

UNOLS 2023 RVOC Meeting
17 & 18 May 2023
Duluth, MN

**Welcome to the University of Minnesota-Duluth – Robert Sterner, Director,
Large Lakes Observatory**

- Welcome so glad to have you here.
- New facility in works for Blue Heron.

Call to Order / Welcome – Doug Baird

Introductions – Doug Baird

Code of Conduct – Doug Russell

Agency Presentations

BBNJ (Biodiversity of Areas Beyond National Jurisdiction) – Allison Reed

[Presentation available on the UNOLS website](#)

- High seas treaty
- Conservation and sustainable use

Bruce Appelgate – What changes are in store when this is ratified?

Allison Reed – It is hard to say until we finish our impact analysis. There are already things in place that could be affected. We are hoping that for the research community it won't be a huge change.

National Science Foundation – Rose Dufour

[Presentation available on UNOLS website](#)

- Funding
- Branding
- Food Costs per person per day
- Build America, Buy America Act
- Restructuring in OCE
- Position available for cyber security – full time position

Joost van der Zwaag – The waiver is a temp solution, correct? If the waiver isn't approved beyond a year what is happening behind the scenes to move the industry back to the US

Rose Dufour – I don't know what is happening behind the scenes.

Joost van der Zwaag – so it will be year to year.

Rose – depends on the comments.

Bruce – the end game needs to be changing the law or the NSF interpretation of the law. We are working on getting our government relation folks talking. People that would like to see this changed please get with me offline. We need to push to get ships excluded from BABA.

Jonathon – Is there any hope that the federal government as a whole could get together and attempt to come out with a single regulatory definition.

Rose – There is some talk about getting the agencies together to discuss. But we have shared ONR and other agencies opinions and it hasn't swayed NSF leadership.

Jim – Not everyone at NSF feels the same way.

Brian Midson – The idea of unity across the government, this act is well intentioned.

Sean Higgins – I would argue that the FAR regulations are not nearly as comprehensive as BABA. If this waiver doesn't come in effect that we will not be able to continue as a fleet. This waiver is critical to buy us time but is not the solution. We will have to tie up our ships if we are not in compliance.

Rose – That information has been shared with the leadership.

Alice – Should we have talking points from this group.

Rose – Eric Buck will make a presentation and I don't want to steal his thunder.

Office of Naval Research – Rob Sparrock

- Courtesy inspections of ship by USCG.
 - Will probably need to enter into a MOU between NSF, ONR and the USCG.
- Sexual Assault Reporting Office need to develop written policies on how they will interact with the USCG.
 - ONR has refused to answer question about if they are responsible for criminal investigations on their ships.
- USCG congressional tasker, that they are being asked to provide a list of all oceanographic research vessel in the US.
- Big navy now knows that the ARF exists. BABA has brought more attention that these ships exist. I have had to talk to more leadership about Sovereign Immunity. They were surprised that the ARF had been going to Taiwan for over two decades.
- The intel community would like you to take photos of as many Chinese ships you may encounter overseas.
- Vice Admiral said he intends to develop a policy for the ARF. He has intended to do so for the last seven months or so.
- ONR does not have a legal opinion on women's health care.
- Navy funded program to increase DEI efforts.
- Intellectual property with government funding becomes government property rights. Shouldn't matter if the funding comes from ONR or institution.
- C4IT – ONR got a bunch of money, and we are working with you all to spend it. Still don't have it in my budget but it will come.
 - ONR is getting a new admiral for C4IT.

Jon Guttoff – I will be talking about safer seas tomorrow. I don't think it is a clearly drafted statute. The CG has made it pretty simple to report it. The after action don't require that anyone do something specific, they just want to know if anything has been done. Remember to just be candid. If you have done nothing, just say you have done nothing.

Regarding women's health, I provided Doug a memo that if it is ok with him, I will share with you.

Rob Sparrock – On the safer sea act I think it is not in compliance with international law, and if you have an incident in a foreign port work with the state department.

Rose Dufour - If there is an owner of the ship make sure you let the owner know if you are making a report to the CG, so the owner doesn't find out after the fact.

Rob Sparrock – I do think there are good reasons to report to the CG because if someone is job hopping it will more likely come to light.

NOAA – LCDR Cherisa Friedlander

[Presentation available on UNOLS website](#)

State Department – Amanda Williams & Gabby David

[Presentation available on UNOLS website](#)

- Introduction of MSR Team
- Sovereign Immunity – conversation with NSF lawyers and Rose and all ARF vessels are covered under Sovereign Immunity

Eric King – The late reports can be an issue. Can you provide the names of scientists we may be working with that have late reports?

Amanda Williams – Yes, we can definitely provide that information.

Rose Dufour – There was a clearance that came in from Canada with Jim McManus name on it. Please use my name as well.

When a country is asking for clearance to enter the US it said on there that the data would come to me, and I don't want it.

Amanda Williams – Our new letter has the correct updated info.

Kerry Storm – ARGO wanted to deploy floats in some West African countries but didn't because they weren't staffed due to Covid. Is everyone back to normal staffing?

Amanda Williams – A lot of these small countries were understaffed before covid, and it has only gotten worse. So please be patient. Some countries are a lot slower than other countries. We are looking at some of scientists doing a pre-cruise brief to these countries, so they see nothing is nefarious going on. And we are looking at doing a post cruise brief as well.

Bruce Appelgate – Is there a standard way of providing data to the coastal states.

Amanda Williams – I can only think of Mexico that is firm. Otherwise, there is no standard.

Bruce Appelgate – It would be nice if there was one way to submit the information.

[RVOC Discussions / Presentations](#)

BABAA (Buy America, Build America Act) – Eric Buck / Rose Dufour

[Presentation available on UNOLS website](#)

- Cat as an example is made in 110 facilities around the world. It is a diverse global supply chain.
- Similar situations exist for many of our legacy US manufacturers.
- BABBA has a requirement that it considered to be made in America if the cost of 55% of manufactured process is made in the US. It is extremely difficult to determine, and it is probably proprietary information that they wouldn't be willing to share.
- There are many, many foreign manufacturers that we have equipment on the ships.
- I sent out a comment prompter yesterday to all of the Marine Sups with comments to make on the BABAA waiver request. It would be great to get comments from various places in your institutions and from your vendors as well.
- Anyone who has interest in getting the waiver approved should make comments. Additionally in the comments the argument should be made for a five-year waiver. Even if manufacturers decided to move things back to the US it will take 5 to 10 years to make this happen. But in actuality very few people will be willing to move manufacturers back to the US.
- Only have 15 days to get the comments in.

Doug Russell – I forwarded the email Eric has been talking about to all of the Marine Sups.

Rose Dufour – The one strange work around is that if a ship goes to a shipyard in a foreign country, then the ship does not have to meet BABA.

Bruce Appelgate –

Doug Baird – This is not about services, only parts.

Eric Buck – Correct

Doug Baird – And it also doesn't apply to science equipment.

Eric Buck – That is also correct.

Eric Buck – I don't think the writers of the law intended to include ship when they wrote about projects.

Rick Trask – Do tension members include?

Eric Buck – Not if they are used for science.

Rose Dufour – In the future when you request MOSA money you will need to list what is made in the US and what is made overseas.

Joost van der Zwaag – How does the waiver process work?

Rose Dufour – I am not sure how it works, and I have asked for more information.

Joost van der Zwaag – And when it is approved do, we still have to provide all of the parts and where it is from

Rose Dufour – I don't think so.

Joost van der Zwaag – The vendors are aloof and are not willing to provide the information.

Mike Prince – Not apply to FAR based contracts. Is that NSF interpretation or in the law?

Brian Midson – That is how BABA is written.

Rob Sparrock – one comment I intend is about specialized service facility. The government is then going ahead and funding the service as an assistance award. I don't think the assistance award should apply; you are providing a service.

Doug Baird – Get your comments in.

Kerry Strom – This will affect the scientists and techs as well.

Rose Dufour – Feel free to share this with anyone.

Rob Sparrock – BABA would prevent you from ordering government parts, from a government supply system, that the government has already purchased.

RCRV Program update – Demian Bailey

[Presentation available on UNOLS website](#)

Mike Prince – Are the workshop reports on trials going to be published for all to see?

Demian Bailey – We didn't plan to, but there is nothing proprietary so I don't see why not.

R/V Savannah Mid-life Update – Jon Bichy

[Presentation available on UNOLS website](#)

Is BABA affecting your refit?

Bruce – Not too much. Most of our funds are pre-BABA funds and a lot of it is from the state funds.

Doug Russell – Aren't you doing a lot of documentation because of how this is going to affect you in the future.

Antarctica Research Vessel – Mike Prince

[Presentation available on UNOLS website](#)

<https://future.usap.gov/arv/>

<https://future.usap.gov/arv-ship-design/>

- Full science ops is 2031.
- Doug Russell – Is there a solicitation out to find an institution to operate the vessel?
- Mike Prince – That is coming out this fall.
- Doug Baird – Since it is NSF funded it will be US Flagged?
- Mike Prince – US Flagged, homeported in Punta Arenas Argentina

UNOLS Report – Doug Russell

[Presentation available on UNOLS website](#)

Amanda Williams – US Hydrographic Planning committee, if you have the ability to do hydrographic mapping include it in your RATS application. We are trying to continue mapping our EEZ

Doug Russell – If you could share some info with me, I will be willing to share

Brian Midson – The interagency working group that I sit on has created a standardized mapping protocol that has not been released yet, but when it is it can help in planning. Public comment on the SOMF ends in early June: <https://www.federalregister.gov/documents/2023/02/24/2023-03795/request-for-public-comment-on-a-draft-standard-ocean-mapping-protocol>

Rose Dufour– Pre-cruise planning, I asked the UNOLS office to look into a mutual agreement between the science party and the ship to avoid mis understandings when the science party arrives on the ship. I hope we will be able to plug that into the MFP.

Robert Kamphaus– Can we have more discussion about that? We are still having trouble getting users give us the info we need.

Rose Dufour – if you aren't getting info back from Pls copy me and I will copy their program managers. We need to manage expectations, but we can't get it together in a month. If you get funding, you have to meet the requirements.

Crewing Support – Meegan Corcoran

[Presentation available on the UNOLS website](#)

Mike Prince – What about advertisements in professional journals

Meegan Corcoran – GCaptain is the major one right now. Maritime Executive is a good one. Workboat Magazine

Doug Russell – Meegan also runs the Crewing Tiger Team, so I encourage you to take it back to your institutions if anyone is interested.

Mike Prince – Have you given any thought to the motivators to keep people in the jobs.

Meegan Corcoran – Being heard and also acting on what is said seems to be important. We also discussed a questionnaire to see what it will take to keep people.

Mike Prince – For people operating a smaller ship or single ship the opportunities for advancement are not there for them.

Rose Dufour – We don't always have extra money but this year we can look at things that will increase quality of life. Send me proposals for things that would improve habitability.

Joost van der Zwaag – The food number graph was very telling today. Quality of food is very important.

Rose – Yes and this year I have money to help improve the galley and their training.

Doug Russell – We have gotten great support from institutions. Several people have gone to different maritime academies and training school. If you are willing to go out there get with Meegan Corcoran and she can give you help and some swag.

R/V Langseth Plans & Replacement Update - Sean Higgins

- Lamont sent a letter to Jim McManus requesting to operate the Langseth beyond next year, until the Fall of 2026. We received a reply that we are welcome to submit a renewal proposal for the Langseth. That is our intent. We need more time to find a replacement.

- We have been working on concept modeling with Glosten for the last six months. We are looking at renewing a commercial vessel to work as a seismic vessel.

Rose - there will probably be a candy gram going out announcing this to the community.

Brian Midson – We have a meeting to discuss what should go on it tomorrow and hopefully it will go out next week.

Workplace Environment – Doug Russell

- There have been several incidents recently when people got heated discussing issues.
- We need to discuss how we can proceed with reminding people that we are professionals and should carry ourselves in a professional manner.
- Scientists are also becoming stressed by their trips getting delayed.
- Pre-Cruise briefs and Pre-Cruise Agreements between the ship and the scientists to help alleviate some of these tensions.
- The agencies and the institutions are aware these are happening.
- We all bear the responsibilities to keep things on a professional level.
- If people aren't happy that is what the PCARS are for. The PCARS are read by the agencies and can lead to positive changes.
- We need to get the users of the vessels use the PCARS.

Joost van der Zwaag – When you hear about some kind of problem on board do you go to the operator?

Doug Russell – It depends on the circumstances but in most cases, we will redirect them to the operator. And we will make sure that you know.

Guy Dale-Smith – Do you get the post cruise assessments before the scientists get off the ship?

Doug Russell – No, we don't.

Guy Dale-Smith – What we do now is the Chief Scientist sits down with the captain and the post cruise assessment gets done before they depart the ship. We have found that it works quite well.

Doug Russell – I agree with you, but I think the scientist are already under a time crunch.

Do you talk about it in the pre-cruise planning?

Guy Dale-Smith – Yes, we do. Everyone knows the expectations

Doug Russell – How hard of a road was it to get there?

Guy Dale-Smith – There were some challenges, but we were able to get there.

Bruce Appelgate – Would that be something NSF would support that we get these done before they depart the ship?

Rose Dufour – If you think it could be finished, we would support it. But I think it would really be difficult on the smaller ships. I also think there needs to be a drop-dead date. If the Chief Scientist doesn't do a PCAR then it could move to the Captain to start it.

Robert Kamphaus – MFP isn't set up to work that way.

Rose Dufour— You are right if we could change it to make that happen. The other thing we need to consider is a co-chief scientist. We need to go back to a single Chief scientist so we don't have conflicts.

Doug Russell – How do we make that happen?

Mike Prince – It use to be a policy.

Alice Doyle - Most of the cruises only have one Chief Scientists. Secondly, we could make MFP work and give the operator a chance to submit a PCAR after a certain amount of time.

Rose Dufour – I think it is a more a problem of vocabulary. Some facility managers are requesting separate meetings for their parts.

Jim Holik – Has anyone ever thought about using sailing orders again? WHOI and UW still do it.

Foreign Operators

Netherlands (NIOZ) – Erica Koning

[Slideshow is available on the UNOLS website](#)

Bruce Appelgate – Battery power for 8 hours?

Erica Koning – Only at night when it is on the flats not underway.

Bruce Appelgate – Why are you waiting on the methanol?

Erica Koning – Because it is not easy to get methanol yet.

Kerry Strom – Do you have funding for all these ships?

Erica Koning – Yes, we are fully funded.

Will Moon – Decision to go with UP2 for the R/V Anna Webber, why?

Erica Koning – Maybe to work in the windmill fields, but otherwise no reason.

United Kingdom (NOC NERC) – Guy Dale-Smith

[Slideshow is available on the UNOLS website](#)

- Rebranding effort after we left the government and became nonprofit.

Joost van der Zwaag – What type of research were you doing?

Guy Dale-Smith – We were surveying a seabed to see how well it had recovered after the area was tested for deep sea mining.

Doug Ricketts – What did the master do?

Guy Dale-Smith – Because they were lined up with the rising sun, they couldn't see what was being dropped in the water. Once it was realized it was people, they split the difference between the people. Then he decided to continue between 8 and 10 knots. The protestors made five or six passes. The protest was not safe, and the master of the Greenpeace vessel put his crew in danger.

Rose Dufour – How did they find out what you were doing?

Guy Dale-Smith - It wasn't a secret. It was known throughout the community. It was on the MFP.

Featured Speaker – Wayne Lusardi, State Marine Archaeologist, Thunder Bay National Marine Sanctuary

Lake Huron Red Tails! Recovering a Tuskegee Warbird

[Slideshow is available on the UNOLS website](#)

DAY TWO – 18 May 2023

Duluth, MN

Welcome RVOC Chair – Doug Baird

Safety Committee – Jeff Garrett

[Presentation is available on the UNOLS website](#)

Recap of 16 May 2023 Safety Committee meeting.

Legal / Risk Management – Jon Guttoff

[Slideshow is available on the UNOLS website](#)

Reporting and Surveillance for Sexual Assault and Harassment

- The Safer Seas Act

Doug Baird – If an incident is report to school's Title IX office and the ship has never been told is a proper answer, I have no idea?

Jon Guttoff – Yes, absolutely. But then the Title IX office is responsible to report it to the CG.

Doug Baird – It will never happen within ten days.

Jon Guttoff – You are right, ten days is way too quick.

Rose Dufour – NSF was given a chance to give input. I sent back all of our concerns about the language. But when it was put into the defense bill those changes were removed. Next year we might have a chance to change the language.

Jon Guttoff – I would just delete the language about follow-up reporting because it is their responsibility to follow up.

Murray Stein – Is this true of uninspected vessels?

Jon Guttoff – Yes, it is true of uninspected vessel, or it is not applicable to an ARF vessel.

Rose Dufour – When we first saw it, it didn't say Commercial Vessel. That was added after we reviewed it.

Joost van der Zwaag – I worked at Maersk, and it was horrible what happened there. If we don't report them to the CG they can continue to act in this manner in different places. We have a

huge advantage because we have the Title IX office. Can we convince the CG that the Title IX can handle it?

Jon Guttoff – I am working on a form that the Title IX can use to make the report.

Rose Dufour – Is it reasonable to write up a letter and send it to the tip line to explain our special situation and ask them what do you want us to do?

Jon Guttoff – Yes, I think asking them what they want us to do it appropriate.

Rose Dufour – I worry about the timeline not providing enough time to investigate.

Jon Guttoff – Congress wants to make sure that the mariners lose their license or documents.

Rose Dufour – I gave it to our office of general council, and they said they don't think it applies to us since we are not commercial. I think we need clarification.

Jon Guttoff – I am happy to write a draft of a letter.

Rose Dufour – When you submit the report the reporter should let the CG know that it has been reported to the Title IX office is investigating.

Jon Guttoff – I think the Title IX could just make the report to the CG.

Rose Dufour – But it isn't the Title IX that will be fined.

Rob Sparrock – ONR will not offer guidance on this matter. I would report to your campus office and remind them of this reporting requirement. I would make them tell me if they were going to report to the CG or not and take note of who you spoke to. If they say they won't report then I would call the CG themselves. I wouldn't report it internationally unless it involved a foreign national. The CG only really cares about the mariners and the mariners' licenses. This bill says they can remove the licenses removed retroactively. The benefit of reporting to the CG is that the mariners move around. Restricted sexual assault reporting. This law hasn't taken into account the various people that can be on our ship. I have contacted the CG but I don't think they are engaged in offering clarification on this matter.

Jon Guttoff – To respond to Rose, the responsible party on the vessel is liable for failure to report.

Sean Higgins – Asking an anonymous reporting to go to the CG is difficult. Plus, the person could go to their own Title IX office, who may not know anything about reporting to the CG. Assuming that someone on ship knows that something happened is making a leap. I have a lot of issues with this.

Jon Guttoff – People without knowledge have no responsibility to report. This statute only says if you know about it.

Rob Sparrock – You need to make sure your Title IX office knows that if they find out about a reportable incident, they need to report it to the CG. They are equally as responsible for reporting.

Rose Dufour – I am not the owner of the vessel, but NSF doesn't want any surprises.

Doug Baird – So your opinion is that it doesn't apply to ARF Vessels?

Jon – I don't think it applies.

Doug Baird – Rose, do you want us to do this?

Rose – I don't have an answer right now. It could make people feel safer or it could make people feel like their privacy is being violated.

Meegan Corcoran – I don't think that having these surveillance cameras would make people want to work for us more.

Jon Guttoff – Then I wouldn't do it unless you are told to by the CG.

Crewing Support Video – Meegan Corcoran

[Video will soon be published on the UNOLS YouTube channel](#)

GW Medical Update, COVID-19 & Pre-Cruise Questions – Alex Cullen

[Slideshow is available on the UNOLS website](#)

Jon Guttoff – Are you recommending that the ships carry rape kits onboard?

Alex Cullen – There is no standard rape kit. Evidence collected

No victim should collect evidence that they don't want to collect. If willing they will be given contact with a forensic nurse practitioner and told how to collect the evidence.

I would not go out and buy a rape kit.

We are working on how to get the evidence into judicial system via the FBI or USCG.

We are hoping that the FBI will put out guidance on evidence collection and storage best practices.

Alice Doyle – Medical information we should be collecting. Are there specific questions or answers you are looking for?

Alex Cullen – Yes. What are allergic too. What meds are you on. What organs don't you have?

What bones have been operated on? Medical history is a question that people answer poorly.

Do you regularly have headaches, have you had a migraine before? What is normal and what is abnormal in your body? Understanding what is an allergy and what is a side effect or an adverse reaction. Family history if it resulted in a death or a life altering outcome. Any aversions you might have (such as a religious belief against blood transfusions).

Paul Gallagher – Could we get your slides to share with the medical people on the ships. Or a sample intake form you might have.

Alex Cullen – Yes, absolutely. And if you would like me or someone on my team to talk to them, I would be happy. I will send you the intake form and I would suggest you laminate it and use a sharpie.

Doug Russell – I will share the slides and I will share the form with all the mar sups.

Doug Baird – Do you have updated COVID-19 guidance.

Alex Cullen – I don't want to say COVID-19 is over. But we think everyone should be vaccinated. I think people should be tested before they come onboard. I think you can quarantine onboard the ship. I am happy to get you an update to the COVID-19 policies later this week.

Joost van der Zwaag – Is influenza just as dangerous as COVID at this point?

Alex Cullen – Long covid and cardiac complications are the concern with covid. Let a low grade fever go. Covid is scarier than the flu are the cardiac complications. Medical history of vaccines and how many times you have had covid is important.

Doing drills of the MPIC being incapacitated or the engineer and captain being injured.

Deck Socket Testing Gear – Marcel Beaudin

[Slideshow is available on the UNOLS website](#)

Canadian Coast Guard Vessel Procurement – Engineering Support - Randy King

[Slideshow is available on the UNOLS website](#)

Jim Holik – You do plan to do seismic work?

Randy King – Yes, the longest streamer would be 20 meters.

Jim Holik – So you are going to do 3D work?

Randy King – Yes.

Murray Stein - Can you expand on your hesitancy to use berthing vans.

Randy King – Our senior management seems to think there is a safety issue with them.

Paul Gallagher – Are you going to do crew training with this, to man the vessel?

Randy King – We have the Coast Guard College, but they are only required to do two years with us. Crewing is a problem.

Rose Dufour – Do you think you will have a problem keeping the ships busy?

Randy King – Yes, which is why I want to stay in touch with you folks.

Schmidt Ocean Institute – Eric King

[Presentation is available on the UNOLS website](#)

- 100% privately funded, except for the scientist time.
 - Scientist funding mostly comes from NOAA and NSF.
- Accepting proposal through 2032.
 - Each year will add an additional year.
 - Identifying the areas of operation first, then inviting proposals.

Joe Malbrough – Was prop system on boat prior to you?

Eric King – It was on the vessel.

Joe – how do you like them compared to conventional?

Eric King – We love them. They are excellent at station keeping.

Mike Prince – What is noise like?

Eric King – For propulsion system it is almost quiet.

Jim Holik – How does bulbous bow affect transducers?

Eric King – We have a bubble problem. We definitely have to do something.

Meegan Corcoran – Where is vessel flagged and where is the homeport?

Eric King – The flag is Cayman Island and there is no homeport. Cayman Island has their own regulations and then if they don't have a regulation, they fall under the UK's regs.

Rose D – What is the green efforts?

Erick King – Paint. Started using the urea system in the exhaust. LED lights throughout. Previous owner had a plan to use a battery system while in DP. But the technology is four years old. We will reevaluate.

Murry Stein – Did the crew have to get DP Qualified.

Erik King – the vessel is DP2, and we have all the equipment, but we didn't keep the class.

Murry Stein – How are the cameras on the hull working for you?

Erik King – They are working really well. They are LED as well.

Brian Midson – For helo ops, is it just for visitors? No hanger or ability to refuel?

Erik King – Just for transferring people and supplies. No ability to refuel. Using VTOL for science. Can use the helo deck for containers as well.

CI / CS Update – ResearchSOC – Ryan Kiser

[Slideshow is available on the UNOLS website](#)

- OmniSOC and ResearchSOC combined
- Fleet is an unusual research facility – 14 institutions, 17 vessels

ARF Security Team – arfsec@iu.edu for non-time sensitive issues

Joost van der Zwaag - What is Corelight?

Ryan Kiser – Corelight, Inc. – A company that makes network monitoring equipment

Polar Code – Joost van der Zwaag van der Zwaag

[Presentation is available on the UNOLS website](#)

MFP – Personnel Planning & Personnel Capabilities – Erika Koning

[Slideshow is available on the UNOLS website](#)

R/V Kilo Moana Inport Incident Brief – Andy Nottberg

[Presentation available on the UNOLS website](#)

Joost van der Zwaag – Was there a problem with the steam table? Could it have run out of water?

Andy Nottberg – It could have been, we don't know.

Robert Kamphaus – Most of the ship's I have been on have annunciator panels. Where is the watch in relation to those panels?

Andy Nottberg – In the pilot house and engine room, which are not normally manned. It also sends out a notification to the engineers but none of them heard it.

Paul Gallagher – The person who found it, were they on a normal round or just luck?

Andy Nottberg – Just luck

Paul Gallagher – when the GE alarm had been raised how did it go?

Andy Nottberg – GE was never raised. The Captain heard the fire alarm and thought he GE was alarmed. He made a general announcement and the science party mustered on the pier. Took longer than we would have liked.

Joost van der Zwaag – Was there anyone on watch?

Andy Nottberg – No, that was not KM policy.

Doug Russell – Did you change policy

Andy Nottberg – Yes there is now an in-port watch.

Eric King – We give everyone a card to log on and off the ship and to access the space. We use this to account for people on board and see who is ashore. It was a big expense, but it has proved its worth.

Doug Russell – The Chief Mate got injured. We think it is because he went in without the SCBA on.

Andy Nottberg – Yes, we are doing more training. People are not as comfortable with SCBAs as he should be. And the crew turn over really hurt us.

Dive Operations – Doug Russell

- Discussion of dive operations off of ARF vessels.
- This is not something we can do lightly or on short notice.
- Spoke with Council and we are not ready to do away with dive ops, but we might not be able to do them for every scientist that requests them. We need to use the standards that are there. We have to make sure the Chief Scientists do their due diligence.
- All that being said, it is part of what we do.
- Most institutions have a dive safety officer.

Alice Doyle – Most dive proposals had to be approved by the dive safety officer at their own institutions. So, there is that review.

Doug Baird – That information is not listed on the SME.

Jim Holik – I am glad we are discussing because there were rumors that we were going to stop diving and the higher ups at NSF were happy.

Joe Marlborough – I like to just do dive ops, not other ops going on at the same time.

Recognition – Doug Baird and Doug Russell

- Tom Glennon is not here but he is leaving our community, but he has been a big part of our community.
- Erica Koning came the furthest. I think you started coming to these meeting in 2011. She has been very supportive and shares information from around the world.
- Jim Holik is retiring. Hard to imagine life without Jim Holik. He has always been so supportive of our ships. He has been in this job for 16 years. 15 years with USAP. Before that he was a geophysicist. Our fleet is much better off since you have been working with us.

Action Items:

1. BABA operator institution and community need to comment on the waiver at NSF.
2. Post Cruise Assessment Report in next newsletter to remind science community of why it is important to do them.
 - a. Discuss restarting PCAR subcommittee
3. Article in newsletter about when scientist bring their own wire and what information is needed to ensure their success

4. Vessel security accessibility of RV plans on MFP
5. Appendix A Changes out to MarSupps – incorporate in RVSS and put on website.
6. Consistent way of reporting incidents, mishaps, and near misses
7. Jon Swallow is going to lead way in SCBA group purchases
8. Jon Swallow is going to look into Personnel Locator beacon
9. Jeff Garrett is going to update the Safety Committee Charge. Will circulate in Safety Committee and then RVOC
10. Safer Seas Act – Jon Gutoff letter to USCG to see how it applies to the ARF with their Title IX programs
11. Safer Seas Act – Jon Gutoff is going to create a format to make reporting to the CG easier, with some consistency through the fleet.
12. Reminder that NSF is willing to pay for a day at sea for crew training, drills, and such.
13. UNOLS Office to update COVID-19 Guidance

Where do we meet next year?

- Seward/Anchorage
- Halifax Nova Scotia
- Delaware
- Is May date better than the traditional April date? Does May work for you all?
- OSU in 2025 to see the Taani