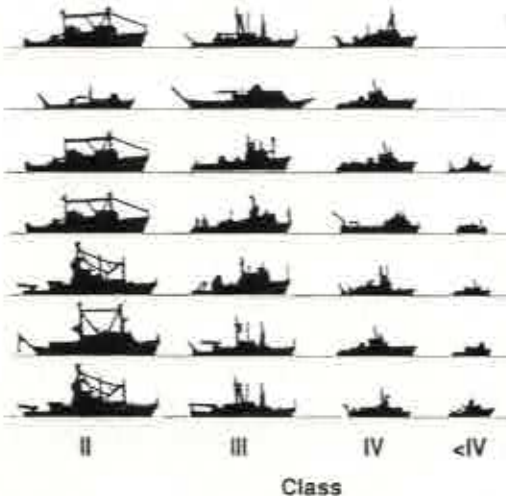


UNOLS NEWS

VOLUME 9, No. 1

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HIGHLIGHTS

- * Editor's Note
- * Message from UNOLS Chair
- * Risk Management and Insurance
- * Arctic Research Vessel
- * Coastal Oceanography
- * New Undersea Technology
- * ALVIN 1991, 1992 and Beyond
- * Memorandum of Agreement
- * Submersible Science Subcommittee
- * Ships in the News
- * Hazardous Materials Subcommittee
- * Review of Shipboard Labs and Accommodations
- * Review of UNOLS
- * Safety Training Manual
- * Research Vessel Safety Standards
- * Ship Scheduling Annex Change
- * New Cruise Assessment Forms
- * Agency News
- * UNOLS Membership Changes
- * Calendar of Events

A NOTE FROM THE EDITOR

All of us at the UNOLS Office, Jack, Mary and I, would like to wish you a Happy New Year! Since the last issue of the Newsletter, UNOLS held their Annual Meeting along with their various committee and subcommittee meetings. The UNOLS Council met on 16 October at the American Institute of Architects, Washington, DC. The Annual Meeting was held on the following day at the same location. Both meetings were called by Garry Brass, UNOLS Chair.

The UNOLS Fleet Improvement Committee met at the Alton Jones Campus of the University of Rhode Island on October 7 and 8, 1991. Marcus Langseth, FIC Chair called the meeting. An ALVIN Planning Meeting was held on 8 December, in San Francisco, to address advances in ALVIN technology and to gain information for ALVIN/ATLANTIS II operations in 1993 and beyond. Feenan Jennings, ARC Chair, called the meeting.

This Newsletter will review the issues which were addressed at these meetings along with updates on any policies or publications. Also in this issue is a message from the UNOLS Chair and an article by Dennis Nixon, the UNOLS Risk Manager. In the future, we would like to add an editorial section. From time to time we will be asking for input from the community on pertinent UNOLS issues. Please feel free to volunteer articles you would like to share with our readers. The next issue is scheduled for publication in spring 1992. Copy can be submitted to: UNOLS Office, P.O. Box 392, Saunderstown, RI 02874, or by OMNET TELEMAIL to UNOLS.OFFICE.

Regards, Annette DeSilva

Happy 1992!



~ A MESSAGE FROM THE UNOLS CHAIR ~

Dear Colleague,

I hope that you all enjoyed the Holiday Season and that the beginning of a new year (and a new semester) see you all well and re-energized. It has been a busy year for UNOLS and many of our initiatives are beginning to bear fruit. After a year as your Chair and nearly a year as Executive Secretary for Jack, I feel that we have settled into harness pretty well. In this issue of the Newsletter I'd like to bring you up to date with several of our continuing activities.

The data gathering for our self study is now complete and I met with the members of the committee in San Francisco to discuss their preliminary judgements. I expect that they will have a nearly final draft for the UNOLS Council meeting at College Station, Texas in late February. I won't try to pre-judge their findings but I can tell you that, for the most part, the results of the questionnaire suggest that UNOLS is doing its job well.

The ALVIN Review Committee held a long and fruitful open meeting at the AGU meeting in San Francisco in which many new ideas were discussed. In particular, we saw a videotape of an ALVIN mounted rock drill (built by Debbie Stakes in collaboration with drilling engineer Leon Holloway at ODP) which holds great promise for sampling hard substrates to a depth of nearly a meter and perhaps more in the future. The development of new, "third party" tools for ALVIN has the potential for a rapid advance in the capability of ALVIN and other submersibles and ROVs. ALVIN's schedule will go through a difficult period next year as all of the ALVIN proposals submitted for the July '91 deadline were declined. I believe that this has awakened many old and new interests in ALVIN and will challenge the current and potential ALVIN user community to submit more innovative and exciting proposals. At the same time, ALVIN scheduling may have to take on some new challenges, particularly in "expeditionary planning" which might take ALVIN to geographic regions in which it has never operated in the past. As you will recall from the Annual Meeting, the ARC is in the process of expanding its charge to include all aspects of what has been called in situ marine science. The revised charge to the ARC will soon be drafted and UNOLS will circulate the draft to the membership for comments.

The Fleet Improvement Committee has continued to pursue the issue of new coastal research vessels through its subcommittee on the matter. A "town meeting" on the subject was held in San Francisco and the preliminary study by the MARCO group is proceeding. Marcus Langseth also informs me that the report of the Subcommittee on Scientific Opportunities Offered by a Nuclear Submarine is near completion. This subject has engendered substantial interest and I expect that the SOONS Report will be circulated after the next FIC meeting in March.

Jack and I had the good fortune to be asked to participate in a session of the Interagency Working Group on Coastal Ocean Studies. We expect that this will lead to an increase in the level of awareness of ship capabilities and availabilities for coastal ocean studies by those agencies which have not been major users of UNOLS facilities in the past. Planning at the interagency level is still in its early stages and it doesn't appear that much, if any, planning for facilities has been done as yet. As a result we have made them aware of facilities needs early in their planning process.

Dick Pittenger, Don Boesch and I had the opportunity to discuss UNOLS operations with members of the staff of the House Committee on Merchant Marine and Fisheries in December. The session went very well and the committee staff appeared to have learned much about us and our operations. This activity was coordinated through the Council on Ocean Affairs and we have established an excellent communications link with this organization of which many UNOLS institutions are also members.

Cheers, Garry

RISK MANAGEMENT AND INSURANCE

by Dennis W. Nixon, UNOLS Risk Manager

The first six months of UNOLS involvement in research vessel risk management, insurance and law have been a challenging new direction for the organization. Effort was to be directed in three distinct areas: (1) provide ready access to matters of maritime law for ship operators; (2) review existing insurance cover to determine both the existing levels of coverage and the strength of the underlying carrier; and (3) develop a facility for group coverage for all operators interested and able to participate. There has been substantial activity on all three fronts.

At least six members requested assistance on particular matters of maritime law. The most common area related to Jones Act/unseaworthiness cases and their relationship to workmen's compensation law. The most complex was the development of the charter agreement for VICKERS at the request of USC and NOAA.

Most operators have, by now, submitted copies of their existing insurance cover for review (after repeat urgings from Dolly Dieter and UNOLS!). The purpose of the exercise is not to make life more difficult for the operator, but to ensure that appropriate cover is obtained at a reasonable price. Early returns indicated that two operators needed "special attention" to bring their profiles more in line with the rest of the fleet. In both cases, substantial savings will likely be achieved in the next policy year.

Finally, after much discussion, polling, etc., few members were interested and/or able to consider a nationally based group program this year. However, an interesting trend has already emerged: since most of the fleet is insured by a relatively small number of large, international insurance brokerages, (all writing through Lloyd's or the Institute of London Underwriters) the potential for several smaller "groups" has been discussed to take advantage of the ability to place more vessels at the same time. The important point is that people are beginning to ask the right questions about their insurance cover, charter agreements, crew contracts, etc., which will further strengthen the overall efficiency of the UNOLS fleet.

ARCTIC RESEARCH VESSEL

The Arctic Research Ship Conceptual Design Study has been completed and distributed to the community of Arctic Oceanographic researchers. Numerous comments were received in response to the study. In view of these responses, the Fleet Improvement Committee's Small Ice-Capable Ship

Subcommittee will review and revise the mission requirements for an arctic research vessel. A preliminary design proposal for an arctic research vessel to meet the established requirements will be prepared. In the preliminary design phase the new arctic vessel is expected to have Ice Class A-4.

Other future plans of the committee include planning a fact-finding trip aboard the Russian vessel SOROKIN to gain first hand information concerning the Thyssen/Waas hull. Unless unforeseen problems are discovered the Thyssen/Waas hull design, which is considered an ice cutter, will be the preferred hull form.

COASTAL OCEANOGRAPHY

Coastal Oceanography has continued to get a lot of attention over the last few months. At the UNOLS Council meeting on 16 October, a mini-colloquium on Coastal Oceanography was held. The panel of speakers included: Larry Atkinson, MARCO; David Johnson, NOAA; Tom Kinder, ONR; Mike Reeves, NSF; and Don Wright, FIC.

Don Wright opened the discussion by noting the long-term increases in interest and activity in coastal marine science causing the UNOLS Fleet Improvement Committee (FIC) to accept the task of evaluating the future research vessel and facility requirements for coastal ocean research programs by the U.S. academic community. A subcommittee of the FIC was formed to address this issue. The subcommittee includes D. Wright, Chair; P. Betzer, C. Nittrouer, T. Malone, R. Dinsmore, C. Simonstad, J. Bash (ex-officio) and M. Langseth (ex-officio). Their tasking is to assess the needs of the coastal oceanography community, define scientific mission requirements, draft a report summarizing their findings and offer recommendations for addressing the identified needs.

To initiate the evaluation, a questionnaire was developed and distributed to the community surveying their coastal research needs via electronic mail. The responses are being evaluated. Additionally, Scientific Mission Requirements (SMR) are being

developed for four regions: the Eastern seaboard (Georgia to New England), the Gulf Region including the Florida coast, the West Coast including Alaska and the Great Lakes. The committee plans to report on the status of the projected needs for new ships or other coastal facilities by fall 1992.

Tom Kinder followed in the colloquium, stating that ONR sees a long term trend from open ocean oceanography to coastal oceanography. With this shift will come more use of moorings, satellites and computer simulations. The studies are expected to be multi-disciplined and conducted in shallow water. Because coastal processes happen more rapidly than those in the open ocean, new sampling procedures will be required.

Dave Johnson of NOAA explained the activity of the Coastal Ocean Science Working Group (COSWG), a subgroup of the Committee on Earth and Environmental Science (CEES). This group is just beginning its work in looking at coastal issues. It is chaired by John Knauss and includes representatives of all federal agencies involved in coastal studies. Their research goals are to predict: (1) at what loading rates pollutants affect human and ecosystem health, (2) effects of physical habitat change on coastal ecosystem dynamics, (3) effects of natural and human forces on living coastal resource variation, (4) impacts of resource utilization to

optimize use, and (5) hazards to minimize threats.

Mike Reeves provided an NSF perspective on coastal oceanography. He indicated that in 1985 NSF decided to separate coastal oceanography from global change studies. He suggested a trend toward more interdisciplinary science and the need to define where coastal oceanography ends and wetlands begins.

Larry Atkinson reported on the goals and status of the Middle Atlantic Research Consortium (MARCO). Members include Bermuda Biological Station for Research, William and Mary, Duke, Old Dominion University, University of North Carolina, Rutgers, State University of New York, University of Delaware and University of Maryland. Their purpose is to coordinate the use of resources for oceanographic research in the mid Atlantic area. MARCO has submitted a proposal to NSF requesting funds for Mission Requirements and Concept Design for a Coastal Research Vessel.

Since the Council meeting, Town meetings were held on 11 November in San Francisco and on 10 December at the San Francisco AGU conference to provide an open forum for discussion of coastal facility needs. Additionally, Garry Brass was invited to the COSWG meeting on 19 December in Washington DC. He presented to the group the need to include facility requirements in their planning.

NOTES FROM BELOW

NEW UNDERSEA TECHNOLOGY

DEVELOPMENT OF A NEW ROTARY DRILL

At the December ALVIN Planning meeting in San Francisco, Debra Stakes of the University of South Carolina discussed her recent success in implementing a newly designed rotary drill in her September cruise to the Juan de Fuca Ridge. Debra explained that the drill was attached to ALVIN's basket and that any basket could be used simultaneously with the drill. A video was shown depicting the steps required for installation and implementation of the drill along with clips of the drill in operation. The greatest limitation of the drill appears to be its low rotational speed of 50-60 rpm at depth. When the corer was tested on the surface ship, a rotational speed of 150 rpm was measured. Further investigations to improve speed will

be conducted.

Each core takes approximately 35 to 40 minutes to complete. A maximum core length is 18 inches with the limitation being the length of the core barrel. The energy consumed during coring is equivalent to the energy which would be consumed during driving ALVIN an equal duration of time. To obtain a core, ALVIN is driven to the desired position and applies the drill; no additional stabilizing is required. Debra displayed three cores which were taken during her dive series. They were all of excellent quality.

Leon Holloway of ODP, Texas A&M, presented slides of the schematics for the drill. Leon worked with Debra in the

development of the sampler. Components are made from steel and stainless steel. The drill bits are customized, but can be obtained very quickly when needed. Methods of detaching the drill from the basket in the case where the drill binds in the rock are being investigated. Other improvements being considered for the sampler include increasing the core length from 18 inches to 24 inches and having a capability of obtaining multiple cores per dive.

The entire cost of this development project was approximately \$12,000. Interest for use of the sampler has been expressed in the ALVIN community. User fees per dive series are currently being considered. O

Congratulations to Debra and Leon for a job well done!

INSTRUMENTED ODP BORE HOLE SEAL

At the ALVIN Planning meeting, Kier Becker from the University of Miami provided a report on the success in recording data from the instrumented ODP borehole seal using ALVIN. In a project conducted by Davis, Becker,

and Carson, ODP sites were visited by ALVIN to extract data from the instrumentation in previously bored holes. There are plans to try sampling from the seal using an ROV next year. O

Submersible Science Subcommittee

At its October 16-17, 1991 meeting in Washington, D.C., UNOLS decided that the ALVIN Review Committee should be expanded to carry out additional tasks to address undersea technology. The UNOLS Council identified a panel to incorporate the submersible science tasking into the ARC Charter. O

ALVIN 1991, 1992 and Beyond

ALVIN IN 1991 - The following four paragraphs and Figure 1 are excerpts from the DSV ALVIN Statistics Report for 1991 prepared by the WHOI ALVIN Group

ALVIN's diving season opened in February in the Santa Catalina Basin where studies of whale bone biological communities were conducted. Following a transit to the Gulf of California, diving continued in the Guaymas Basin in support of hydrothermal vent system experiments. From there the ship and submersible returned to the East Pacific Rise for two lengthy studies of hydrothermal, volcanological and geochemical processes near ODP drill sites and the Siqueiros Transform. After transit back to San Diego in late May, ALVIN entered a maintenance period in which the main batteries were replaced and a Navy certification audit was successfully completed.

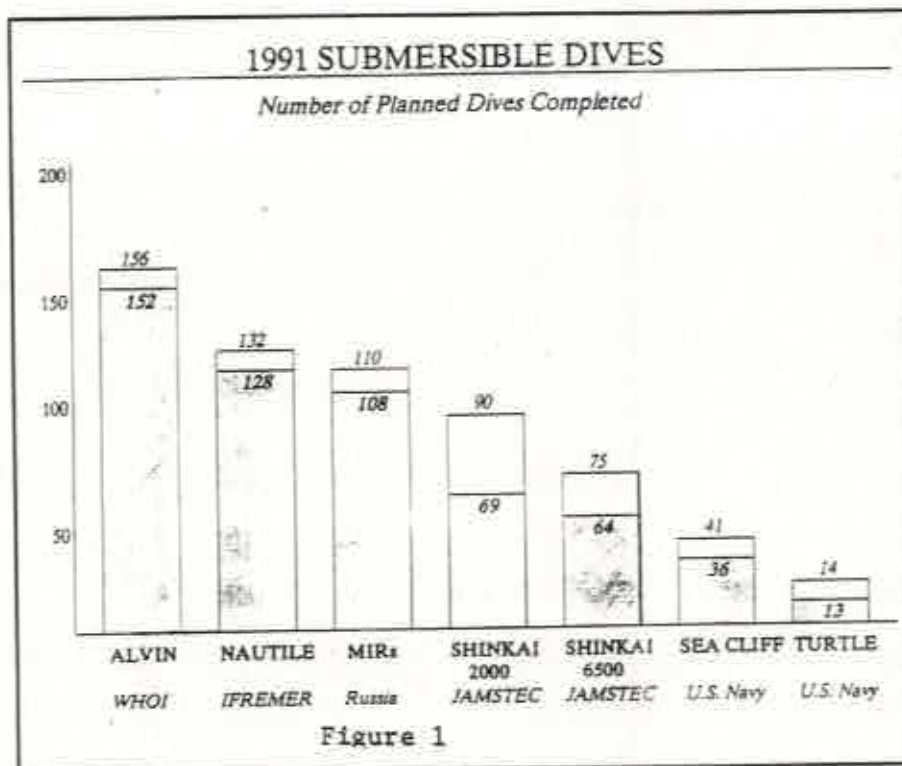
One week prior to the end of the scheduled maintenance period, the ALVIN Group was requested to assist the Navy in the recovery of its CURV III ROV work system, lost off the coast of southern California. ALVIN was quickly reassembled and made four search dives before finally recovering the vehicle on July 1st. During this same time period, the originally scheduled six science dives on the Fieberling Seamount were completed successfully.

Following the recovery, the ship headed north to Oregon to begin a season of operations on the Juan de Fuca Ridge. The first cruise supported the initial stage of interdisciplinary studies of hydrothermal flange evolution,

followed by biological examination of mollusc populations. A NOAA Vents program cruise followed, featuring chemical and geological work on the southern ridge. The second hydrothermal flange cruise left Astoria in early September for work on the northern segment of the ridge. During this voyage five auxiliary dives were conducted to support ONT experiments and to obtain data and samples from a previously instrumented ODP bore hole. The last Ridge leg of the year revisited the northern vent sites for isotope experiments and also revisited the ODP site for maintenance of the bore hole instrumentation.

After a month-long shipyard overhaul of ATLANTIS II, the final cruise of the 1991 dive year visited the East Pacific Rise for plankton studies in hydrothermal vent plumes. ATLANTIS II was recertified for another three years of operation during overhaul.

1991 was a very successful year for ALVIN with only 3 percent of dives cancelled, all due to weather. ALVIN's performance record when compared to other comparable submersibles is outstanding. Figure 1 is a chart comparing the number of planned dives for six different submersibles which were completed in 1991. ALVIN successfully completed the greatest number of dives. ○



ALVIN/AII SCHEDULE FOR

1992: The ALVIN/AII forecast for 1992 is very gloomy. All proposals recommended by the ARC in June, 1991 were declined in the NSF review. ALVIN/AII has a short schedule of less than 200 days. Eighty-one dives are currently scheduled. There is a big unscheduled period in January and February. Due to the light schedule, ALVIN will return to WHOI in August (vice October) to begin overhaul. This totals approximately four months of open time in the 1992 ALVIN/AII schedule.

ALVIN/AII will spend three and half months in the East Pacific including 46 unscheduled days in the port of San Diego. Fifty days will follow in the Gulf of Mexico. Thirty days are scheduled in the Atlantic before ALVIN returns to WHOI for overhaul. ATLANTIS II will continue for the remainder of the year conducting non-ALVIN work.

Proposed ALVIN upgrades for 1992 include increased depth certification to 15,000 feet and renovation of surface controllers work area to allow more space for scientists. No upgrades have been funded to date. ○

INTEREST IN USING ALVIN,

1993 AND BEYOND: Thirty-four notices of interest in using ALVIN/AII for ALVIN-supported research in 1993 and a few years beyond were received from the scientific community prior to the fall ALVIN Planning meeting in San Francisco. The intents indicate large focuses of work in the Pacific along the Juan de Fuca Ridge and in the Atlantic along the Mid-Atlantic Ridge. A total of 546 dives were proposed which includes 175 dives which are requested for 1994 and 1995. This number also includes 36 dives which were proposed last year but were not resubmitted as intents for 1993. The number of dives requested this year at the ALVIN Planning meeting represent an increase of approximately 180 dives or 50 percent from last year. Usually 60 to 70 percent of the intents received are actually submitted as proposals. This would represent approximately 240 dive requests for 1993. ○

RESEARCH IN REMOTE AREA:

Feedback from the ALVIN user community seems to suggest an interest for ALVIN supported research in remote areas. In view of the fact that ALVIN will not require overhaul for three years after leaving WHOI in early 1993, this will be an excellent time to accommodate the desires of the scientific community. Be on the look out for an announcement requesting research intents for ALVIN operations in remote areas. ○

Memorandum of Agreement

The Memorandum of Agreement (MOA), a tripartite agreement between NOAA, NSF and ONR for support and operation of ALVIN, is up for renewal at the end of 1992. The funding agencies along with WHOI and UNOLS have begun to review the existing MOA. Correspondence between ONR, NSF, and WHOI, and comments during the ARC (December 1991) meeting, suggest that the MOA might be modified to include submersible matters in addition to ALVIN. ○

SHIPS IN THE NEWS

Mid-Life Refit of Intermediate-Sized Ships

Mid-life refits are scheduled for the three OCEANUS Class vessels, ENDEAVOR, OCEANUS, and WECOMA. A feasibility study has been completed on the design changes considered and an Engineering Design Proposal has been funded to develop the

engineering plans for the refit of all three Oceanus class ships. The major refit item for all three vessels is to raise the bridge and move it forward, and to replace the stacks with a single stack aft of the bridge. A new mast is planned in the reconfiguration. The estimated

cost per refit is \$2 million. ENDEAVOR is scheduled to start her refit in October of 1992. All ships are scheduled to be completed prior to 1994 when the new USCG admeasurement rules go into effect. ○

THOMAS THOMPSON

The vessel THOMAS THOMPSON (AGOR 23) is now in operation. On the whole, all reports were very positive as to its design and operating characteristics. The multibeam system worked well. A tight schedule is planned for 1992 with JGOFS cruises beginning in January. THOMPSON will return to port in the summer for a Post-Service Overhaul. O

KNORR

KNORR was delivered to WHOI in mid-October. The vessel is scheduled to spend two months alongside the Woods Hole dock for equipment outfitting and deficiency clean-up. KNORR's improvements included a new propulsion system and an increased overall length of 34 feet. The increased length allows for added laboratory and deck space. O

MELVILLE

Melville is scheduled for delivery to Scripps in February 1992. Scientific equipment will be outfitted and deficiencies will be corrected. The vessel is expected to be available in San Diego two months after delivery. At that time (early spring) THOMAS WASHINGTON will be retired. O

AGOR 24/25

The selection of a builder yard for AGOR 24 and 25 is expected any day. Both Scripps and WHOI will be involved in the technical review process for the yard selection. AGOR 24 is in the Fiscal Year (FY) 1992 budget and AGOR 25 is in the FY93 budget as an option.

NATHANIEL B. PALMER

The NATHANIEL B. PALMER hull is now in the water and the superstructure section has been mounted in place. Sea trials are planned for January 1992 and delivery is expected at Punta Arenas on 15 March 1992. O

VICKERS

NOAA and USC have signed a Memorandum of Agreement on the operation of VICKERS. ABS certification and a USCG stability letter were obtained. VICKERS sailed on 7 October with four NOAA officers and a crew of 14. The vessel is 200 feet overall, has 27 scientific berths, and has a maximum speed of 16 to 17 knots. The crew was recruited through USC, but they are employees of NOAA. NOAA will pay their salary, but be reimbursed. VICKERS has a good schedule for 1992 with 200 days scheduled. Scheduling of VICKERS will be identical to the scheduling of any UNOLS vessel. O

The Oceanography Office of the Navy is responsible for management of the new AGOR ships. They have formed the Joint Operations Office which is comprised of NSF, NAVSEA, and ONR. Michael Zacks is the Project Engineer for AGOR 24/25 in the NAVSEA office, PMS 383, which will oversee the shipbuilding. O

NEW UNOLS VESSELS

During 1992, MAURICE EWING, EDWIN LINK and WEATHERBIRD II, were brought into the UNOLS Fleet. All vessels completed their NSF inspections and were designated as UNOLS vessels in October by the UNOLS Council. O

SHIP SCHEDULING

The present overall UNOLS ship schedule reflects 5600 scheduled operating days with a funding estimate of \$53 million. Of the total ship schedule, NSF has funded approximately 4000 days with \$39 million. Other sources of funding for the remaining portion of days include DARPA, DOE, EPA, MMS, NAVY, NOAA, ONR, STATE, and USGS. O

CRUISE REPORTS AND CRUISE ASSESSMENTS

The UNOLS Office is in the process of compiling and summarizing 1991 cruise statistics. We extend our thanks to all schedulers who have already submitted their final 1991 ship schedules. If you have not submitted your final 1991 ship schedules, please do so as soon as possible. Schedules are to be sent to the OMNET addresses:

SCHEDULERS.EAST.GULF
and/or SCHEDULERS.WEST.
Additionally, all 1991 cruise reports and cruise assessments should be mailed to the UNOLS Office as soon as possible. Thank you for your cooperation. O

RESCUE AT SEA

On 27 December the R/V Gyre came to the rescue of a small boat in distress while enroute to Georgetown, Grand Cayman from Pointe Noire, Republic of Congo. The boat was located 4 degrees 26.231 minutes South, 9 degrees 44.1 minutes East, approximately 85 miles from the closest land, and 142 miles West North West from the northern most Angola border. The boat's name was *LANDA YETU* and was approximately 25 to 30 feet in length. There were five men

onboard. Through hands motions and broken Spanish it was deciphered that they were from Angola and that they had been drifting for 15 days. The engine didn't work and they had run their batteries down trying to start it. They had no food or water, no radio, oars, or sail. If left behind, the boat would have drifted West North West with very little chance of survival.

R/V GYRE towed the boat was towed to within eight miles of

shore on the south edge of the Banc Saint-Paul Oil Field. Tugs, supply boats and fishermen were sighted in the area. Gyre supplied the men with their partially recharged batteries, 5 days supply of fresh fruit, water and food, 5 gallons of fuel, charcoal and charcoal starter, cigarettes and matches, and a chart of their position before being cast off. The entire rescue effort of the five men was complete in eighteen hours. O

UNOLS INITIATIVES

REVIEW OF LABORATORY FACILITIES AND ACCOMMODATIONS ON UNOLS SHIPS

Two studies will be conducted by the UNOLS Fleet Improvement Committee (FIC) to assess shipboard laboratory conditions and accommodations. The studies will be directed by Marcus Langseth and Teresa Chereskin respectively. The study on laboratories will focus on fundamentals; such as, number of labs, types, size, utilities (power, water, lighting), communications (intra-ship, ship-to-shore), flexibility (access, modularity) and shared use equipment (computers and sounders). The study on accommodations will address

berthing and heads, mess accommodations, amenities (lounges, exercise room) and special features (network communications). To begin the studies, the inspection reports generated by Robert Dinsmore which review each UNOLS vessel will be examined. A comparison between selected ships in UNOLS, NOAA and non-US fleets will be conducted.

The output of this tasking will be two official Fleet Improvement Committee reports; one will address laboratory conditions and the other will review

shipboard accommodations. The recommended format will consist of a short summary of the good and bad features of shipboard laboratories and accommodations. The summary will include the comparison of the comparable ships of the other research fleets. Following the summary, a section will be devoted to suggested recommendations to improve the present and future shipboard conditions. An extensive appendix will be included in each report providing the individual inspections of each ship reviewed. O

HAZARDOUS MATERIALS SUBCOMMITTEE

An ad hoc committee was formed by the Research Vessel Operators Committee in April 1991 to address hazardous material issues including safety, inventory control, labeling, disposal, handling and training. The committee members include Bruce Cornwall (Chair), CBI; Linda Goad, U. of Michigan and Bill Hahn, URI. The committee has suggested that they should expand or convene a workshop to develop guidelines to address hazardous material issues. Other suggestions include creating a chapter in the UNOLS RVOC Safety Training Manual to deal with the prevention of pollution from ships and shipboard hazardous

materials. It was suggested that UNOLS Operators should be urged to include a section in their cruise planning manuals on hazardous materials.

The RVOC has recommended that the ad hoc committee prepare a statement to address shipboard hazardous waste and pollution which would include a compendium of information already available on the subject. A recommendation was also made to add a paragraph to the Research Vessel Safety Standards stating that hazardous scientific materials should be shipped according to proper Department of Transportation regulations. O

REVIEW OF UNOLS

A UNOLS Review Panel has been set up to take a critical look at UNOLS and its activities. UNOLS is being reviewed to determine their effectiveness in meeting the objectives defined in the Charter. Members of this panel are: T. Johnson (Chair), B. Lewis, R. Pittenger and R. Wall. They held their first meeting in September. Two questionnaires polling the community on various aspects of UNOLS were prepared and distributed randomly. Responses to the questionnaires were reviewed on 9 December at the AGU fall conference in San Francisco. Feedback was received from over 20 percent of those polled. The panel plans to gather additional UNOLS statistics before preparing a final report. O

PUBLICATIONS

SAFETY TRAINING MANUAL

The RVOC Safety Training Manual has been delivered and is an excellent training and reference document. It was written to provide guidance and heighten awareness of both personnel safety and vessel safety for seamen and scientists aboard UNOLS Vessels. Congratulations goes out to all those who contributed to its development. O

RESEARCH VESSEL SAFETY STANDARDS

The three year review cycle of the Research Vessel Safety Standards by the RVOC Safety Committee started in January 1991. Extensive revisions will be made to Chapter 8, *Lifesaving Equipment*; and Chapter 12, *Communications*. The proposed changes will be presented to the UNOLS Council for review and final approval. The revised standards should be published by October, 1992. O

SHIP SCHEDULING COMMITTEE ANNEX CHANGE

The UNOLS Charter Annex for the Ship Scheduling Committee was updated by its chairman, Ken Palfrey and presented to the UNOLS Membership at the Annual meeting in October for final acceptance. Copies of the new annex were distributed in the Annual Meeting Summary Report. Additional copies can be obtained by request from the UNOLS Office. O

NEW CRUISE ASSESSMENT FORMS

At the July Council meeting in Seattle, Jim Williams and the RVOC were tasked to revise the Cruise Assessment Form by adding a safety statement. Additionally, they were asked to develop another form that is to be completed by the ship's master on the conduct of the cruise. These new forms were

presented to the Council at their 16 October meeting and approved for use. The forms will be given to the Principle Investigators and Ship's Captain at the completion of the cruise. Envelopes will be provided with the forms for distribution to the corresponding marine office. The marine office would then

forward the forms on to the UNOLS Office. This should encourage a greater return of the assessments. The forms provide a good source of feedback from the vessel user community in regard to such issues as safety, ship and equipment condition, and ability to perform science. O

AGENCY NEWS

National Science Foundation:

The Ocean Sciences Division of NSF received an 8.4 percent budget increase from 1991. This is down from the 14 percent increase requested. Global change is a high priority program.

There are significant decreases in ALVIN funding from 1991 to 1992 for NSF and ONR. ALVIN days funded by NSF will decrease from approximately 100 days in 1991 to approximately 70 days in 1992. All proposals recommended by the ARC in June, 1991 were declined in the NSF review.

NSF has experienced some reorganizational changes including the ten month leave of Larry Clark on a "Council on Environmental Quality Fellowship." His work will be covered by Don Heinrich, assisted by Lisa Rom who has returned to the OCE branch of NSF. Dolly Dieter will stay on with NSF until January, 1993. O

Office of Naval Research:

ONR anticipates approximately \$6 million for ship operations for 1992. This is down from \$6.87 million in 1991. Most of the 1992 support is expected to go on intermediate ships in the Atlantic. They anticipate supporting US research aboard the British ship Darwin for about \$500,000. There is no firm feeling on the funding for 1993 and beyond. There is a lot of concern for the future of research and development funding. O

National Oceanic and Atmospheric Administration:

Congress had appropriated \$33.2 million for fleet modernization. Budget cuts in maintenance funds and health care/retirement have been experienced. A new congressional requirement of an IG inspection every six months is likely to add a significant administrative burden to the NOAA organization. NOAA has been working with the Navy to possibly take possession of several TAGOS vessels. O

Department of State:

The State Department has computerized their clearance monitoring process and as a result the timeliness of clearance requests is improving. Clearance requests seem to be coming in more promptly with 50% being late in 1991 as compared with 75% late submissions in 1990. Post cruise obligations appear now to be the major problem. To reduce the backlog of delinquent post cruise obligations, NSF has threatened to hold funding for future ship time research to the Principal Investigators (PI) which do not submit reports. The State Department will send out one reminder to the PI prior to requesting that funding be held.

Areas reporting clearance problems include Mexico, Haiti, and Columbia. Haiti is issuing no clearances at this time. Columbia is requiring a six month advanced notice as a minimum. O

UNOLS MEMBERSHIP CHANGES

UNOLS COUNCIL ELECTION RESULTS: Elections for the UNOLS Council were held at the Annual meeting in October to fill the vacancies of those members with expiring terms and resignations. Resignations were received from George Grice and Worth Nowlin. The terms of Larry Atkinson, Jeff Fox, and Donn Gorsline expired. The following people were elected to the Council:

Jeff Fox	At-large Representative, term expires 10/92
Robert Knox	Operating Representative, term expires 10/93
Dennis Hayes	Operating Representative, 3-year term
Richard Jahnke	At-large Representative, 3-year term
Charles Nittrouer	Non-operating Representative, 3-year term

The full membership of the Council is:

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

Peter Betzer, U. South Florida

Jeff Fox, U. of Rhode Island

Dennis Hayes, Lamont-Doherty Geological Observatory

Richard Jahnke, Skidaway

David Karl, U. of Hawaii

Robert Knox, Scripps Institute of Oceanography

Charles Nittrouer, State Univ. of NY

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

EXECUTIVE COMMITTEE APPOINTMENT: David Karl was appointed to the UNOLS Executive Committee replacing Council member, Larry Atkinson, whose term has expired.

COMMITTEE APPOINTEES: Changes to the various UNOLS committee memberships are as follows:

- ARC:** The ALVIN Review Committee recommended the renewal of two members terms, Dave Cacchione and Jeff Fox. The UNOLS Chair endorsed these recommended appointees.
- FIC:** Mark Langseth, Chairman of the Fleet Improvement Committee, will submit a recommended slate to the UNOLS Chair for selection to the FIC.
- RVOC:** Mike Prince has been selected Vice Chairman of RVOC.

NEW UNOLS MEMBER: Rutgers University was accepted as a UNOLS member institution. Welcome aboard!