monitoring the legal environment to keep UNOLS informed of relevant developments in the law. He will re-examine existing levels of UNOLS ship insurance coverage to determine both the adequacy of coverage and the

strength of the underlying carrier. Additionally, Dennis will develop a facility to provide a group insurance program for all operators interested.

Professor Nixon has been involved with both RVOC and UNOLS in an informal basis for the past five years. Please feel free to contact Dennis through the UNOLS Office if you have any questions related to his areas of expertise:

Telephone - (401)792-6825  
FAX - (401)792-6486  
Telemail - UNOLS.OFFICE



## SHIP CONSTRUCTION AND RENOVATION

**NATHANIEL B. PALMER** - Edison CHOUEST Offshore Inc. of Galliano, Louisiana is constructing the Antarctic vessel NATHANIEL B. PALMER. The 308-foot ship will be the first U.S. Flag vessel with icebreaking capability fully dedicated to research and capable of operating year-round in Antarctica. CHOUEST will operate the vessel under a ten year charter (\$10 million a year) for the NSF, Division of Polar Programs. The ship is expected to be operating in Antarctica by March 31, 1992.

Outfitting and scheduling of the ship are generally on track with a delivery date about two months later than originally predicted. Sea trials are expected to begin in January.

The vessel is being constructed in two halves. The hull was launched in August and the main engines have been installed. The superstructure was lifted and mated to the hull in early September.

**THOMAS THOMPSON** - THOMAS THOMPSON was received by the University of Washington from the Navy on 8 July. A relatively small number of deficiencies were cited in the INSURV inspection. The average cruising speed of the vessel is expected to be 12-1/2 knots with a full speed capability of 15 knots.

The ship has a full 1992 schedule with a 60 day warranty period scheduled in May through July.

**KNORR** - KNORR will complete its overhaul in October 1991 and return to Woods Hole for further outfitting. After shakedown cruises, KNORR is planning for a full 291-day schedule in 1992.

**MELVILLE** - MELVILLE plans to be available for science in late May 1992 after an anticipated January delivery from the shipyard. All in all, the learning curve experienced during the renovation of KNORR appears to have been beneficial to MELVILLE's renovation. O

## NOAA/USC VICKERS AGREEMENT

NOAA and the University of Southern California are very close to reaching an agreement for the operation of R/V VICKERS. The proposed agreement would provide for a demised charter of VICKERS by NOAA for a specified period of days and the maintenance of the ship by USC while in port. VICKERS is owned by USC and is intended to function as a UNOLS vessel.

The NOAA/USC agreement will be a cooperative agreement in which NOAA will supply the vessel's officers and crew to operate the ship. USC will maintain responsibility for scheduling the vessel. Since the physical possession, command, and navigational control of VICKERS will be the responsibility of NOAA under the demised charter, the VICKERS will be considered a public vessel during the period of operation by NOAA.

Operation of VICKERS is intended to: (1) increase interaction between NOAA and academia, (2) support the collection of oceanic and atmospheric data of interest to both NOAA and the academic community, and (3) expose both organizations to possible differing methods for improved operations. The level of success of this operation will be measured by the response of the user scientists. The agreement shall remain in effect through December 31, 1991. O

## AGOR 24/25 SELECTION

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Selection of the operating institutions for AGOR 24 and 25 was decided in July. AGOR-24 will be operated by Scripps Institution of Oceanography and AGOR-25 will be operated by Woods Hole Oceanographic Institution. The selections were made from five institutions.

AGOR 24 and 25 are the second and third research ships procured under a plan to replace the aging ships now in service. The first ship of similar design, THOMAS THOMPSON (AGOR 23), was awarded to the University of Washington in November 1987. O

# ARCTIC RESEARCH VESSEL

On JUNE 28, 1991 a meeting was held to discuss the future concepts for an Arctic research vessel design. Three vessel designs were addressed: (1) a 218-foot UNOLS vessel, (2) a clone of NATHANIEL B. PALMER, and (3) a replacement for University of Alaska's ALPHA HELIX.

## *218-Foot UNOLS Vessel -*

Glosten Associates, Inc. in conjunction with a UNOLS Fleet Improvement oversight subcommittee has developed a concept design for an Arctic Vessel. The subcommittee consists of K. Aagaard, V. Alexander, E.R. Dieter, R. Dinsmore, R. Elsner, M. Langseth, T. Royer, and J. Van Leer.

The vessel design was developed using the UNOLS Science Mission requirements developed in 1989 for an intermediate Ice Capable Research Vessel as the basic science capability goal. The proposed science missions include:

- ability to work in seasonal ice zones,
- ability to work in the periphery of the multiyear ice zone,

- general purpose research in both water column and seafloor research,
- operation in both open ocean and ice covered regions.

The goal of the conceptual level design is to establish basic architectural guidelines to meet the mission requirements, such as, size, weight, powering, costs, and general feasibility. The UNOLS scientific requirements having a primary impact on the conceptual design include:

- size considerations will be secondary to mission requirements
- 30 scientific personnel in 2-person staterooms
- berthing for crew of 22.
- stern working area of 1500 square feet minimum
- usable clear foredeck area to accommodate specialized tower and booms. Foredeck area to accommodate helicopter landing of lab van
- approximately 3000 square feet of lab space
- ability to carry two standardized 8'x20' portable deck vans
- two 21-ft inflatable boats
- helicopter pad and fueling
- 15,000 cubic foot science storage

- endurance of 90 days, 15,000 mile total range
- ability to operate in 9/10 first year ice, to maintain a speed of 3 knots in 3 feet continuous ice cover and to transit 7-foot ridges
- 12 knots cruising, 10 knots sustainable through Sea State 4.

The conceptual design envisions a 218-foot vessel that would carry up to 30 scientists, endure 90-day, 15,000 mile cruises, have a 14-foot draft and make 3 knots in 3 feet of ice.

## *NATHANIEL B. PALMER*

*Clone - Edison CHOUEST* Offshore, designer and builder of the 308-foot NATHANIEL B. PALMER research icebreaker, has offered to build and lease a second ship identical to the Antarctic one for use in the Arctic.

It is clear that the Arctic vessel designs under discussion vary greatly in design concept. There has been no commitment to a particular design or vendor for a research vessel to date. O

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# COASTAL OCEANOGRAPHY

There has been growing interest and attention towards Coastal Research and the facilities required to pursue this research. Universities along the mid-Atlantic States have formed a Middle Atlantic Research Consortium and the Fleet Improvement Committee of UNOLS has formed a subcommittee to study coastal oceanography.

## *MIDDLE ATLANTIC RESEARCH CONSORTIUM (MARCO)*

A group of universities and research institutions have moved to form MARCO. They include: Stony Brook State University of New York, Rutgers, University of

Delaware, University of Maryland, William and Mary, Old Dominion University, and the Bermuda Biological Station for Research.

MARCO will address concerns from NSF in regard to ship operation and the problem of underutilization of research vessels. MARCO will investigate methods of utilizing the present fleet. They will analyze whether or not the present mix of ships is the right mix of ships for today's research needs.

## *COASTAL OCEANOGRAPHY SUBCOMMITTEE*

The UNOLS Fleet Improvement Committee has formed a subcommittee to

perform a two year study to address facilities for coastal oceanography. The committee will investigate the present and future facility needs of coastal research and the state of the aging research fleet. The charge for this subcommittee is: (1) Compile a summary of United State's plans for coastal oceanography in the next decade, (2) Assemble an annotated list of existing ships that devote at least 30 percent of sea time to coastal oceanography, (3) Develop a plan for assessing the future vessel needs for coastal oceanography. O

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# NOAA'S FLEET MODERNIZATION PLAN

The UNOLS Fleet Improvement Committee reviewed NOAA's Fleet Modernization Plan and provided a report critiquing the plan.

The plan was convincing in that the NOAA fleet is in need of extensive refitting and replacement. NOAA's ships are on the average 25 years of age.

Very few of the NOAA ships have undergone major rehabilitation and none have gone through a service life extension. Many of the ships are functionally obsolete.

FIC's comments regarding the NOAA plan suggest that a much stronger plan is needed. They need to

clearly present the problem of the aging NOAA Fleet.

FIC suggested that perhaps NOAA should consider utilizing UNOLS vessels to ease the stress on their aging fleet. NOAA is receptive to the idea of working with UNOLS and using the UNOLS assets to meet their future needs. O

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## NOTES FROM BELOW

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### SCIENTIFIC OPPORTUNITIES OFFERED BY A NUCLEAR SUBMARINE (SOONS)

The Fleet Improvement Committee has conducted a preliminary study of the scientific benefits which would be derived from the application of a nuclear submarine to oceanographic research. Their findings will be reported in a study titled, "Scientific Opportunities Offered by a Nuclear Submarine."

The application of a quiet, fast, high-endurance, nuclear submarine to oceanographic research will allow opportunities for advancing our understanding of our environment. Scientific phenomena such as the air-sea interaction beneath violent storms and hurricanes, the internal wave dynamics of the ocean, and the insitu investigation of fish and plankton populations over a wide range of depths can be studied. A submarine will permit year round exploration of the Arctic and Antarctic seas and sea floor.

The UNOLS Chairman, Garry Brass, has written letters to the Office of Science and Technology Policy and to the Secretary of the Navy expressing UNOLS's support for efforts to encourage scientific research onboard nuclear submarines. O

### LANEY CHOUEST LEASE RENEWAL

In August, it was announced that the Navy will continue to provide funding for the operations of the LANEY CHOUEST through the fall of 1992. Edison CHOUEST Offshore's LANEY CHOUEST has been the dedicated support ship for the Navy's submersibles SEA CLIFF and TURTLE. Earlier this year the continued service of this support vessel had been jeopardized due to a shortage of operating funds.

The LANEY CHOUEST's operational range, accommodations, and well-equipped maintenance facilities allow the submersibles to reach their full potential. The alternatives to LANEY CHOUEST can be extremely limiting on the capabilities of the submersibles. UNOLS supported the retaining of this support vessel by the Navy.

It has been indicated by the Navy that efforts to find a long-term solution which will put funding for the support ship on a lasting, dependable basis have been initiated. O

### SEA CLIFF and TURTLE

NOAA/NURP has offered to coordinate 60 days of research time aboard SEA CLIFF and TURTLE with the academic

community. SEA CLIFF will allow a greater depth capability (6000 meters) than that of ALVIN. It is the opinion of UNOLS that the 60 days of submersible time should be scheduled in a manner similar to that of ALVIN. A proposal to proceed in this manner will be submitted before FOFCC. If the proposal is accepted, submersible requests for time would most likely be reviewed by the ALVIN Review Committee. O

### ALVIN PLANNING

Although it seems like a long way off, now is the time to start thinking about ALVIN use in 1993. An ALVIN planning meeting will be held on December 8, 1991 in San Francisco prior to the AGU Conference. A portion of this meeting is devoted to generating information for future ALVIN use. This information is helpful in determining submersible user needs, such as, research locations, time restraints, and the number of dives required.

A blue form has been attached to this newsletter titled, "Notice of Interest to Use ALVIN." All investigators who plan to use ALVIN in 1993 should complete the form and return it to the UNOLS Office no later than December 1, 1991. O

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**PUBLICATIONS - GUIDELINES - POLICIES**  
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**NEW CRUISE ASSESSMENT FORMS**

The Research Vessel Operators Committee (RVOC) has drafted a new cruise assessment form to allow principal investigators to report on ship/operation safety. The new form reflects the current distribution procedure to the new UNOLS Office. The RVOC developed a companion cruise assessment form to be completed by the ship's master reflecting his/her comments and those of the resident technician of the scientific party operation. The new forms will be presented at the October UNOLS Council meeting. The Council will take a vote on accepting the new forms.

At the July UNOLS

Council meeting, it was the consensus of the Council that the cruise assessment forms were very useful and provided an accurate perspective of the health of the fleet.

On that note, it should be mentioned that only 51% of the assessment forms for 1990 were received at the UNOLS office. Although these forms are voluntary, some institutions are more attentive than others in collecting and forwarding the completed forms. The statistics generated in the profile would be enhanced by a higher level of participation. Your assistance in making this happen would be appreciated. O

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**GUIDELINES FOR BECOMING A UNOLS VESSEL**

The UNOLS Office has developed a guideline for requesting the designation of an institution's vessel as an University National Oceanographic Laboratory System vessel. The guideline explains the requirements of the institution prior to applying for designation. Included in the guideline is a description of the objective of UNOLS Operator Institutions, the relationship

of UNOLS vessels to research and academia, the relationship of UNOLS operating institutions as UNOLS members, and the responsibilities of UNOLS operating institutions.

The guidelines will be used and distributed by the UNOLS Office when institutions request application for membership as a UNOLS vessel operator. O

**UNOLS SAFETY MANUAL**

The UNOLS Safety Manual developed under the direction of the RVOC Safety Committee is in the distribution process. The manual will be used for training and indoctrination of marine crews, licensed officers and science parties aboard UNOLS research vessels. O

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**SHIP TIME REQUESTS**

NSF/OCE has revised their Ship Time Request Form, NSF Form 831 R9/91. The revised 831's include more information than did older forms. A major modification to the form is the addition of a section titled "Information for Operators."

Also, please note the address change of the UNOLS Office to the University of Rhode Island. Many NSF-UNOLS ship time requests are not sent directly to the UNOLS Office and a few fail to get logged into the system. Each operator/scheduler should insure requests for his/her institution get appropriate distribution, including the UNOLS Office. O

## NEW UNOLS BROCHURE

A new UNOLS Brochure has been published titled, *"The Research Fleet"*. The brochure provides a historical background along with the current status of the UNOLS Fleet. Vicky Cullen, of Woods Hole Oceanographic Institution and Laura Praderio should be applauded for their efforts in developing this report. The brochure is truly a beautiful publication.

Copies of the brochure can be obtained from the UNOLS Office. O

## RANDOM DRUG TESTING POLICY

The Coast Guard issued their final rules regarding random drug testing in their instruction titled, "Chemical Drug Testing Programs for Commercial Vessel Personnel." The rule establishes random drug testing requirements for all crew members who serve in positions which affect the safe operation of a commercial vessel.

These regulations reduce the number of crew members subject to random testing under the maritime transportation drug testing program and remove industrial personnel on industrial vessels from the requirements for drug testing. The new regulations become effective October 1, 1991. O

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# UNOLS INITIATIVES

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## SUBMERSIBLE SCIENCE COMMITTEE

The UNOLS membership will be asked to approve the establishment of a standing committee for Submersible Science at the UNOLS Annual Meeting in October. The proposed charge for this committee is listed below:

- 1) Monitor and promote the development and application of appropriate new technologies for submersible science.
- 2) Advise NSF, ONR,

NOAA and other federal agencies on submersible technology, its evolution and application.

- 3) Develop procedures for facilitating access to submersible systems by principal investigators of research proposals.
- 4) Develop and exercise liaison among NURP, ARC, OP-23 and the oceanographic research community. O

## REVIEW OF UNOLS

A committee has been appointed by Garry Brass to perform a review of UNOLS. The committee will assess UNOLS's effectiveness in meeting the objectives defined in its charter. The review will include consideration of all activities that UNOLS coordinates through its committees, the role and operation of the UNOLS Office, the relationship between UNOLS and its sponsors, and the perception UNOLS has in the academic community. O

## REVIEW LABORATORY AND HABITABILITY CONDITIONS

The Fleet Improvement Committee will review the laboratory conditions aboard UNOLS ships and recommend improvements as deemed appropriate. They will compare the state of our laboratories to those of other research fleets. They will also review the habitability standards and conditions aboard ships of the UNOLS fleet and compare to those of other research fleets. O

## REVIEW OF NSF SHIP INSPECTION PROGRAM

The UNOLS Council has approved for tasking a review of the NSF Inspection Program. The review will address the following questions:

(1) Is the inspection fulfilling its stated purpose to assure that the seaworthiness and safety of research vessels supported by NSF meet or exceed the standards set forth by the UNOLS Safety Standards, ABS requirements, the Code of Federal Regulations, and the U.S. Coast Guard.

(2) Does the inspection provide the UNOLS Council appropriate information to provide safety oversight of the UNOLS fleet?

(3) Is the format and follow-up action of the inspection adequate in addressing discrepancies?

(4) Are changes needed in the inspection program?

The review will be complete approximately six months from receipt of tasking. O

## FUNDING/BUDGET

NSF - NSF's Ocean Sciences Division did well in Fiscal Year 1991 with a 11.8 percent increase. The NSF Ocean Science fiscal year 1992 budget also looks good. If approved, the budget will represent a 14.4 percent increase from fiscal year 1991.

A breakdown of the Ocean Science Division funding

is as follows:

	FY91	FY92
Ocean Sciences Research	82.1	97.7
Oceanographic Facilities	47.7	54.4
Ocean Drilling	35.0	36.4
<b>TOTAL</b>	<b>\$164.8M</b>	<b>\$188.5M</b>

NOAA - In 1991 NOAA experienced unexpected additional costs amounting to \$4 million for fuel, taxing of retirements and data management. The funds

allocated to reactivate ALBATROSS and DAVIDSON were reprogrammed to cover the expense of the taxes.

The NOAA budget for 1992 was severely cut. The House issued no funding increases for Fleet Modernization, Global Change, and Coastal Ocean Research. Global Change had requested a \$38 million increase from 1991. The GOES Satellite program is in serious financial difficulties. There is only one operational satellite at this time. O



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## UNOLS RESEARCH VESSELS IN 1992

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This year's ship scheduling meetings went very well. The process of holding separate regional meetings can be expected to continue for the Spring meetings, but at a Washington DC location for both the East and West meetings. The Fall Ship Scheduling Committee meeting was held on 4 September in Washington D.C. The Scheduling Review Panel met on 5 September to review all schedules presented the previous day. The results of this review are summarized below:

**OCEANUS** - The OCEANUS schedule appears very strong with all scheduled cruises funded totaling over 280 days. Subduction work in the Eastern Atlantic fills both the first and last third of the year. One cruise, Austin, (UTEX) should be dropped from the schedule. This cruise may be shifted to the North Pacific and would then be scheduled aboard ALPHA HELIX. The atmospheric chemistry cruise of Huebert should be added to the schedule which requires 28 station days in the Eastern Atlantic at 47 degrees north. Consideration should be given to transfer one or more cruises to another Atlantic ship (ENDEAVOR, CAPE HATTERAS or CAPE HENLOPEN) to lighten a busy schedule.

**ATLANTIS II** - The ATLANTIS II has a very soft schedule for 1992 with only 85 funded days (74 NSF and 11 KAPL) and an additional 110 pending (18 NSF, 5 ONR AND 87 NOAA). NOAA is expected to fund about half of their proposed 87 ship days which will leave still a greater gap in the schedule as presented. The year starts in Manzanillo, Mexico with Haymon and Lutz. The review committee views with concern the 70 day open period that follows in the port of Manzanillo. WHOI is encouraged to commence processing the clearance of Edmund and to determine whether the State Department can accelerate the clearance process in an effort to reduce the down period. Further, Childress should be queried to ascertain whether or not he can commence his cruise earlier, possibly before the Edmund cruise. It will be necessary to pursue the funding status of the NOAA cruises and to seek non-ALVIN work. The cruises of Watts (URI) and Langmuir (LDGO) may need a home. It may be necessary to compress the Atlantic ALVIN work to permit the ship to return to Woods Hole as early as July to commence an overhaul of ALVIN.

**KNORR** - KNORR is expected to depart the shipyard by 1 October 1991 and complete the overhaul at Woods Hole. The Option I schedule presented to the scheduling committee is preferred by the Schedule Review Panel. This schedule is fully funded but will need minor modifications. The Rudnick and Roemmich work should be combined to a single cruise, Suva to Papeete for a new total of 26 days. The Von Herzen cruise should be deleted from KNORR and be conducted aboard MOANA WAVE. The possibility of doing the Klein cruise out of Valparaiso in the middle of Huyer's WOCE line P19 should be investigated. This appears to be the most efficient way to schedule Klein if acceptable to Huyer. The above changes will keep KNORR operating at about 300 days for 1992.

**ENDEAVOR** - The schedule presented for ENDEAVOR is fully funded with the exception of the 5 days of pending DOE work of Buesseler and minor changes as presented below. Sanford has been funded for 8 and 14 days respectively. Madin has been funded for two cruises of 7 days each, one on ENDEAVOR and one on CAPE HATTERAS. Additional transit days may be required to complete each of these cruises. In addition, Ducklow should be worked in on an ancillary basis where possible. No further changes were suggested. It is understood that URI plans to put ENDEAVOR into its mid-life overhaul at the completion of this 1992 schedule.

The Watts cruise not accommodated by ENDEAVOR will be considered for CAPE HATTERAS or ATLANTIS II. Schnitker will be deferred until a ship can be made available in the northern latitudes.

**EWING** - The EWING schedule, Option A is preferred by the Schedule Review Panel. The following changes are recommended. After McNutt the ship should transit to the Atlantic moving Macdonald to the Melville. Cruises of Shipley, Tucholke, Sempere, Langmuir and Curry to follow. Langmuir could be transferred to AII if total operating days exceed 300. Tucholke's cruise is time dependent necessitating this change. A careful coordination of the HMR-1 instrument will be necessary in this schedule. It will move from the MOANA WAVE to EWING to Navy (KANE) to MELVILLE. No more than 300 operating days are expected aboard EWING in 1992.

**CAPE HENLOPEN** - The Scheduling Review Panel concurs with the schedule as presented. The Huebert cruise that was discussed during the scheduling meeting is recommended for scheduling aboard OCEANUS.

**RIDGELY WARFIELD** - The Scheduling Review Panel has recommended that all cruises scheduled aboard RIDGELY WARFIELD be transferred to CAPE HENLOPEN. This decision was based primarily on economic considerations allowing for the most efficient scheduling scenario. It is anticipated that WARFIELD will remain laid up for another year.

**CAPE HATTERAS** - The schedule as presented to the Scheduling Committee is recommended to remain reasonably intact. The cruises of Mullins, Witman and Szmant have been declined. The cruises of Ducklow are to be on an ancillary basis and should be coordinated with URI and fit in where possible. A seven day (plus transit) Madin cruise should be added to the schedule. This could accommodate one of the Ducklow ancillary cruises. URI also has an ONR cruise of R. Watts that will need ship time. Coordination is needed with URI for this cruise and with WHOI for possible cruises that can not be accommodated aboard OCEANUS. The above changes should result in a schedule of approximately 200 days.

**WEATHERBIRD II** - The schedule as presented to the Scheduling Committee appears to be fully funded with one exception. The Dacey cruise is funded as an ancillary cruise and should be worked in as appropriate. Ducklow had 4 cruises scheduled aboard ENDEAVOR and CAPE HATTERAS. These have been funded as ancillary cruises. ENDEAVOR can accommodate two of these and CAPE HATTERAS another. BBSR should investigate the possibility of accommodating the remaining cruise.

**BLUE FIN** - The BLUE FIN schedule should remain as presented.

**SEWARD JOHNSON** - SEWARD JOHNSON's schedule has the following updated changes. The cruises of Kirkpatrick and Bailey have been declined. Both Young cruises have been funded. No other changes were noted. The Paull cruise is still pending with ship/submersible time possibly being provided by NURP (NOAA).

**EDWIN LINK** - The following changes to the EDWIN LINK schedule were discussed at the Scheduling Committee Meeting. The cruises of both Youngbluth and Bailey have been declined while the Young cruise of four days has moved from pending to funded. No further changes were noted.

**COLUMBUS ISELIN** - Miami has presented a strong and full schedule for COLUMBUS ISELIN. All NSF and ONR cruises are funded with the exception of one cruise of DeFerrari which was declined. The coordination of Richardson, Owens and Whitehead cruises are acceptable as presented.

**CALANUS** - The schedule presented by Miami for CALANUS should remain as presented. The funding status of the Graber cruise is yet to be determined.

**PELICAN** - The schedule presented by LUMCON for PELICAN should remain as scheduled.

**LONGHORN** - No schedule for LONGHORN was reported on SCHEDULERS.EAST.GULF telemail. Although it is realized the proposed work is limited this should be presented to the UNOLS Scheduling Committee. The cruise of Kennicutt will be funded by NSF.

**GYRE** - The schedule as provided by Texas A&M for GYRE remains as scheduled with the exception of Powell which was declined. In addition, a 10 day cruise for Hodson has been funded and should be added to the schedule. GYRE overall status is conditional based on the successful transfer of title from the Navy to TAMU.

**LAURENTIAN** - The LAURENTIAN's cruises have been funded as presented on the schedule.

**ROBERT GORDON SPROUL** - SPROUL presented a schedule of 125 funded and 125 pending days. The following status changes are provided. Haury, Tebo, Orcutt and Lal have been declined for a loss of 43 days. The cruises of Filloux and Chave have been funded. The remaining pending cruises are yet to be determined. Coordination with MLML is necessary to possibly pick up work from Point Sur during both transits north and south.

**NEW HORIZON** - NEW HORIZON lost several cruises in the schedule presented to the Scheduling Committee. These include 32 days for Reimers and 14 days for Irish which were both declined. The cruise of Cowles was transferred to WECOMA to better facilitate staging out of Newport vice San Diego. This reduces this schedule below 200 days. POINT SUR appears unable to accommodate all the Dugdale work which could possibly be added to the NEW HORIZON schedule. Further, SIO should consider the Greg Moore work off the Oregon coast. Pieper of USC may need to move from VICKERS to NEW HORIZON.

**THOMAS WASHINGTON** - The THOMAS WASHINGTON schedule Option II is recommended. It is necessary to accommodate both the Spiess and Dorman cruises. The ship is a possible WOCE backup but is expected to retire upon completion of the Dorman cruise.

**MELVILLE** - MELVILLE schedule Option II was preferred by the Scheduling Review Panel with the following modifications. The Klein cruise should be accommodated by KNORR. If the submersible equipment is available for Jahnke it should go as scheduled. If the Jahnke cruise fails to materialize Garmany could move up. The Macdonald cruise should be included on this schedule in November or December. Sandwell and Hey will need a suitable weather window and should be scheduled appropriately. This schedule provides a healthy year for MELVILLE.

**VICKERS** - The VICKERS schedule for 1992 will reflect its first full year of operation. NOAA cruises provide two thirds of the ship time. The Dugdale cruises should be moved to the POINT SUR or NEW HORIZON. The Berelson cruise money was provided in 1991 funding and should not appear in the 1992 budget. The Childress cruise is funded for 24 days and must be coordinated with ATLANTIS II/ALVIN operations. The Saltzman and Rutledge cruises are joint NSF/NOAA funding and are still pending.

**POINT SUR** - Moss Landing has presented an ambitious schedule for 1992. The Dugdale cruise presently on VICKERS schedule should be worked into the POINT SUR schedule if possible. Remaining Dugdale time could go on NEW HORIZON. The cruises of Welschmeyer and Ryan were listed but not scheduled have been declined. If Rosenfeld is funded the cruise will be difficult to schedule on POINT SUR without other modifications. Sproul could probably accommodate ship time during transits north and south.

**WECOMA** - WECOMA has a very ambitious 283 days scheduled. This takes into account the four Barth cruises that were declined and the Moun cruise moved to MOANA WAVE. The only cruise funding unresolved is Tindale and that is probable. The cruises of Yamamoto and Constable were funded with 1991 money and should not appear on the 1992 budget.

**THOMAS THOMPSON** - The schedule presented for the THOMAS THOMPSON is an ambitious 275 days. This schedule accommodates primarily the JGOFS program and should remain as scheduled.

**BARNES** - The BARNES schedule was reduced from 167 to 133 days by decline of funding for Frost and Carpenter. The cruises of Hedges, Perry, Murray and Tsuji have been funded. Simenstad and Jay (30-45 days) have not been accommodated in this schedule.

**ALPHA HELIX** - Alaska presented a light schedule for ALPHA HELIX in 1992. The Norcross cruises were declined and 70 days remain pending. It is suggested that work out of the Alaska area be considered i.e. H.O.T.S. or Anderson.

**MOANA WAVE** - Hawaii presented a healthy schedule for MOANA WAVE. The Murray cruise funded for 12 days of science should be moved earlier to fit in after Weisberg and before Lukas. The Gregg cruise listed as NSF should read ONR. It should be noted that the Von Herzen cruise is an expensive option and could be vulnerable to postponement as a cost saving possibility. This would also allow MOANA WAVE to support October and November H.O.T.S. cruises.

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# UNOLS OFFICIALS

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To bring the UNOLS NEWS readers up to date on who's who in the UNOLS Community, here is a list of the critical positions:

UNOLS Chair

Garry Brass, U. Miami

UNOLS Vice Chair

Tom Johnson, Duke/UNC

UNOLS Council

Garry Brass, Chair, *ex-officio*  
Tom Johnson, Vice Chair, *ex-officio*

Elected Members of the Council

Larry Atkinson, Old Dominion  
Peter Betzer, U. South Florida  
Jeff Fox, U. of Rhode Island  
Worth Nowlin, TAMU  
David Karl, U. of Hawaii  
Donn Gorsline, USC  
George Grice, WHOI

Ex-officio Members of the Council

Feenan Jennings, TAMU - Chair, ALVIN Review Committee  
Marcus Langseth, L-DGO - Chair, Fleet Improvement Committee  
Ken Palfrey, OSU - Chair, Ship Scheduling Committee  
Jim Williams, SIO - Chair, Research Vessel Operators Committee

The terms of Larry Atkinson, Jeff Fox and Donn Gorsline will expire this year. Additionally, resignations were received from Worth Nowlin and George Grice. Elections to fill these vacancies will be held at the October Annual Meeting for UNOLS.

For full membership of institutional representation, standing UNOLS committees, Alvin Review Committee, Fleet Improvement Committee, Ship Scheduling Committee and Research Vessel Operators Committee, contact the UNOLS Office or the Chair of the committee in question.

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## CALENDAR OF EVENTS

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<b>DATES</b>	<b>MEETING</b>	<b>LOCATION</b>
10/7-8/91	Fleet Improvement Committee	Alton Jones, RI
10/16/91	UNOLS Council Meeting	Wash. DC
10/17/91	UNOLS Annual Meeting	Wash. DC
12/8/91	ALVIN Planning Meeting	San Francisco, CA

The Annual Meeting is open, as are Ship Scheduling meetings. UNOLS especially encourages representatives from UNOLS member institutions to attend UNOLS Annual Meetings.