

Appendix XVI

UNOLS ANNUAL MEETING
Coast Guard Agency Report
21 September 1999

USCGC HEALY Update

Avondale Industries conducted builder's sea trials on HEALY 23-30 August in the Gulf of Mexico. Results were overall satisfactory. The Coast Guard will start acceptance trials the week of 11 October, with final delivery coming in late October or early November. Planning for ice and science trials is on track for a four-phase schedule starting in mid-January 2000 and continuing until June. The members of the AICC and RVTEC committees have been heavily involved in the planning process and the Coast Guard is highly appreciative of their efforts. Cold weather trials will likely occur off of Baffin Island in the eastern Arctic. Following the completion of science trials, HEALY will transit the Northwest Pass to arrive in Seattle in August. A formal commissioning date has not been set but will occur in September 2000. HEALY is scheduled to sail on its first unrestricted science cruise in the early spring of 2001. Actual dates for deployment will be driven by the requirements of the initial science objectives.

POLAR Class Update

Since the last annual meeting, POLAR SEA has completed a deployment to the Antarctic for Operation Deep Freeze, and a follow-on Arctic deployment in support of a funded science mission in the area of the St. Lawrence Island polynya. POLAR SEA is currently undergoing a "Reliability Improvement Project" yard availability. The ship will complete this work in April 2000 and will be available for Science of Opportunity in the mid-June to late July time frame.

POLAR STAR is currently in Todd Shipyard undergoing major repairs to the centerline shaft. Shaft alignment problems forced the cancellation of a planned summer Science of Opportunity cruise. The ship will deploy for the Deep Freeze mission in early November and return to Seattle in April 2000. Following an in-port period for voyage repairs, POLAR STAR will sail on a three month Arctic mission from early July to late September. The Coast Guard is seeking interest for dedicated science support for this deployment.

USCG - NSF Memorandum of Agreement

In May, the Coast Guard and National Science Foundation signed a revised MOA for use of Coast Guard icebreakers for Arctic and Antarctic projects support by the NSF. The document is a vast improvement over the outdated version it replaced and formalized a variety of responsibilities and practices that had evolved over the years. A key point was that the incremental reimbursement agreement was maintained essentially unchanged. It calls for NSF to pay all fuel costs and a surcharge for helicopter and ship maintenance costs.