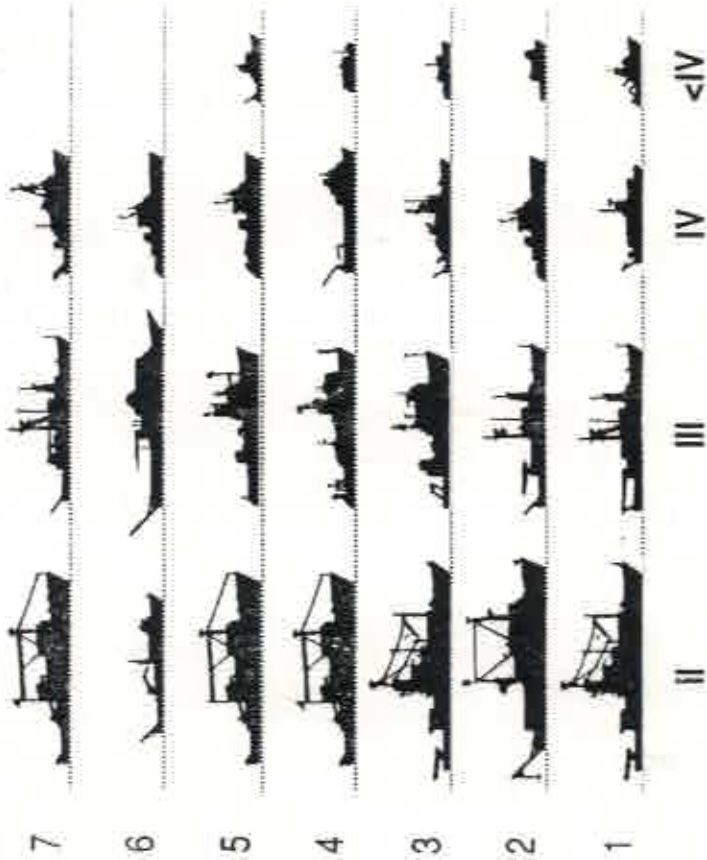


# UNOLS NEWS

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VOLUME 9, NO 2  
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SEPTEMBER, 1992  
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UNIVERSITY-NATIONAL OCEANOGRAPHIC  
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**ALVIN REVIEW COMMITTEE (ARC) CHANGES  
 ITS NAME TO THE DEEP SUBMERGENCE  
 SCIENCE COMMITTEE (DESSC) AND HAS NEW  
 MEMBERS AND A NEW MISSION**  
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The ALVIN Review Committee (ARC) has served the community well for many years. As ALVIN science matures and new tools are brought into the deep submergence inventory, the role of ARC is changing to meet these new demands. The new name DEEP Submergence Science Committee (DESSC, pronounced desk) reflects the need to address the broader issue of studying problems in the abyss. Focus will shift from reviewing ALVIN proposals to enhancing the technology of deep submergence science and integration of new tools such as ROVs and AUVs. The membership of the DESSC also reflects this new shift. The Committee makeup is:

- Jeff Fox, Chair
  - Dan Formari (new member)
  - Hugh Milburn (new member)
  - Casey Moore
  - Mary Scranton
  - Gary Taghon (Second term)
  - Karen Von Damm
  - Carl Wirsén (new member)
  - Dick Pittenger, ex-officio
- Geology
  - Geology
  - Deep Submergence Technology
  - Geology
  - Chemistry
  - Benthic Biology
  - Geology
  - Microbiology
  - Operations

New Terms of Reference are being written to reflect the change in this committee.

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**AGOR 24 AND 25 STATUS**  
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Plans for AGOR 24 remain on track, though delayed. Funds for this ship are in the Navy's 1992 budget with supplemental funds budgeted for 1993. Shipyard proposals have been received and it is anticipated that the building contract will be let after the first of the year. AGOR-24 has been assigned to Scripps and should be ready to sail in 1994. Moderate changes are expected from the AGOR-23 (T. Thompson) design. AGOR-25, scheduled for WHOI, is in the Navy's 1994 budget. An AGOR-26 is also an option for the NOAA fleet.  
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**CALENDER OF EVENTS**  
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<u>Meeting</u>	<u>Time</u>	<u>Place</u>
1992		
FIC	7-8 Oct	La Jolla, CA
DESSC Workshop	13-14 Oct	Alexandria, VA
RVTEC Workshop	18-19 Oct	Washington, DC
RVOC	20-22 Oct	Lewes, DE
DESSC (ex ARC)	6 Dec	San Francisco, CA
1993		
UNOLS Council	14-15 Jan	La Jolla, CA
FIC Coastal Workshop	Late Feb	Williamsburg, VA
Scheduling	23 June	Washington, DC
UNOLS Council	July	Newport, OR

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## DEEP SUBMERGENCE SCIENCE COMMITTEE (DESSC) WORKSHOP

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A two day workshop, planned for 13-14 October in Alexandria, Virginia was announced by DESSC chair, Jeff Fox. The workshop encourages wide community involvement and support, and will focus on the areas of deep submergence technology and global deep submergence science. The invited participants will be selected to represent the cross disciplinary interests of the scientific community and will include scientists, ALVIN and ROV users, operators and technical support personnel. Global expedition planning will feature potential areas of interest including:

- The southern East Pacific Rise/west coast of South America
- The far West Pacific region
- The Mediterranean/Black Sea/Red Sea
- Arabian Sea
- Southwest Indian Ocean

International involvement is anticipated. Prior to the meeting, "heros" will be identified who are willing to coordinate science problems in specific global locations, link projects and present a well balanced array of science to the funding agencies.

## COASTAL WORKSHOP

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The UNOLS Fleet Improvement subcommittee on Coastal Oceanography under the chairmanship of Don Wright has proposed a workshop to define coastal science issues and the facilities necessary to address those issues. The 50 person workshop, planned for mid February, 1993 in Williamsburg, Virginia, is designed to be broad in scope and include national coastal needs and programs. Don's steering committee includes Tom Church, Bob Smith, Nancy Marcus, Tom Malone, Mary Scranton, Clive Dorman and Charles Simenstad.

Preliminary plans call for a review of the CEES Federal Coastal Science Strategy, four addresses by scientist involved with significant programs, and two panels of four working groups. One panel will deal with synoptic observations, high resolution time series, multi-disciplinary studies, and information management and the second will cover research ships, aircraft and satellites, moorings and fixed platforms, and instrumentation and data.

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## KNORR/MELVILLE STATUS

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KNORR is at sea operating satisfactorily. Her last WOCE leg was reported as quite successful by Chief Scientist John Toole and after a break in Sydney, Australia she is underway on the Roemmich WOCE leg. Her clean power system was fully tested and proved satisfactory. She has been through some heavy weather which caused a minor deformation of deck plates. Her structural integrity was reviewed by ABS America (based on a complete structural re-analysis by Glosten Associates and an ABS survey). They reported that "Repair and/or modifications to the vessel's structure or operating profile are not considered necessary at this time" however one deformed piece will be repaired. Her dynamic structural response, while considered normal by Glosten and others, is under study. MELVILLE is also at sea and operating well, although to date has not experienced particularly difficult sea conditions.

Discussions are underway for the replacement of ATLANTIS II by KNORR for use as an ALVIN support ship. KNORR, it is felt, would be a better vessel for integrated deep submergence operations involving use of ROVs in conjunction with ALVIN, and at the same time be better as a general purpose vessel. This use would however impact physical and chemical oceanography programs presently planned for KNORR. If approved, the optimum time of replacement would appear to be 1996. This provides sufficient time for an ALVIN expedition while coincident with overhaul periods for ALVIN, ATLANTIS II and KNORR, as well as the construction of AGOR-25. If fiscal pressures dictate, this time frame could be advanced.

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## ONR GETS A BREAK

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Annette DeSilva is on temporary duty with ONR for the next several months. She will be greatly missed in the UNOLS office, and we are sure equally appreciated by the Navy

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**NOAA SHIP USE**  
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NOAA plans to continue "chartering" vessels, viewing its VICKERS involvement as a positive learning experience and is planning 100 ship days on VICKERS in 1993. NOAA at present is also using PELICAN and LONGHORN for 30 days each in 1992. Plans could include up to a full ship year from UNOLS in 1994.

According to Radm Bill Stubblefield, NOAA Administrator John Knauss is firmly committed to working with UNOLS. To this end, NOAA has been actively participating in the UNOLS scheduling process this year and have indicated an increased dependency, in the short term, on UNOLS for ship time. As much as \$4 million in chartering funds per year starting in FY94 may be available, and if NOAA's OCEANOGRAPHER is not reactivated, 240 additional days-at-sea could be involved in FY95 and FY96. Schedulers from Scripps, University of Washington, Hawaii, USC, WHOI and LDGO among others will assess NOAA's needs to determine if their ship schedules can accommodate NOAA. UNOLS has been invited by NOAA to their January 1993 allocation meeting.

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**NEW UNOLS MEMBERS**  
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At the Annual Meeting, the University of Southern Mississippi's application for membership in UNOLS was approved, bringing the UNOLS membership to 56.  
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**RESEARCH VESSEL TECHNICAL  
ENHANCEMENT COMMITTEE (RVTEC)  
FORMATION**  
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University of Miami's Rich Findley, Chair of the UNOLS Technical Support Steering Group (TSSG), has submitted a proposal to UNOLS to form a standing committee, the Research Vessel Technical Enhancement Committee (RVTEC), to coordinate research vessel technical enhancement. The committee's purpose is:

**"To promote scientific productivity of research programs that make use of major oceanographic facilities; primarily research vessels and to foster activities that will lead to enhanced technical support for sea-going scientific programs."**

Among the specific objectives of the RVTEC organization, which will be patterned after the RVOC, are to:

- Promote collaboration and exchange of information concerning technical support for research at sea.
- Enhance technical skills of available research vessel support personnel.

Possible items for discussion at the conference are development of a technician exchange program, common documentation, a newsletter, service and equipment catalogs, and evolution of new technology. Input from the community is being solicited.

The proposal was endorsed by the UNOLS Council and approved by the membership at the Annual meeting, 17 September in Washington, D.C. An organizational meeting of the RVTEC is planned to coincide with the MTS Conference, 18-19 October 1992, in Washington, D.C.

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**ARCTIC RESEARCH SHIP STATUS**  
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The Arctic Research Vessel (ARV) Subcommittee of UNOLS met at Glosten Associates in Seattle, Washington and again in Washington, D. C. to discuss Science Mission Requirements and review evaluations of Russian ice vessel cruises. They met again in August in Washington, D. C. with funding agencies and assorted experts to complete the Science Mission Requirements and initiate a second conceptual design study by Glosten Associates. Concerns expressed have included the need for increased ice capability (Ice Class A3), helicopter accommodation, and mission location and time profiles. The design study is expected to be available for review in November, 1992.

The UNOLS Council has unanimously approved the following resolution regarding the design of an Arctic Research Vessel.

**UNOLS strongly supports the continuation of the orderly process of marine science community participating in the design, construction and operation of an Arctic Research Vessel.**

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**UNOLS COUNCIL ELECTIONS**  
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An election was held at the UNOLS annual meeting on 17 September 1992. Elected were:

Member	Position	Status
Garry Brass	Chair	Second Term
Peter Betzer	Vice-Chair	
Bob Wall	Non-op Rep	
Dick Pittenger	At-large Rep	

Ken Palfrey has been re-elected as chair of the scheduling committee retaining his seat on the Council. Jeff Fox has moved from an elected member of the Council to ex-officio member as a result of his appointment as chair of the DEep Submergence Science Committee.

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**RVOC SAFETY STANDARDS REVISION**  
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A revised UNOLS Research Vessel Safety Standards manual has been approved by the UNOLS membership. Changes to these standards were put together through an efficient coordination effort by Mike Prince and this safety subcommittee. The revised manual will be published and distributed to the community.

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**A New MOU for ALVIN**  
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The three agencies, NSF, ONR, AND NOAA, that form the primary support for ALVIN will be renewing their Memorandum of Understanding (MOU). The present MOU expires 31 December 1992 and will be replaced by a new MOU that reflects the changes in this operation. The new MOU is still in draft form but we're told it contains the following elements:

- 1) NSF, ONR, and NOAA will provide a "safety net" of support of ALVIN set at 150 days. The ratio of this support has been suggested at 82/34/34 days, respectively.
- 2) Encourage new technology
- 3) Longer lead time in submitting proposals to permit scheduling of non-ALVIN use, if necessary
- 4) Include ROV operations as appropriate
- 5) A re-compete clause will be included for other institutions that are interested in the ALVIN operation.

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**NSF INSPECTION REVIEW**  
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Jim Williams chaired a panel tasked with reviewing the effectiveness of the NSF inspection process. They found that while the process was effective, not all ships are being covered. The panel noted the lack of community scientific standards and incomplete follow-up action in some cases. The UNOLS Council accepted the report and has forwarded it to the NSF.



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**UNOLS REVIEW STUDY**  
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Tom Johnson and his subcommittee of Brian Lewis, Dick Pittenger and Bob Wall under took a review of UNOLS. A vigorous response to their questionnaire suggested that UNOLS is effective, especially in scheduling but needs to improve technical support to the ships. Some responses suggested that UNOLS needed to be more pro-active with respect to the Federal agencies. Tom's subcommittee has submitted their report, which included a series of recommendations, to the UNOLS Council. The Council will soon be releasing the report for publication.

In a related effort, Mark Langseth, Terrie Chereskin and Bob Dinsmore will be evaluating sea-going accommodations and laboratories relative to their convenience, comfort and efficiency. Bob will be performing opportunistic on-board inspections and questionnaires have been distributed to PT's who have sailed on two or more UNOLS ships in the past two years.

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**OCEANUS CLASS MID-LIFE REFIT**  
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The mid-life refit for the OCEANUS class vessels starts in late fall 1992 with ENDEAVOR scheduled into the shipyard for a 6 month, \$2 million re-fit. OCEANUS will follow in the fall of 1993 and WECOMA in late fall 1993. All three ships are planning to remove the forward stacks, mast and pilot house, replacing them with a single stack and mast combination (called a MACK) and a raised pilot house. These and other changes to be incorporated, will improve the ships' science capability, increase storage and science space, and increase maintainability. Engineering for the refit program for all three ships was contracted through URI to Rodney Lay Associates, however individual contracts for construction will be placed by each operating institution.

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**RISK MANAGEMENT UPDATE**  
**The Insurance Funding Plan**  
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As we are all aware, the costs of insuring the UNOLS fleet have dramatically risen over recent years. For instance, in 1989 fleet insurance cost \$1.027 million but by 1991 had reached \$1.4 million. One institution has been notified of a 100% increase this year!

Dennis Nixon, UNOLS Risk Manager, reviewing recent efforts to provide a group policy for the UNOLS fleet, stated that with a pooled insurance approach UNOLS could hopefully negotiate uniform, higher level coverage for community participants at a lower cost. Group risk and UNOLS operator professionalism were cited as key elements in this rate reduction. A somewhat higher deductible can be expected. Insurance costs under the plan would be covered with a single source contract and would be removed from daily ship rates.

A national broker will be selected and monitored by a joint agency/institutional risk management group. The funding agencies have indicated their strong support of efforts to provide this coverage. All UNOLS Operating Institutions have been given a letter outlining the details of this insurance plan and have been requested to comment. These comments will be reviewed by NSF and ONR and a joint response to the institutions concerns will follow. Studies done in 1975 and 1986 under UNOLS auspices establishing the rationale and approach for providing a group policy are available from the UNOLS office.