

NOAA's Office of Marine and Aviation Operations

UNOLS RVOC Meeting
April 14-16, 2009



Rear Admiral Jonathan W. Bailey, Director, NOAA Corps and Office of Marine and Aviation Operations

Agenda

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- FY 2009 NOAA Ship & Aircraft Operations
- NOAA Ships & Aircraft Recapitalization
- *Okeanos Explorer Update*
- NOAA Survey Vessel (NSV) Study Update
- Retention, Crew Rest & Fleet Inspection



FY 2009 NOAA Ship & Aircraft Operations

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- Fleet of 19 NOAA vessels plan to complete ~3,300 days-at-sea (DAS) and ~3,800 operating days (ODs).
- NOAA plans to charter ~3,100 ODs.
- Fleet of 12 NOAA aircraft plan to complete ~4900 flight hours.



NOAA Ship & Aircraft Recapitalization

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- Recapitalization status of NOAA ships:
 - VT Halter anticipates delivery of the following vessels to NOAA
 - *Pisces* (FSV 3) – July 2009
 - *Bell M. Shimada* (FSV 4) – August 2009
 - *Ferdinand R. Hassler* – December 2009
 - FSV 5 preliminary design moving forward
 - FSV 6 requirements being finalized in anticipation of funding
- Recapitalization status of NOAA aircraft
 - KingAir Damage Assessment aircraft departed Beechcraft and going through modifications at AvCon
- Modifications to current NOAA aircraft
 - Completed Cone housing modifications for the Tail Doppler Radar on the Gulfstream IV – Tail Doppler Radar operational Summer 2009



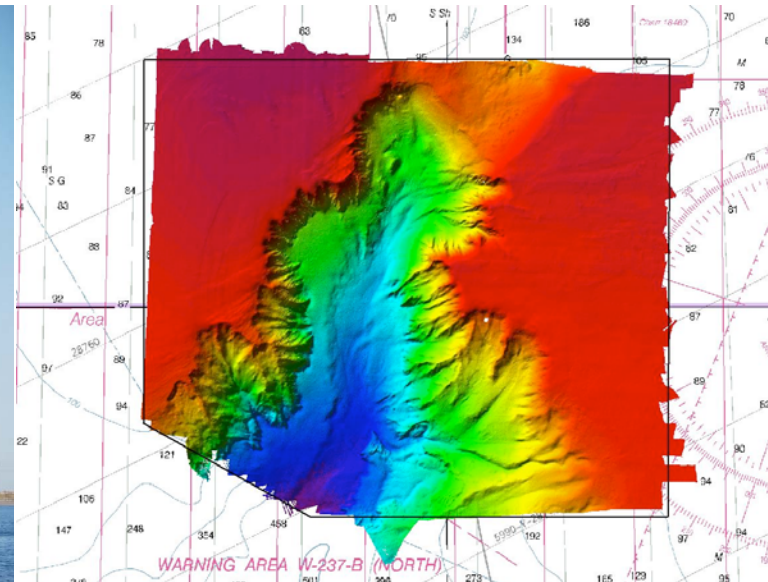
Okeanos Explorer Update

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- Apr-May 2009 – Conduct ROV Testing / Shakedown
- Jun-Nov 2009 – Field trials in the Pacific Ocean
(West Coast & Hawaiian Islands)



Anchored in Port Angeles, WA, during Shakedown



First Exploration Survey, Juan De Fuca Canyon



NOAA Survey Vessel (NSV) Study

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- P.L. 110-161 - "Consolidated Appropriations Act, 2008" required NOAA to evaluate "the design and operations of future research vessels in the form of a NOAA Survey Vessel for multi-mission operations, to maximize on-site activities and modularize for versatile platform availability".
 - The NOAA Ship Recapitalization Plan envisioned a single NSV hull form configured to support multiple missions
 - Multi-mission ship is defined broadly as a ship with the ability to routinely conduct a wide range of cross-Goal mission activities
 - Draft NSV Study Report currently under NOAA review
 - Report due to Congress June 29, 2009
 - NSV Report recommends the following:
 - Focus solely on the Shallow-Draft Variant, which appears capable of satisfying the majority of mission activity requirements
 - "Green Ship" initiatives will be incorporated into the NSV acquisition process



Retention, Crew Rest & Fleet Inspection

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➤ Retention Studies

- Reviewing of last three recruitment and retention studies done in 2000, 2001 and 2004 reveals two common themes
 - Need to develop temporary duties ashore for Wage Mariners while on sea/shore rotation
 - Look into the implementation of a new pay system for Wage Mariners (e.g., step increases similar to GS or a reasonable bonus pay out plan that is tied to performance not time at sea)
- Specific Challenges
 - Wage Mariners are not authorized for shore assignments as reflected in their job descriptions
 - Paid based on 56 hour work week and tied to work aboard ocean-going vessels

➤ Crew Rest

- In general, sailing duration equaling or exceeding 14 consecutive DAS will require a minimum of two full days inport
 - Reduce fatigue and increase safety
- Need to emphasize importance of practical implementation



Retention, Crew Rest & Fleet Inspection

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➤ Fleet Inspection

- Annual 14 day period (consecutive, if possible)
- Identify all deficiencies and remedy all Category I and address Category II and III deficiencies during the inspection period

